

AGENDA ITEM

6.1

TO:

Council Assessment Panel (CAP) on 14 August 2023

DEVELOPMENT NO.:	23008098
APPLICANT:	Evo Arc Adelaide
ADDRESS:	85-87 PROSPECT RD PROSPECT SA 5082
NATURE OF DEVELOPMENT:	Two Storey Mixed Use Building comprising 8 Ground Floor Retail Tenancies and a First Floor Indoor Recreation Facility, Advertising Displays, Solar Photovoltaic Panel System (Roof-Mounted), car parking, landscaping, rainwater tank and roof-mounted plant infrastructure.
ZONING INFORMATION:	<p>Zones:</p> <ul style="list-style-type: none"> • Urban Corridor (Main Street) <p>Overlays:</p> <ul style="list-style-type: none"> • Regulated and Significant Tree • Traffic Generating Development • Urban Transport Routes • Airport Building Heights (Regulated) • Advertising Near Signalised Intersections • Affordable Housing • Design • Heritage Adjacency • Hazards (Flooding - General) • Noise and Air Emissions • Prescribed Wells Area <p>Technical Numeric Variations (TNVs):</p> <ul style="list-style-type: none"> • Maximum Building Height is 15m • Minimum Building Height is 2 levels • Maximum Building Height is 4 levels • Minimum Primary Street Setback is 0m • Interface Height (Development should be constructed within a building envelope provided by a 45 degree plane, measured 3m above natural ground at the boundary of an allotment)
LODGEMENT DATE:	18 May 2023
RELEVANT AUTHORITY:	Assessment panel
PLANNING & DESIGN CODE VERSION:	2023.6
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes 27 Representations (2 request to be heard by CAP) 2 Late submissions
RECOMMENDING OFFICER:	Susan Giles Senior Development Officer, Planning
REFERRALS STATUTORY:	Commissioner of Highways
REFERRALS NON-STATUTORY:	Design Review Heritage Review Council's Traffic Engineer
RECOMMENDATION:	Grant Planning Consent

CONTENTS:

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1. DETAILED DESCRIPTION OF PROPOSAL

- 1.1 The proposal is for a Two Storey Mixed Use Building comprising 8 ground floor retail tenancies, a first floor indoor recreation facility (gym), advertising displays, roof-mounted plant infrastructure and solar photovoltaic panel system, 78 on-site car parks, landscaping, rainwater tanks and a 2.1m high acoustic fence adjacent the eastern boundary.
- 1.2 As outlined in the Contents list above, the proposal plans are attached, along with Artist Impression, Landscaping Plan, Stormwater and Civil Works Plan, Waste Management Plan, Street Analysis, Traffic and Parking correspondence, Sustainability Management Plan, Environmental Noise Impact Assessment, Light Spill Analysis, Planning Consultant's Report lodged with the original plans, the Planning Consultants correspondence in response to Representations and internal referrals, and the applicants design response and supportive correspondence.

2. BACKGROUND

- 2.1 At its 18 January 2018 meeting the Council Assessment Panel (CAP) granted Development Plan Consent for the construction of a two storey mixed use building, including three ground level retail tenancies with a total floor area of 1,917m² and a first floor office tenancy of 531m², with associated ground and first floor car parking, landscaping and acoustic fencing (DA 050/47/2017) at the subject land. This consent has lapsed.
- 2.2 At its 14 December 2020 meeting, the CAP granted Development Plan Consent for the demolition of an existing shopping centre, and construction of a two storey mixed use building comprising supermarket, retail and office tenancies, and associated car parking and landscaping (DA 050/338/2020). This consent has had an extension to its operative period and will lapse on 14 December 2023.
- 2.3 At its 13 September 2021 meeting, the CAP granted Development Plan Consent for a variation to DA 050/338/2020, to include a basement car park, and a gym with associated roof top terrace on the second floor, in lieu of the office tenancies (050/116/2021). This variation consent will expire on 13 September 2023. It is noted that documents for the Building Rules Consent have been submitted on the Plan SA portal (ID 22033624).
- 2.4 The reports and proposal plans from the previous CAP meetings are available for viewing on the City of Prospect website (www.prospect.sa.gov.au).
- 2.5 The applicant proposes an alternative design, which is the subject of this application.

3. SUBJECT LAND & LOCALITY

Site Description:

Location reference: 85 PROSPECT RD PROSPECT SA 5082

Title ref.: CT 5303/740 **Plan Parcel:** D1502 AL61 **Council:** THE CITY OF PROSPECT

Location reference: 85 PROSPECT RD PROSPECT SA 5082

Title ref.: CT 5303/741 **Plan Parcel:** D2586 AL1 **Council:** THE CITY OF PROSPECT

Location reference: 85 PROSPECT RD PROSPECT SA 5082

Title ref.: CT 5303/742 **Plan Parcel:** D2586 AL3 **Council:** THE CITY OF PROSPECT

Location reference: 85 PROSPECT RD PROSPECT SA 5082

Title ref.: CT 5303/738 **Plan Parcel:** F161580 AL96 **Council:** THE CITY OF PROSPECT

Location reference: 85 PROSPECT RD PROSPECT SA 5082

Title ref.: CT 5303/739 **Plan Parcel:** F163724 AL91 **Council:** THE CITY OF PROSPECT

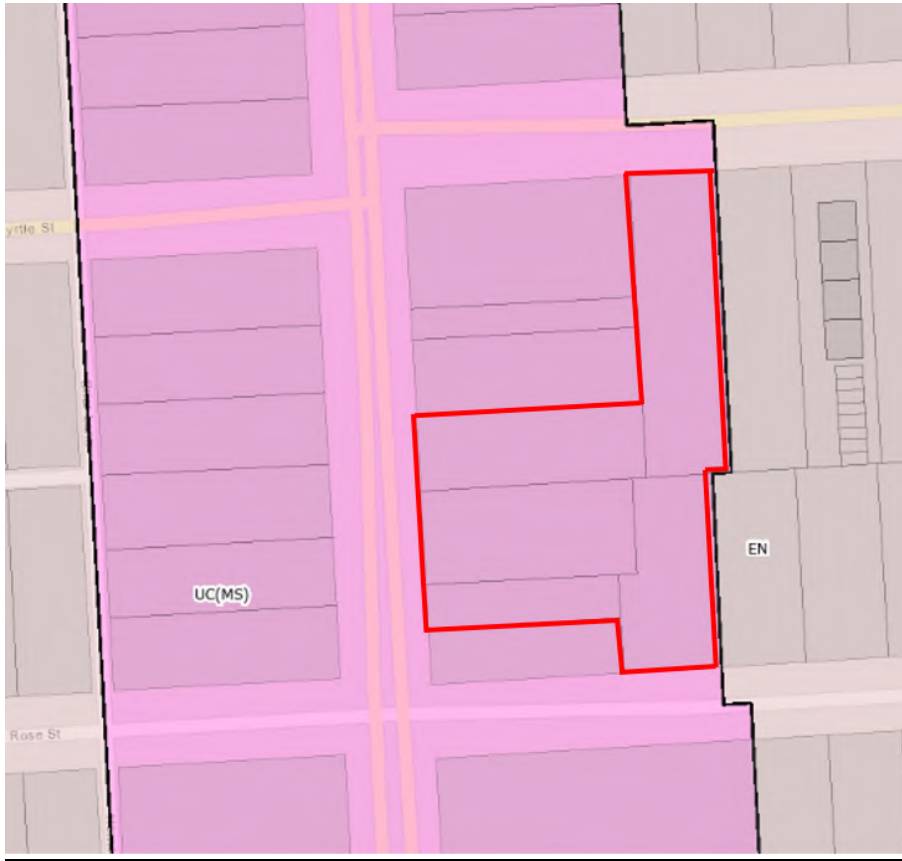
Site Characteristics

Primary street frontage:	43m to Prospect Road
Site depth:	Approximately 63m
Secondary street frontage:	Approximately 17.3m to Kintore Avenue Approximately 20.4m to Labrina Avenue
Number of allotments	Five
Site area:	3600m ²
Shape:	Irregular
Topography:	Relatively flat
Existing Structures:	Vacant
Existing vegetation:	Vacant
Local Heritage Listed:	No
Other:	<p>The subject land is set between two Local Heritage Places, the former Courthouse to the north and the former State Bank to the south.</p> <p>The site is located on the eastern side of Prospect Road, between Labrina Avenue and Kintore Avenue.</p> <p>The site adjoins residential allotments located in the Established Neighbourhood Zone (to the east of the subject land).</p>

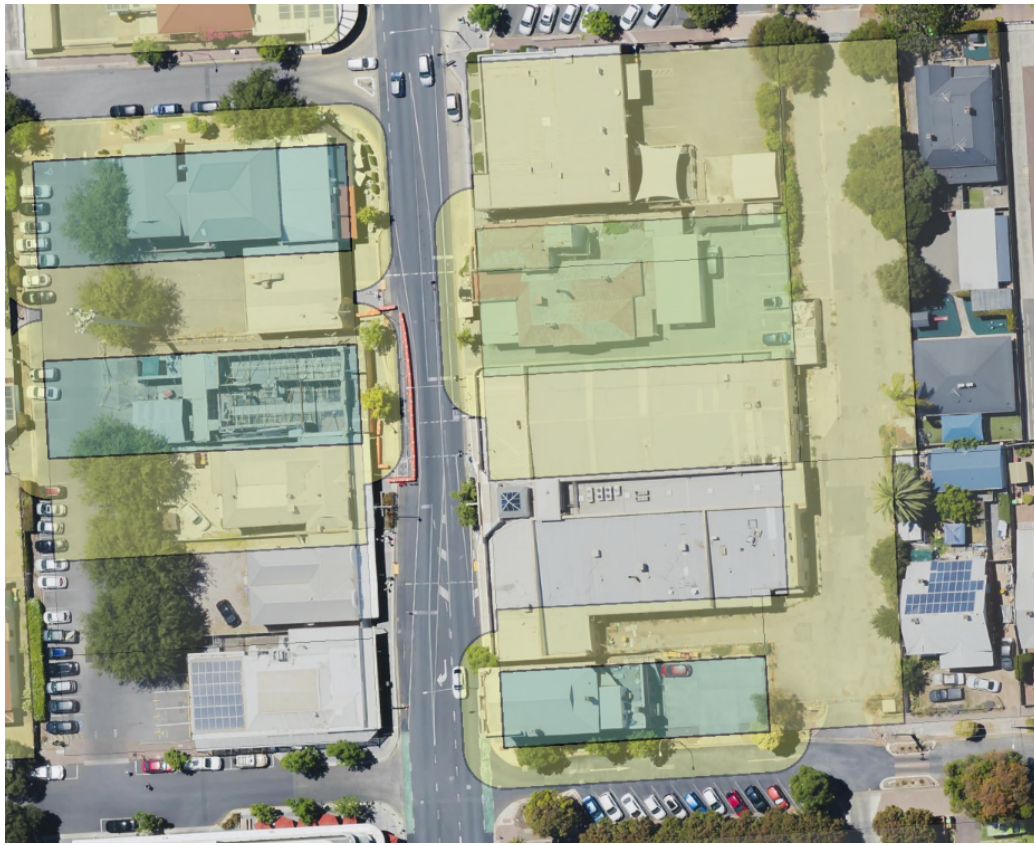
Subject land identified in red. All images below are from SAPPA.



Subject Land in Urban Corridor (Main Street) Zone, and adjacent Established Neighbourhood Zone



Heritage Adjacent Overlay (yellow) and Local Heritage Places (green)



Subject land in red (and adjoining sites)



Subject land in red along Prospect Road



Pre-demolition

Subject land

**Post-demolition** (vacant site behind temporary fencing)**Locality**

The locality comprises a mix of residential and commercial land uses. Land uses within the locality on Prospect Road are commercial in nature, including shops, offices, consulting rooms, personal services establishments, and the cinema complex. Buildings within this locality vary from single storey to three storeys in height, with single and two storey buildings being characteristic of the locality. The adjacent land to the east of the subject site is within the Residential Zone and is characterised by single storey detached dwellings on allotments greater than 700m² in size. The subject site is bordered to the north and south by two Local Heritage listed buildings that are within the Urban Corridor Zone.

4. CONSENT TYPE REQUIRED

Planning Consent

5. CATEGORY OF DEVELOPMENT

- **PER ELEMENT:**
 Shop: Code Assessed - Performance Assessed
 Indoor recreation facility: Code Assessed - Performance Assessed
 Advertisement: Code Assessed - Performance Assessed
 Solar photovoltaic panels (roof mounted): Code Assessed - Performance Assessed
- **OVERALL APPLICATION CATEGORY:**
 Code Assessed - Performance Assessed
- **REASON**
 P&D Code; Heritage Adjacency Overlay prevents Advertising Displays from potentially being a Deemed to Satisfy element, all remaining elements either have no Accepted / Deemed to Satisfy assessment pathway that applies, or do not achieve criteria of those pathways. Thus all elements are to be performance assessed.

6. PUBLIC NOTIFICATION

6.1 REASON

6.1.1 Table 5 of the Urban Corridor (Main Street) Zone does not exclude 'Indoor Recreation Centre' from notification (via Column A of the table), and thus the application must be publicly notified.

6.2 LIST OF REPRESENTATIONS

6.2.1 27 representations and 2 late submissions were received during the public notification period. Seven of the representations support the development with some concerns, however the remainder all oppose the development. Two of the representors have requested to be heard in support of their comments.

6.2.2 It is noted that the two late submissions have raised concerns that are similar to those raised by others. A summary of the representations and late submissions is listed below:

Name	Address	Support / Support with Concerns / Oppose	Request to be heard
Kimberly Clements	24 Alexandra Street, Prospect	Support with concerns	No
Christina Borg	8 Airlie Avenue, Prospect	Support with concerns	No
Hannah Wardill	6 Gordon Road, Prospect	Support with concerns	No
Lauren Gauci	28 Labrina Avenue, Prospect	Support with concerns	No
Caitlin McManus	44 Charles Street, Prospect	Support with concerns	No
Paul Berryman	12 Daphne Street, Prospect	Support with concerns	No
Therese McNamara	4 Labrina Avenue, Prospect	Support with concerns	Yes
Jenny Wardrop	41 Barker Road, Prospect	Oppose	No

Kosta Koutsonas	49 Labrina Avenue, Prospect	Oppose	No
Janet Weightman	75 Kintore Avenue, Prospect	Oppose	No
Donna Read	16 Olive Street, Prospect	Oppose	No
Emelia Manisalis	75 Farrant Street, Prospect	Oppose	No
Chloe Moore	13 Charles Street, Prospect	Oppose	No
Jacqui Smith	12 Olive Street, Prospect	Oppose	No
Nicole Chladek	68 Labina Avenue, Prospect	Oppose	No
David Tieppo	56 Gloucester Street, Prospect	Oppose	No
Jacqueline Nelson	57 Marian Place, Prospect	Oppose	No
Jessica Knoblauch	62b Alexandra Street, Prospect	Oppose	No
Ellie Nelson	25 Albert Street, Prospect	Oppose	No
Paul Doecke	C/- Level 10, 25 Grenfell Street, Adelaide	Oppose	No
Ben Kirchner	24 Hudson Street, Prospect	Oppose	No
Sofia Michailov	1a Vine Street, Prospect	Oppose	No
George Ashby	76 Churchill Road, Prospect	Oppose	No
Taylor Peplow Ball	1 Graham Place, Prospect	Oppose	No
Linda Pirie	14 Vine Street, Prospect	Oppose	No
Steve Pirie	14 Vine Street, Prospect	Oppose	No
Anna Graves	PO Box 2059, Prospect	Oppose	Yes
Amy Barratt (late submission)	20A James Street, Prospect	Oppose	No
Leana Coleman (late submission)	18 Labrina Avenue, Prospect	Not stated	Not stated

6.3 SUMMARY

6.3.1 A summary of the concerns raised by the representations are as follows:

Reasons for support with some concerns

- A large volume of the comments refers to the architectural design of the proposed building, specifically that it lacks character, the external appearance looks cheap, it is not in keeping with heritage character of Prospect Road, it would not add value to the Village Heart.
- Landscaping is limited and is a missed opportunity to “greenify” our suburb and goes against Council’s Tree Strategy.
- Encourage more space outside for outdoor seating to keep people on the streets longer. If the ground floor options are not built for purpose means they will ultimately be dysfunctional for versatile end users.
- The small tenancies and the whole upper level used as a gym is a wasted opportunity. There are already a lot of vacant tenancies and gyms in the area.
- The bin/waste area placement would be next to adjoining residential property and will be smelly and attract rodents, and water flooding back yard when cleaning that area. Concern about the believability of bins being collected after 7am.
- Increase of noise - from customers in the carpark and music in the proposed tenancies. The previous application had provisions for a 3m acoustic fence along the boundary to help kerb some of this being an issue and the current application on allows a 1.8m fence which is not satisfactory.

- The eastern boundary fence has been rammed numerous times with people mounting the curb and driving over garden beds into the fence.
- The condition of the carpark (potholes and cracking) has previously been bad as carpark was a known thoroughfare. This would progressively get worse with restaurant and 24/7 gym.
- Loss of privacy to back yard 24/7.
- Light spill into back yard - The current position on lights already an issue (with the streetlight). More lights will cause more problems in lighting up my house at night.

Reasons for opposing

- A significant number of comments refer to the architectural design not being of a high standard and failing to reflect the history of the site and character of the locality. The comments state the design doesn't engage with the street and would not be in keeping with the style of buildings around it, especially the Local Heritage buildings.
- The design doesn't provide community space, outdoor dining or a gathering spot.
- The development is entirely at odds with the objectives of the City of Prospect to promote the surrounding area as a "Village Heart".
- Poor external material choice. The external façade does not fit with the wonderful, warmth, heritage and character that the village heart has to offer.
- Poor internal layout. Not efficient use of the site. Small tenancies and of low amenity.
- The development could be informed by the original building on the site, the Ozone Theatre built in 1924, or any of the other like buildings designed by the same architect, Chris Smith.
- The development does not achieve Desired Outcome (DO) 1 and DO 2 of the Urban Corridor (Main Street) Zone. (*No reason/s given*)
- The development does not meet Urban Corridor (Main Street) Zone Performance Outcomes (PO) 2.1, PO 2.2. (*No reason/s given*)

Comments from late submissions

- Great to see a dedicated outdoor dining area is proposed and a dedicated and generous vehicle parking area. However, concerned that more could be done to provide a contextually responsive development. The development does not complement the valued and prevailing building scale, window proportions, detailing, materiality, or the traditional shop-front element such as raised display levels (base stall boards).
- The northern wall represents a lost opportunity to maximise environmental performance and provide greater articulation of the upper level. Unlikely the neighbouring property will build against the wall in the future given it is a local heritage building, thus it would be a stark two storey wall and not visually interesting as called for by the P&D Code.
- Wrapping the 'verandah' element around the existing stobie pole seems odd and may detract from the building's appearance.
- Proliferation of advertising displays.
- Car park – implore the developer to provide direct and accessible pedestrian connections and implement high standard stormwater management techniques.
- The lack of green infrastructure on the western façade. There should be more climate-sensitive and sustainable design principles that consider the unique microclimatic conditions of the location.
- Retention of the Gingko tree on the street is positive, but there needs to be many more shade trees, and they need to be sensitively incorporated into the building. The landscape design needs to mitigate the effect of direct radiant light and heat from the sun and re-radiated heat effects.

6.3.2 A copy of each representation and submission can be found within **Attachments 109-147.**

6.3.3 Applicant's response

The applicant engaged Ben Green & Associates to provide a response to the representations. In addition, the applicant has provided a response to comments raised by the adjoining neighbour (to the east). Briefly, the responses are summarised as follows:

- The development has been redesigned to respond to the predominant form of the streetscape, and relate to the style, materiality, scale, massing and grain of the adjoining heritage buildings.
- The height of the proposed building has been reduced and will be lower in height than the local heritage building to the south of the subject land.
- The proposed building reinforces the fine-grain public realm that exists on Prospect Road, comprising active frontages, individual retail shops on the ground floor that complement the traditional shop-front elements, and provides opportunities for increased pedestrian spaces and areas for outdoor dining.
- The retail tenancies and gymnasium are types of development that can add vitality and support activities outside of shop hours thus reinforcing Prospect Road as a vibrant shopping, entertainment and commercial main street precinct.
- The re-design adopts a variety of heritage styles materials and modern design elements that complement the adjoining heritage listed buildings and to sensitively frame the main street.
- Traffic impacts for the car park design has been reviewed by Mr Paul Morris who has advised there are sufficient spaces for the development.
- Bin enclosure and waste collection Zone has been relocated next to the proposed building (in the south-west corner of the car park). A Waste Management Plan has been prepared and the contractors are required to comply with the collection schedules.
- Acoustic report provided which recommends a 2.1m high acoustic fence to be adjacent the eastern boundary to mitigate noise impacts.
- The carpark will be resurfaced of bitumen and incorporate permeable paving.
- A light spill report prepared to address lighting concerns from rear neighbour. The report identifies that the lighting design of the car park complies to the relevant Australian Standard Codes.
- The potential for overlooking from the upper level windows is limited as the adjoining residences to the east are located more than 15m away from the proposed building. Together with the proposed 2.1m high fence, this would meet the 'overlooking definition' stated in the Planning and Design Code.

6.3.4 A copy of the applicant's response (refer **Attachments 166-178**) and Ben Green & Associates response (refer **Attachments 148-156**) are attached.

7. AGENCY REFERRALS

7.1 The application includes internally illuminated advertising displays within 100m of a signalised pedestrian crossing, thus the application was referred to the Commissioner of Highways. The Commissioner has responded (refer **Attachments 164-165**) with no objections, however has provided three conditions and one advisory note to be placed on a decision in the event it was granted Planning Consent.

8. INTERNAL REFERRALS

8.1 The proposal in its original form (refer **Attachments 179-190**) was referred to:

- an independent consulting architect, Ms Jenny Neman for design review as per Council's Design Review procedure;
- Mr David Brown from Butcher Brown Architects for a heritage impact review given the proposed building would be adjacent two Local Heritage Places; and
- Council's Traffic Engineer to review the vehicle movement within the site.

8.2 **Design Review**

8.2.1 Ms Newman has support for a two-storey development on the site, and is of the view that the proposal represents a well resolved and considered design outcome, however, due to the sensitive nature of the site and prominent location of Prospect Road, Ms Newman recommends the applicant consider amending the following:

- Lower the height of the building fronting Prospect Road so that it does not exceed the height of the adjacent former National Bank building, which is a Local Heritage place. This LHP should be afforded greater prominence in the streetscape than the new development.
- Proportions of the upper level (floor to ceiling heights) appear greater than those on the ground level, giving the sense that the development is 'top heavy'. Together with the 0m setback, the prominence of the upper level would be increased.
- The white precast concrete will most likely stand out in the local area (particularly when used alongside darker tones). Furthermore, applied colours are generally not as durable as colours or textures which are integral to the building material.
- High site coverage, extensive hard surfaced areas and minimal soft landscaping, all likely to contribute to the urban heat island effect. More trees encouraged in the car park (for shade and visual amenity).
- The nature of the development is such that there will likely be a high demand on mechanical ventilation.
- Additional sustainable measures (i.e. materials with low embodied energy, high performing glass and window frames, water efficient appliances).
- Absence of shading from the upper level west facing windows.
- There appears to be minimal detention/retention of water.
- Provide good lighting levels and pedestrian paths to the car park.
- Provide visually permeable fencing on the southern and northern boundaries to address CPTED principles.
- The placement of the sign on the north-west corner not supported as it is likely to stand out in the streetscape, causing unnecessary visual clutter and detract from the adjacent LHP.

8.2.2 Ms Newman's comments (refer **Attachments 157-161**) and the applicant's response to those comments will be discussed in more detail further within the report.

8.3 **Heritage Impact Review**

8.3.1 Mr Brown advised (refer **Attachments 162-163**) that both adjoining heritage places (to the north and south of the subject land) are quite distinctive in the streetscape, with the former

State Bank (to the south) one of the most visually dominant buildings in Prospect Road in this area.

- 8.3.2 The new building appears to be made up of four smaller scale façade designs that cover the six shop fronts at the ground level, and a gym at the upper level. The ground floor shopfronts are setback from the street boundary evidently to allow for outdoor dining, while the main façade line and upper level are still on the street boundary.
- 8.3.3 In Mr Brown's view the building would generally satisfy the Desired Outcome of the Heritage Overlay, though does not entirely satisfy the Performance Outcome of the Heritage Overlay.
- 8.3.4 The design could benefit from some modifications to assist with its streetscape contribution and relationship to the heritage buildings, however, Mr Brown does not see these changes as major or significant as they are merely adjusting some elements and the façade to Prospect Road to make it suit its context better.

8.4 **Council's Traffic Engineer**

- 8.4.1 The following comments were received from Council's Traffic Engineer.
- 8.4.2 The proposal broadly complies with relevant Australian Standards.
- 8.4.3 How feasible is the proposed loading Zone - would like to see more detail on the items below to avoid future issues with feasibility of loading and refuse collection.
- The traffic report or planning report does not provide an assessment of loading requirements for deliveries to the tenancies, only for refuse collection, and notes *"An assessment on the delivery requirements at the site for the largest vehicle expected was undertaken. This is based on a 10.5m rigid truck which would be the largest expected (for refuse collection) with smaller trucks typically expected given the smaller size of the proposed tenancies"*.
 - How will it be ensured that spaces 25-30 are able to be kept clear to facilitate refuse collection? How will parking restrictions be monitored and enforced?
 - Has a commercial refuse collection agency reviewed the design? Have they confirmed that there is enough room to perform a lift of a commercial size bin from the loading area defined?
 - Refuse cage is located adjacent residential properties who will be impacted by collection noise- and therefore collection times will presumably be limited to times that do not disturb residents but may coincide with commercial utilisation of the carparks and outside peak trading periods.
 - Section 5.7 states: *"To ensure that there are no unreasonable impacts upon adjoining land uses associated with deliveries or rubbish collection, it was recommended that this be restricted between the hours of 9:00am and 7:00pm on Sunday or public holiday, and 7:00am and 7:00pm on any other day"* to ensure impact on these residents is mitigated, however this directly conflicts with the assertion in the planning report that collection will occur outside of peak trading periods.
 - The distance of the loading area from the tenancies would require goods to be manoeuvred through the carpark which would present safety issues given the layout and interjoining egress from the carpark.

- The planning report states: *“in order to minimise conflict between delivery vehicles and customer vehicles, deliveries would be scheduled to occur outside of peak trading periods and on this basis the proposed loading arrangements are considered appropriate”*.

What are times outside peak trading periods? How will this being the maximum vehicle size to service the block be ensured? I not the proposed gym will have a very different peak to the other tenancies mentioned which limits off peak times available for servicing the development.

- Has tracking for an 8m or 9m delivery vehicle been checked to ascertain if ancillary loading can be provided closer to the building/ elevator/ tenancies?
- Recommend that any approval is subject to a Section 221 application being resolved for the canopy and a Construction Traffic Management Plan being provided which outlines construction staging, methodology, and traffic and access requirements - including deliveries and crane/ heavy machinery access and impacts noting that the build would need to be staged from the rear carpark.

8.4.4 The applicant engaged Mr Paul Morris from Empirical Traffic Advisory who provided a response to the above comments (refer **Attachments 61-65**). Briefly the comments were:

- Car parking layout and loading Zone has been revised. Updated turn path diagrams provided. The turn paths are for the largest expected vehicle based on a 10.5m rigid truck.
- There would be space available at either the rear or the front of the waste struck for bin collection operations. 1100L bins could be easily moved as required and are of a size that would fit in a car parking space.
- Given the size of tenancies, it is expected that many of the delivery vans would be small trucks (SRV) or courier vans. The vans would most likely use car parking spaces where available.
- Parking controls would be installed at the loading Zone to regulate use of the parking areas. Mr Morris recommends the loading Zone operates 7am-12pm Monday to Saturday to cater for anticipated delivery and waste collection times (which would typically occur in the mornings).
- Smaller tenancies would not require a high volume of deliveries or waste collection, unlike a supermarket type of use.
- The property manager would enforce the parking controls as required.
- The parking space adjacent the bin store should be designated as a Small Car space to ensure adequate clearance is provided.

8.4.5 The revised plans and additional information were referred to Council's Traffic Engineer, who has not provided any further commentary.

9. PLANNING COMMENTARY

- 9.1 The Planning and Design Code outlines Zones, subzones, overlay and general provisions policy which provide Performance Outcomes (POs) and Desired Outcome (DOs).
- 9.2 In order to assist a relevant authority to interpret the Performance Outcomes, in some cases the policy includes a standard outcome which will generally meet the corresponding performance outcome (a Designated Performance Feature or DPF). A DPF provides a guide to a relevant authority as to what is generally considered to satisfy the corresponding performance outcome. A DPF does not need to necessarily be satisfied to meet the Performance Outcome and does not derogate from the discretion to determine that the outcome is met in another way, or from discretion to determine that a Performance Outcome is not met despite a DPF being achieved.
- 9.3 Part 1 of the Planning and Design Code outlines that if there is an inconsistency between provisions in the relevant policies for a particular development, the following rules will apply to the extent of any inconsistency between policies:
- the provisions of an overlay will prevail over all other policies applying in the particular case; and
 - a subzone policy will prevail over a Zone policy or a general development policy; and
 - a Zone policy will prevail over a general development policy.

10. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained at **Attachments 191-353**.

10.1.1 Land Use

- 10.1.1.1 The subject land is located within the Urban Corridor (Main Street) Zone (the Zone), which is intended to comprise a vibrant mix of land uses adding to the vitality of the area and extending activities outside shop hours, including restaurants, educational, community and cultural facilities, and visitor and residential accommodation (UCMSZ PO 1.1).
- 10.1.1.2 The proposal is for retail/ restaurant tenancies and an indoor recreational facility (gym). A shop and licensed premises are listed in DPF 1.1 as one type of development envisaged within the Zone. While an indoor recreational facility is not listed in DPF 1.1, PO 1.2 of the Zone states that retail, entertainment and recreation related uses that provide a range of goods and services to the local community and the surrounding district are anticipated within the Zone.
- 10.1.1.3 Furthermore, PO 1.6 of the Zone states that land uses should promote movement and activity during daylight and evening hours, including restaurants, educational, health, community and cultural facilities, and visitor and residential accommodation (PO 1.6). This is a broad range of amenities and services, and it is considered that the proposal falls within this range of amenities and services noting the likely varied opening hours of the tenancies.
- 10.1.1.4 It is therefore considered that the proposed land use would be consistent with the types of land uses desired within this policy area.

10.1.2 Building Height

- 10.1.2.1 Within the Zone new buildings should be designed to achieve optimal height and floor space yields and maintain traditional main street form (UCMSZ PO 3.2). To achieve this, DPF 3.2 for the Zone states that new development should not be less than 2 levels, while the maximum building height should not exceed 4 levels and 15 metres. Notwithstanding, the building height should positively respond to the local context (UCMSZ PO 3.1, DPF 3.1).
- 10.1.2.2 In addition to the maximum building height, PO 5.1 and DPF 5.1 of the Zone states that development on a significant development site (a site with a frontage over 25m to a State maintained road, and over 1500m² in area) up to 30% above the maximum building height is appropriate where it positively contributes to the character of the area; or comprises three of the listed design qualities in DPF 5.1. It should be noted that the significant development site policy does not affect minimum building height, which remains two storey.
- 10.1.2.3 The proposed development would comprise two levels and an overall height of 10m to the highest parapet. The building would be 9.34m, and the lift over-run would measure approximately 11.5m. This would be significantly below the maximum building height applicable to the site.
- 10.1.2.4 To mitigate impacts of building mass on adjoining residential development within a neighbourhood-type Zone, it is envisaged that new buildings are constructed within a building envelope, which is determined by a 45 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment within a neighbourhood-type Zone (UCMSZ PO 4.1 and DPF 4.1). To achieve the building envelope provision, the two-storey building (and lift overrun) would need to be setback further than 5.7m from the eastern boundary line. The proposed building would be setback between 24m-30m from the boundary, thus would achieve this provision.
- 10.1.2.5 Accordingly, the proposed building would achieve the minimum height and be well below the maximum building heights within the Zone.

10.1.3 Setbacks

- 10.1.3.1 It is envisaged that buildings are sited to achieve a continuity of built form frontage to the main street, with the occasional section of building setback to create outdoor dining areas, visually interesting building entrances, intimate but vibrant spaces, and contribute to a consistent established streetscape (UCMSZ PO 2.6, PO 2.8).
- 10.1.3.2 To achieve this, new buildings are encouraged to have a 0m setback from the primary street boundary, with the exception of minor setbacks to accommodate outdoor dining areas, and 0m from a side boundary (UCMSZ DPF 2.6 and 2.8). In addition to the building envelope discussed in paragraph 10.1.2.3, buildings should be setback from the rear boundary to minimise negative impacts on neighbouring properties, including access to natural sunlight and ventilation. Where the subject land directly abuts an allotment in a different Zone, building should be setback 5m or more (UCMSZ PO 2.9 and DPF 2.9).
- 10.1.3.3 The proposed building would retain a similar footprint to the existing building however the ground floor building line would be setback 3.47m from the Prospect

Road boundary to allow for outdoor dining to be located adjacent the Prospect Road boundary. A canopy would be located over the outdoor dining area and would extend over a portion of the footpath. The upper level would be built adjacent the Prospect Road boundary. The building would have 0m setback to the side boundaries, and between 24m-30m setback from the rear (eastern) boundary.

- 10.1.3.4 The applicant has not sought approval from Council pursuant to Section 221 of the Local Government Act for the protuberance into the footpath. To this end, it is recommended that if the panel support the proposal, a Reserved Matter be imposed.
- 10.1.3.5 The siting of the building is generally supported subject to the imposition of the Reserved Matter described above.

10.1.4 Design & Appearance

- 10.1.4.1 Desired Outcome 1 of the Urban Corridor (Main Street) Zone indicates that the Zone is seeking to achieve a safe, walkable and vibrant shopping, entertainment and commercial main street precinct with an active day and evening economy supported by medium density residential development. The built form should positively contribute to a streetscape that is visually interesting at human-scale comprising articulated buildings with a high level of fenestration and balconies oriented towards the street. Buildings should have active frontages that are designed to reinforce the street rhythm, that consider the facades, articulation and massing of existing buildings and any spaces between them and provide narrow tenancy footprints at ground level (DO 2).
- 10.1.4.2 New buildings should sensitively frame the main street and public spaces, while providing overall visual relief from building height and mass and maintain a human scale for pedestrians. The ground floor uses should be designed to contribute to a safe, active and vibrant main street, and foster a high amenity pedestrian environment by providing shelter and shade over footpaths (UCMSZ PO 1.3, PO 2.1, PO 2.4).
- 10.1.4.3 The proposal would comprise two storeys adjacent Prospect Road and there would be a clear distinction between the two levels. The ground floor would comprise narrow retail tenancies with glass shopfronts and six entry points. An awning would cantilever over the footpath. The ground floor building line would be recessed to allow for outdoor dining to be adjacent the Prospect Road footpath. The upper level would comprise banding, horizontal elements and framing that relate to the adjoining local heritage buildings.
- 10.1.4.4 With the design review commentary, Ms Newman advised that the building had references to the local context and the modulation of the form and functions proposed is acceptable aesthetically and provided support for the approach generally. The design was revised in response to comments made by Ms Newman and Mr Brown, which included changes to the external materials, lowering the building height and canopy proposed adjacent Prospect Road, and revised upper level proportions. The applicant provided a Street Analysis (refer **Attachments 47-53**) to highlight the design elements within the existing streetscape context.
- 10.1.4.5 The revised plans are considered to provide a building that would have visual interest and articulation and incorporate a ground level that would provide an active

and vibrant frontage. In this context, the design and appearance of the development is supported.

10.1.5 Heritage Adjacency

- 10.1.5.1 Development on land adjacent to a Local Heritage Place should be sited to maintain the heritage and cultural values of those Places (Heritage Adjacency Overlay DO 1). Within the heritage review, Mr Brown advised that the proposed building would generally satisfy the Desired Outcome as it does not directly or physically impact the two Local Heritage places at all.
- 10.1.5.2 Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place (Heritage Adjacency Overlay PO 1.1). Mr Brown advises that the original design of the building did not entirely satisfy the Performance Outcome, as the building seemingly ignored the context of the two adjacent heritage places, was taller than both buildings, and referenced neither in any way that was noticeable. Mr Brown noted that a better outcome would be if the front façade was lowered so that the building is not taller than the old bank building, as ideally the former bank should be the more visually dominant building in the streetscape.
- 10.1.5.3 While breaking up the front façade into separate elements is a good outcome, as with the height noted above, there was a missed opportunity with none of these sections relating to the rhythm of the Local Heritage Places. If the southern portion of the building was a similar height and width to the bank building, then the rest of the sections could progressively be different heights and widths. But then at least the immediate context and setting of the Local Heritage Place would be emphasised rather than ignored.
- 10.1.5.4 With regard to the façade treatment, Mr Brown states that the glazed shopfronts are an expected outcome for a context like this, and where the solid portions of the façade hit the ground, the introduction of some of these solid elements is a welcome addition to the overall presentation of the building to the street. Mr Brown also notes that the setback shopfronts are not a typical arrangement in the area, but also understandable given the narrowness of the footpath, and advises that this setback at ground level allows better views through to the heritage places on either side, so can be seen in a positive light.
- 10.1.5.5 With regard to the signage, Mr Brown advised that the amount of signage on the building was conservative, which was a good outcome in this context.
- 10.1.5.6 In response, the applicant provided amended plans (refer **Attachments 6-29**) and supporting correspondence (refer **Attachments 166-178**). Briefly the comments were as follows:
- The height of the building has been modified to be lower than the adjacent Local Heritage Place (LHP).
 - The horizontal elements of the adjoining LHP (former State Bank) now carry through to the proposed building in form of the parapet heights, banding heights, awning heights, window sills and head height.
 - Awning height has been lowered (to be 3m above the footpath level).

- The Prospect Road façade has been modified to reduce building mass, emphasise the ground floor being the podium and the upper floor being the lightweight sitting element.
- The widths of the various proposed building elements have been modified to relate to the building mass width of the LHP (former State Bank).
- External materials and colours have been modified to strengthen the verticality of the building and reduce the horizontal heavy element.

10.1.5.7 The applicant has provided a Heritage Form Analysis (refer **Attachment 15**) to highlight the proposed amendments and its relationship to the adjoining Local Heritage Listed building to the south of the site:



10.1.5.8 The applicant has also provided the image below (or refer **Attachment 16**) to illustrate some of the changes made in response to the feedback, from the original design:



CURRENT AMENDED PROSPECT ROAD ELEVATION



SUPERCEDED PROSPECT ROAD ELEVATION

10.1.5.9 The revisions to the design have positively lowered the built form, reduced the overall scale, and have made reference to the adjoining Local Heritage Places. In the context of the above, the revised design is considered to satisfy DO 1 and PO 1.1 of the Heritage Adjacency Overlay as it would maintain the heritage and cultural values of the adjoining Local Heritage buildings, and would not dominate, encroach or unduly impact on the setting of either Local Heritage Places.

10.1.6 Environmental Performance

10.1.6.1 New buildings should be designed and sited to maximise passive environmental performance, minimise energy consumption and reliance on mechanical systems, such as heating and cooling, and designed to maximise natural sunlight access and ventilation to main activity areas, common areas and open spaces (DiUA GDP PO 4.1 and PO 4.2)

10.1.6.2 Furthermore, new buildings should incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells (DiUA GDP PO 4.3).

10.1.6.3 The applicant has provided a Sustainability Management Plan (refer **Attachments 66-72**) which outlines sustainable design techniques.

10.1.6.4 The proposal includes high performance glazing, LED lighting, rooftop solar panels, shading to the west facing windows, windows that provide high levels of natural light, stormwater detention and retention and landscaping within common areas. The proposed methods are considered to reasonably satisfy the above Performance Outcomes.

10.1.7 Advertising Displays

10.1.7.1 Advertisements should be compatible and integrated with the design of the building and they are located on, and are of a scale and size appropriate to the character of the locality. Advertisements should be minimised to avoid visual clutter and untidiness, and for multiple business, advertisements should be co-located and coordinated (Advertisements GDP DO 1, PO 1.1, PO 1.5, PO 2.2, PO 2.3)

10.1.7.2 Advertising displays comprise of wall signage located on the eastern and western façades, and under the canopy signage to be located adjacent Prospect Road. The advertising displays would have a uniform appearance. There would be no free-standing signs, and in response to comments made during the Design Review, the sign proposed on the north facing wall was removed to reduce visual clutter.

10.1.7.3 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall should be designed and located to allow for safe and convenient pedestrian access (PO 5.1) and have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign (DPF 5.1).

10.1.7.4 Six box signs are proposed under the canopy that would be located above the footpath adjacent Prospect Road. The signage would have a 2.5m clearance between the footpath and base of the sign. It is recommended that if the application is supported, that a condition is proposed to reinforce the clearance height.

- 10.1.7.5 Advertisements and/or advertising hoardings should be designed to not distract or create a hazard to drivers through excessive illumination, cause unreasonable distraction through illumination, flashing lights, or moving/changing displays or messages, or cause light spill that would unreasonably affect the amenity of sensitive receivers, not move, comprise changing display/message (Advertisements GDP PO 4.1, PO 5.2, PO 5.6, DPF 5.6. This is reiterated by PO 1.1 of the Advertisements Near Signalised Intersections Overlay.
- 10.1.7.6 The advertising displays would be internally illuminated and comprise lettering for the tenancies (which are currently unknown). It is noted that the Commissioner of Highways have proposed conditions to ensure that the proposed advertising displays conform with the above policies. It is further noted that Mr Brown commented that the amount of signage was conservative, and Ms Newman noted that the general approach appears to be well considered. To this end, the proposed advertising displays are supported.

10.1.8 Car and Bicycle Parking

- 10.1.8.1 Development within the Urban Corridor Main Street Zone should provide car parking in accordance with *Transport, Access and Parking Table 2 – Off-Street Vehicle Parking Requirements in Designated Areas* (TAPGDP PO 5.1, DPF 5.1). Table 2 states that 3 spaces should be provided per 100m² of gross leasable floor area (GLFA), while the maximum number is 5 spaces per 100m² of GLFA. The GLFA would be 2354m² thus minimum 71 car parks (and maximum 118) should be provided.
- 10.1.8.2 The proposal would provide 78 car parking spaces, including two DDA complying spaces and two small car parking spaces.
- 10.1.8.3 Bicycle parking should be provided in accordance with *Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements* (TAPGDP PO 9.1, DPF 9.1). In accordance with Table 3:
- Shop - 1 space for every 300m² of gross leasable floor area for employees plus 1 space for every 600m² of gross leasable floor area for customers.
 - Indoor Recreation Facility - 1 space per 4 employees plus 1 space per 200m² of gross leasable floor area for visitors.

	GLFA	Employee	Customer	Total
Shop	1083m ²	3.6	1.8	5.4
Gym	1271m ²	1	6	7

- 10.1.8.4 A total of 12 bicycle parks would be provided within the car park. As such, the proposal would provide sufficient car and bicycle parking for the development.
- 10.1.8.5 It is desired that vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like (DIUA GDP PO 7.2 and TAP GDP PO 6.2). Vehicle parking areas should also provide safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development (DIUA GDP PO 7.3 and TAP GDP PO 6.4).

- 10.1.8.6 Transport, Access and Parking General Development Policies also outlines that vehicle parking areas that are likely to be used during non-daylight hours should be provided with sufficient lighting to entry and exit points to ensure clear visibility to users (PO 6.5).
- 10.1.8.7 The car park surface is proposed to be bitumen and permeable pavers, with directional arrows, boundary fencing, landscaping and wheel stops installed to minimise the impact on adjoining neighbours and provide shade. The car park is not proposed to have designated pedestrian linkages, however the applicant has advised that the speed limitation would be 10km/hr and signage installed advising that the roadway is to be shared by pedestrian and vehicles.
- 10.1.8.8 Lighting is proposed within the carpark, which would be time controlled with the lights switching off 30 minutes after the restaurant trading hours, and then controlled by motion detection for gym users. The applicant provided an engineering analysis on the anticipated light spill, which advises that light spill at the boundary would be in accordance with the Australian Standards. The maximum illuminance allowable under that standard is 10 Lux and the Luminous Intensity (Cd) at vertical planes should be a maximum of 12500 Cd. It is recommended that if the application is supported, that a condition is proposed to reinforce that the lighting levels are controlled accordingly.

10.1.9 Vehicular Access

- 10.1.9.1 Vehicular access should be designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along public roads or adjacent State maintained roads (Urban Transport Routes Overly PO 1.1 and Transport, Access and Parking General Development Policies TAP GDP PO 3.1).
- 10.1.9.2 The site has an approximately 20m frontage to Labrina Avenue and an approximately 17m frontage to Kintore Avenue. Vehicular access to the carpark is proposed via the existing double width crossovers to both Labrina Avenue and Kintore Avenue.
- 10.1.9.3 Development should be sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths (TAP GDP PO 1.4). All vehicle manoeuvring should occur onsite and loading areas and designated parking spaces are to be provided within the boundary of the site (TAP GDP DPF 1.4, PO 6.6 and DPF 6.6).
- 10.1.9.4 The applicant engaged Mr Paul Morris who provided a traffic and parking report based on the original site layout (refer **Attachments 54-60**). Mr Morris provided additional information in response to the revised site plan layout and comments raised by Council's traffic engineer (refer **Attachment 61-63**). Within his correspondence, Mr Morris advises that given the one way nature of Labrina Avenue, delivery vehicles and waste collection are expected to enter the site via Labrina Avenue, then exit via Kintore Avenue. The vehicles would use a designated temporary loading zone located over 6 car parking spaces in the south-west corner of the carpark, near the Labrina Avenue crossover. Mr Morris advises that given the size of proposed tenancies, it is expected that many of the delivery vans would be small trucks SRV or courier vans, with the vans most likely to occupy car parking spaces where available. Notwithstanding, Mr Morris has provided swept path diagrams to illustrate how the largest expected vehicle (a

10.5m rigid truck) would facilitate the loading zone area (refer **Attachments 64-65**).

- 10.1.9.5 Parking controls are proposed to be installed at the loading zone to regulate the use of the parking areas, and Mr Morris recommends that the loading zone operates between 7am-12pm Monday to Saturday to accommodate delivery and waste collection times (which would typically occur in the mornings). Parking controls would be installed at the loading zone to regulate the use of parking areas and would be enforced by the property manager. It is noted that this timeframe would satisfy the hours recommended in the acoustic report, which is discussed further in paragraph 10.1.7.
- 10.1.9.6 Mr Morris outlines within his report that the proposed development would generate traffic that would be comparable to the former use and expects that the traffic on the local roads would remain similar to the levels that occurred prior to the site being demolished. Based on his traffic generation estimates, Mr Morris also states that the car parking layout and supply should be sufficient to accommodate the proposed development and that there should be no overspill to the adjacent streets.
- 10.1.9.7 The proposed layout of the car park would be broadly consistent with the requirements of the AS/NZ Standards for Off-Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009). Fundamentally, vehicular access to the site, the layout of the car park and proposed loading zone would provide safe and convenient access that would not unreasonably impact the local road network or Prospect Road.

10.1.10 Landscaping

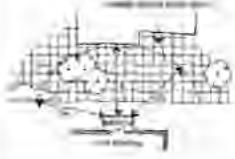
- 10.1.10.1 Vehicle parking areas and associated driveways should be landscaped to provide shade and positively contribute to amenity, minimise heat absorption and reflection, maximise shade and shelter, maximise stormwater infiltration, and enhance the appearance of land and streetscapes (DIUA GDP PO 3.1 and PO 7.6).
- 10.1.10.2 When 10 or more car parking spaces are proposed parking areas should include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m. (DIAU GDP PO 7.4 and DPF 7.4).
- 10.1.10.3 In response to the design review comments, a revised landscaping plan was provided which illustrates 13 trees and a variety of shrubs within the car park. Three of the trees would be Acer Rubrum Maple Trees and 15 would be Pyrus Calleryana Capital trees. The trees would have a 4m height at time of planting (refer **Attachment 28-29**). The mature canopy width for the Maple Tree is 7m, and the mature canopy width for the Pyrus Capital tree is 3m. It is noted the trees would provide shade to approximately 29 of car parking spaces.
- 10.1.10.4 The proposed landscaping would provide a pleasant visual environment, albeit without providing significant shade to vehicles parked within the car parking area. This achieves some, but not all of the relevant landscaping policy provisions. As such, the landscaping plan is supported.

10.1.11 **Waste Management**

- 10.1.11.1 New developments should provide a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins. The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant Zone. The storage area should be well ventilated and located away from habitable rooms (DiUA GPD PO 1.5, PO 11.1, PO 11.2, PO 11.3).
- 10.1.11.2 Furthermore, communal waste storage and collection areas should be designed to allow waste and recycling collection vehicles to enter and leave the site without reversing (PO 11.4).
- 10.1.11.3 A Waste Management Plan prepared by Colby Phillips Advisory (refer **Attachments 34-46**) has been provided by the applicant which outlines that a communal waste system is proposed to service all the tenancies. The Waste Management Plan outlines the estimated volume of waste to be generated, the number of bins and the collection frequency. A communal bin store is proposed at the rear of the proposed building, near the southern stairwell, which would be screened from view and have plumbing to allow the bin store to be washed. The bin store would be managed by the building/facilities manager.
- 10.1.11.4 The waste collection would occur by private contractors, who would enter the site via Labrina Avenue and exit to Kintore Avenue. The vehicles would collect the waste in the temporary loading Zone, with each collection expected to last between 3-6 minutes. The Plan recommends collections occur between 7am to 7pm Monday to Friday, and 9am to 5pm Saturday and Sundays to comply with the EPA Noise requirements.
- 10.1.11.5 The proposed waste management would satisfy the relevant Code policies. It is recommended that if the panel support the application, a condition be imposed to ensure that the collection of the waste occurs at a suitable time that does not impact the adjoining residential land uses.

10.1.12 **Visual Privacy**

- 10.1.13 It is envisaged that new developments should mitigate direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type Zones (DiAU GDP PO 10.1).
- 10.1.14 The Planning and Design Code defines “direct overlooking” as follows:

Term (Column A)	Definition (Column B)	Illustrations (Column C)
Direct overlooking	<p>In relation to direct overlooking from a window, is limited to an area that falls within a horizontal distance of 15 metres measured from the centre line of the overlooking window and not less than 45 degree angle from the plane of that wall containing the overlooking window.</p> <p>In relation to direct overlooking from a deck, balcony or terrace, is limited to an area that falls within a horizontal distance of 15 metres measured from any point of the overlooking deck, balcony or terrace.</p>	<p>Overlooking window</p> <p>Overlooking deck, balcony or terrace</p> 

10.1.15 The upper level windows facing east would be located between 24-30m away from the Established-Neighbourhood Zone boundary. While the distance is more than 15m, it is noted that some of the windows would have aluminium horizontal louvre screens, and some would be left clear glass. In response to the representations, the applicant has advised that the potential for overlooking from these windows would be limited given the significant separation distance and the proposed 2.1m high boundary fencing.

10.1.16 In the context of the above, the proposed development would be designed to mitigate direct overlooking, and thus it is supported.

10.1.17 **Noise**

10.1.17.1 New development proposed adjacent a site containing a dwelling should be designed to minimise adverse impacts on the occupiers (Interface between Land Uses PO 1.2). Development that emits noise (other than music) should not unreasonably impact the amenity of sensitive receivers (IBLU GDP PO 4.1). DPF 4.1 outlines one way to achieve this is for noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.

10.1.17.2 In addition to the above, PO 4.2 of Interface Between Land Uses General Development Policies states that areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers by adopting techniques including:

- a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and Zones primarily intended to accommodate sensitive receivers
- b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and Zones primarily intended to accommodate sensitive receivers

- c) housing plant and equipment within an enclosed structure or acoustic enclosure
 - d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or Zone.
- 10.1.17.3 The applicant provided an Environmental Noise Impact Assessment Report prepared by Bestec (refer **Attachments 73-88**), which refers to the policies listed in the Interface Between Land Uses General Development Policies and the Environment Protection (Noise) Policy 2007.
- 10.1.17.4 Bestec advised that based on the Environment Protection (Noise) Policy 2007 the noise criteria should be based on the average of the following indicative noise levels:
- Commercial – 62dBA between 7am-10pm and 55dBA between 10pm-7am
 - Residential – 52dBA between 7am-10pm and 45dBA between 10pm-7am.
- 10.1.17.5 The policy also states that the predicted continuous noise as a result of the development should not exceed the above, minus 5dBA. ie
- Day time 7am-10pm – 52dbA
 - Night time 10pm-7am – 45dBA (refer **Attachments 80-81**).
- 10.1.17.6 Based on their research, and the Environment Protection (Noise) Policy 2007, Bestec recommend the maximum noise for intermittent noise (*noise emitted from the proposed development resulting from short term or transient noise events such as refuse vehicles, delivery trucks, loading and unloading activities, car horns etc*) is 50dBA in a bedroom within the nearest noise sensitive development. Within their report, Bestec have reviewed and provided recommendations for acoustic treatment for the building materials, based on their assessment of the noise impact at the residential boundary as a result of the proposed development (refer **Attachments 83-84**).
- 10.1.17.7 Their assessment reveals that the combined noise emissions from all mechanical plant would achieve the night time criteria at the nearest dwelling, and thus no additional acoustic treatment would be required. The report does however, recommend measures be undertaken for the air conditioning condensers to control vibration and structure borne noise.
- 10.1.17.8 With regard to noise associated with the car park, delivery vehicles and refuse collection, Bestec advise that based on their assessment, the calculated noise levels at the nearest residential properties would achieve the day time and night time criteria with the distances and the attenuation provided by the proposed 2.1m high colorbond fence (refer **Attachments 84-85**).
- 10.1.17.9 While the Bestec report outlines how the proposal would satisfy the relevant guidelines for noise intrusion, this outcome is contingent upon certain recommendations being delivered upon so as to ensure that the development would be in accordance with the Ministerial Building Standard MBS 010, Construction requirements for the control of external sound.
- 10.1.17.10 Council staff have not undertaken a peer review of the Bestec report, noting that the assumptions and approach taken by Bestec mirror those used in previous acoustic reports commissioned by Council and there is no obvious gap or flaw in the report in relation to which Council staff considered that further acoustic advice was required. To this end, in the event that the panel

support the proposal, a condition is recommended that the development is to be undertaken in accordance with key measures recommended in the *Environmental Noise Impact Assessment Report*, prepared by Bestec.

10.1.17.11 The Interface between Land Uses General Development Policies also specifies that the hours of operation for non-residential development does not unreasonably impact the amenity of adjoining dwellings or an adjacent zone for dwellings (PO 2.1). DPF 2.1 states that one way of achieving this for shop (excluding restaurant) hours of operation is limited to 7am to 9pm Monday to Friday and 8am to 5pm Saturdays. There is no DPF criteria for indoor recreational facilities.

10.1.17.12 The applicant has advised that the gym would be operational 24/7, however no nominated hours of operation has been proposed for the shops. Accordingly, if the panel support the application, a condition is proposed that the hours of operation for the proposed shops reflect those within DPF 2.1.

10.1.17.13 To this end, it is considered that the anticipated noise impacts associated with the proposed development would be reasonably mitigated so as to not have an unreasonable impact on the adjoining residential properties.

10.1.18 **Stormwater Management**

10.1.18.1 Developments should include stormwater management systems designed to minimise pollutants entering stormwater, and water discharged from a development site should be of a physical, chemical and biological condition equivalent to or better than its pre-developed state. Furthermore, it is desired that new development include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems (DiUA GDP PO 42.1, PO 42.2 and PO 42.3).

10.1.18.2 In addition to the above, the Hazards (Flooding – General) Overlay is applicable to the site. The Overlay seeks that the impacts on people, property, infrastructure, and the environment from general flood risk are minimised through the appropriate siting and design of development (DO 1). In this context, buildings should be sited to prevent entry of floodwaters, and one way of achieving this is buildings having a finished floor level of at least 300mm above the height of a 1% AEP flood event (Hazard (Flooding – General) Overlay PO 2.1 and DPF 2.1).

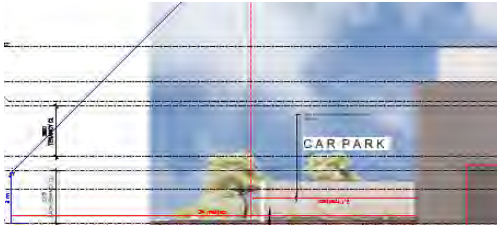
10.1.18.3 Staff observe that this is a markedly different policy position than that which existed under the Development Plan, as the Prospect (City) Development Plan sought only to protect habitable buildings (dwellings, aged care facilities, etc) from flood impacts. The commencement of the Planning and Design Code has introduced an expansion of this principle to now seek the protection of commercial and/or industrial buildings also from flood impacts.

10.1.18.4 Modelling undertaken by Council suggests that during a 1 in 100 year (ARI) flood event, the subject site may experience inundation up to 100mm above existing natural ground level. The proposed finished floor level (FFL) for the ground floor tenancies adjacent Prospect Road would range between 5-150mm above top of kerb, and tenancies 7 and 8 which would be adjacent the car park, would have a FFL between 1.05m-1.15m above top of kerb.

- 10.1.18.5 It is noted that the subject site has an active approval for development with a similar footprint set at the same FFL as the current proposal. As the applicant has a right to proceed with this development, the ERD Court has expressed that Council's Assessment Panel is obliged to consider this existing approval in its assessment of the current application. It is also relevant to observe that the applicant could have sought that the building be approved in the proposed form by way of a second variation application to the original approval, in which case floor levels and flood impacts would not have been within the scope of available assessment criteria to the Panel.
- 10.1.18.6 While the Panel is not obliged to accept this aspect of the development, Council staff consider in the context of the proposed land uses (which are not essential services such as healthcare services of the like), the relatively low level of projected inundation (100mm above existing ground level), and the ability of the applicant to achieve a building at this floor level through the existing approval(s), that this departure from the relevant Performance Outcome is not fatal to the application.
- 10.1.18.7 A Stormwater Management Plan and calculations have been provided (refer **Attachments 30-33**) which identify the post development run off in a 5% (1 in 20 ARI) storm event would be significantly less than the pre-development run off. The calculations and stormwater management plan provide an 8070L on-site detention tank, with the overflow discharging to the street water table via a sealed system.
- 10.1.18.8 As such, the proposal would appropriately mitigate stormwater from the site.

11. **Quantitative Provisions** (including Technical Numeric Variations (TNVs)) that are relevant to the subject land are:

Provision	Standard	Proposal	Assessment
Maximum Building height – Metres (TNV)	15m	10m	Satisfies
Maximum Building height – Levels (TNV)	4 levels	2 levels	Satisfies
Minimum Building height (TNV)	2 levels	2 levels	Satisfies
Primary Street Setback (TNV)	0m	<p style="text-align: center;"><u>Ground level</u> Building line - 3.47m Outdoor dining – 0m Canopy - extend over footpath</p> <p style="text-align: center;"><u>Upper level</u> 0m</p>	Satisfies

Interface Height (TNV)	Development constructed within a building envelope provided by a 45 degree plane, measured 3m above natural ground at the boundary of an allotment.	 <i>Northern elevation (rear carpark)</i>	Satisfies
Side Setback	0m	0m	Satisfies
Rear Setback	5m	24m-30m	Satisfies
Car parking	Minimum 71 Maximum 119	78 proposed	Satisfies
Bicycle Parking	12	12 proposed	Satisfies

12. CONCLUSION

- 12.1 The proposal seeks to redevelop an existing shopping centre complex through the construction of a two storey building comprising eight ground level retail tenancies and a gym on the first floor. The building would achieve the minimum building height, setbacks and car and bicycle parking policies as anticipated by the Planning and Design Code.
- 12.2 The design quality and setbacks of the building, in its revised form, are considered to respond appropriately to the street and the adjoining Local Heritage Places. The impacts to the adjoining residential properties would be reasonably mitigated, and the landscaping, stormwater disposal, waste management, and vehicle movement provisions of the Planning and Design Code are also considered to be appropriately addressed through the development proposal.
- 12.3 The application is therefore considered to be relatively consistent with the relevant provisions of the Planning and Design Code and warrants the granting of planning consent, subject to reserved matters appropriate conditions reinforcing certain aspects of the proposal.

13. RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and
2. Development Application Number 23008098, by Evo Arc Adelaide is granted Planning Consent subject to the following reasons conditions and reserved matters:

Reserved Matters

- A Section 221 application shall be resolved for the canopy overhanging Prospect Road road reserve.

Conditions

1. The development shall take place in accordance with plans and details stamped by Council relating to Development Application ID 23008098, except as modified by any conditions detailed herein. All works detailed in the approved plans and required by conditions are to be completed prior to the occupation or the commencement of use of the approved development.
2. The drainage system shall be designed, installed and maintained at all times thereafter to ensure that water from the site does not:
 - a) Flow or discharge onto adjoining properties;
 - b) Flow across the surface of footpaths or public ways;
 - c) Affect the stability of any building; or
 - d) Create unhealthy or dangerous conditions on the site or within any building.
3. Air-conditioning units and solar hot water heaters shall be provided with screening devices designed to complement the colours, materials and finishes of the building approved herein, and shall be sited to adequately screen the units from view to the reasonable satisfaction of Council.
4. The hours of operation for the shops approved herein shall not exceed the following periods:
 - 7am to 9pm, Monday to Friday
 - 8am to 5pm, Saturday and Sunday
5. To maximise the efficiency of waste recycling:
 - (a) Provision shall be made for the separation of recyclable materials for collection and recycling, including paper, cardboard, glass and plastic containers, tins, and any other plastic that 'holds its shape';
 - (b) Separate provision shall be made for the collection of food waste (food organics) and food-contaminated cardboard, paper or paper products, which are to be collected for composting; and
 - (c) Paper attached to plastic, wax paper or chemically-treated/gloss cardboard will not be included with the materials collected for composting.
6. The landscaping shall be planted prior to occupancy of the development, and maintained at all times to the reasonable satisfaction of Council and to ensure appropriate lines of sight for vehicles and pedestrians. Mature trees shall be no less than 2.0m in height at time of planting. The applicant or the persons making use of the subject land shall cultivate, tend and nurture the landscaping, and shall replace any landscaping that becomes diseased or dies. An automated drip irrigation or similar watering system shall be established and maintained to ensure that sufficient water is available to satisfy the needs of the landscaping species selected.
7. The light box advertising displays under the canopy shall have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign
8. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage or display of materials or goods including waste products and refuse.

9. All loading and unloading of goods and merchandise shall be carried out upon the subject land and no loading of any goods or merchandise shall be permitted to be carried out in the street.
10. The development shall be undertaken in accordance with the *Environmental Noise Impact Assessment Report*, prepared by Bestec, dated 14 July 2023.
11. Delivery vehicles and refuse collection for the site shall only occur after 7am and before 10pm Monday to Friday, and after 9am and before 7pm on Saturday and Sunday (if applicable).
12. All car parking spaces must be line-marked in accordance with the approved plans and to comply with the Australian/New Zealand Standard for Parking Facilities (Part 1: Off-street Car Parking (AS/NZS 2890.1:2004) prior to occupation.
13. All disabled parking spaces shall be provided with line marking and signage that accords with Australian/New Zealand Standard for Parking Facilities (Part 1: Off-street Car Parking (AS/NZS 2890.1:2004) and the car parking area shall be signposted as an area subject to the Private Parking Areas Act 1975.
14. The surfacing of the car park, line marking and directional arrows shall be maintained to the reasonable satisfaction of Council at all times.
15. All boundary fences, boundary walls, landscaping and grassed areas shall be separated from driveways and parking areas by a kerb, wheel-stop or similar non-mountable device to prevent damage to buildings or vehicle movements thereon.
16. Lighting to driveways, parking and manoeuvring areas shall be lit in accordance with the Australian Standard for Lighting for Roads and Public Spaces (AS1158.1 and AS1158.3) during the hours of darkness that they are in use and accessible by the general public. The necessary lights shall be directed and screened so that overspill of light into nearby premises is avoided and minimal impact on passing motorists occurs and to satisfy the Australian Standard for Obtrusive Effects of Outdoor Lighting (AS4282:1997).
17. Footpath Maintenance: Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths traversed by vehicles using the site are to be maintained in a reasonable condition for the duration of the works, and are to be reinstated to the satisfaction of Council on completion of the works.

No obstruction of the footpath or roadway may occur without the prior permission of Council. For further advice, please contact Council's Infrastructure and Environment Department on 8269 5355.

18. A Construction Traffic Management Plan shall be prepared and submitted to Council prior to the grant of Development Approval. The plan shall comply with the requirements of Section 25 of the *Environment Protection Act*, which states "a person must not undertake an activity that pollutes or might pollute the environment unless the person takes all reasonable and practicable measures to prevent or minimise any resulting environmental harm". The Construction Site Management Plan shall include:
 - a) Construction staging and methodology;
 - b) Traffic and access requirements – including but not limited to, deliveries and crane/ heavy machinery access and impacts noting that the build would need to be staged from the rear carpark;

- c) Measures for the reduction of potential for mud and material drag out from the site by providing a hard surface at the entry/exit points to the site and a controlled washing zone prior to exiting the site; and
- d) Containment of water run-off within the site, which will be filtered and cleaned to the satisfaction of Council if being discharged into the stormwater system; and
- e) Reduction of the potential for dust and other airborne particles by the use of water sprinklers and/or other means of containment; and
- f) The establishment of a compound for the storage of waste materials and litter. The compound must be covered to prevent litter from being blown away from the compound; and
- g) Measures to minimise the potential for noise pollution through correct positioning of all mechanical equipment to ensure compliance with the requirements of the Environment Protection (Noise) Policy.

Commissioner of Highways

1. The illuminated signs visible from Prospect Road shall be permitted to use LED lighting for internal illumination of a light box only.
2. The illuminated signs visible from Prospect Road shall not flash, scroll or move. Furthermore, the signs shall not be permitted to display or imitate a traffic control device in any way.
3. The illuminated signs visible from Prospect Road signs shall be limited to a low level of illumination so as to minimise distraction to motorists ($\leq 150\text{cd/m}^2$).

Advisory Note 1

In the event that the construction of the development results in impacts to traffic on Prospect Road, a 'Traffic Management Plan (TMP)' shall be submitted to DIT's Traffic Management Centre (TMC) – Roadworks for approval. The TMP shall include all traffic devices and controls to be utilised and any proposed traffic restrictions on Lincoln Highway. The company engaged for traffic control will need to provide the TMC Roadworks with a copy of the traffic management plan and seek approval of any temporary traffic control/signage. The Traffic Management Centre Roadworks team can be contacted on 1800 434 058 or email dit.roadworks@sa.gov.au.

Development Locations

Location 1

Location reference

85 PROSPECT RD PROSPECT SA 5082

Title Ref

CT 5303/740

Plan Parcel

D1502 AL61

Additional Location Information**Council**

Location 2

Location reference

85 PROSPECT RD PROSPECT SA 5082

Title Ref

CT 5303/741

Plan Parcel

D2586 AL1

Additional Location Information**Council**

Location 3

Location reference

85 PROSPECT RD PROSPECT SA 5082

Title Ref

CT 5303/742

Plan Parcel

D2586 AL3

Additional Location Information**Council**

Location 4

Location reference

85 PROSPECT RD PROSPECT SA 5082

Title Ref

CT 5303/738

Plan Parcel

F161580 AL96

Additional Location Information**Council**

Location 5

Location reference

85 PROSPECT RD PROSPECT SA 5082

Title Ref

CT 5303/739

Plan Parcel

F163724 AL91

Additional Location Information

Council

Zone Overlays

Zones

- Urban Corridor (Main Street)

Sub-zones

(None)

Overlays

- Regulated and Significant Tree
- Traffic Generating Development
- Urban Transport Routes
- Airport Building Heights (Regulated)
- Advertising Near Signalised Intersections
- Affordable Housing
- Design
- Heritage Adjacency
- Hazards (Flooding - General)
- Noise and Air Emissions
- Prescribed Wells Area

Variations

- Maximum Building Height (Metres) (Maximum building height is 15m)
- Minimum Building Height (Levels) (Minimum building height is 2 levels)
- Maximum Building Height (Levels) (Maximum building height is 4 levels)
- Minimum Primary Street Setback (Minimum primary street setback is 0m)
- Interface Height (Development should be constructed within a building envelope provided by a 45 degree plane, measured 3m above natural ground at the boundary of an allotment)

Application Contacts

Applicant(s)

Stakeholder info

Evo Arc Adelaide
Level 2, 93 Rundle Mall
Adelaide
SA
5000
aleksandrav@evoarc.com.au

Contact

Stakeholder info

Ben Green & Associates
 51 Broadway Street
 Glenelg South
 SA
 5045
 admin@bengreen.com.au

Invoice Contact

Stakeholder info

Evo Arc Adelaide
 Level 2, 93 Rundle Mall
 Adelaide
 SA
 5000
 aleksandrav@evoarc.com.au

Invoice sector type

Land owners

Stakeholder info

Halkidikis Pty Ltd
 54 FREDERICK STREET
 MAYLANDS
 SA
 5069
 aleksandrav@evoarc.com.au

Nature Of Development

Nature of development

Construction of a two-storey commercial building incorporating up to 8 ground floor tenancies, and an upper-level indoor recreation facility together with associated signage, roof mounted solar panels and concealed plant infrastructure, car parking and landscaping.

Development Details

Current Use

Vacant land

Proposed Use

Construction of a two-storey commercial building incorporating up to 8 ground floor tenancies, and an upper-level indoor recreation facility together with associated signage, roof mounted solar panels and concealed plant infrastructure, car parking and landscaping.

Development Cost

\$4,500,000.00

Proposed Development Details

Construction of a two-storey commercial building incorporating up to 8 ground floor tenancies, and an upper-level indoor recreation facility together with associated signage, roof mounted solar panels and concealed plant infrastructure, car parking and landscaping.

Element Details

You have selected the following elements

Other - Commercial/Industrial - \$4,500,000.00

- Shop/Indoor Recreation Facility

Commercial & Industrial Elements

Does the application include signage?

Yes

Number of Signs

(Not provided by applicant)

Location of signs

(Not provided by applicant)

Septic/Sewer information submitted by applicant

Does this development require a septic system, i.e. septic tank and/or waste water disposal area?

No

Certificate of Title information submitted by applicant

Does the Certificate of Title (CT) have one or more constraints registered over the property?

No

Consent Details

Consent list:

- Planning Consent
- Building Consent

Have any of the required consents for this development already been granted using a different system?

No

Planning Consent

Apply Now?

Yes

Who should assess your planning consent?

Assessment panel/Assessment manager at City of Prospect

If public notification is required for your planning consent, who would you like to erect the public notification sign on the land?

Relevant Authority

Building Consent

Do you wish to have your building consent assessed in multiple stages?

No

Apply Now?

No

Consent Order

Recommended order of consent assessments

1. Planning Consent

Do you have a pre-lodgement agreement?

No

Declarations

Electricity Declaration

In accordance with the requirements under Clause 6(1) of Schedule 8 of the Planning, Development and Infrastructure (General) Regulations 2017, the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996.

Submission Declaration

All documents attached to this application have been uploaded with the permission of the relevant rights holders. It has been acknowledged that copies of this application and supporting documentation may be provided to interested persons in accordance with the Act and Regulations.

Documents

Document	Document Type	Date Created
85 Propsect Road Landscape Pacakge 01032023 REV.p df	Planning Documents	21 Mar 2023 1:23 PM
230301_300304564S_85_ProsRd_Traffic_v0.pdf	Technical Report - Traffic & Parking	21 Mar 2023 1:23 PM
DA- 000 - COVER SHEET & DRAWING SCHEDULE REV A.pdf	Planning Documents	21 Mar 2023 1:23 PM
DA- 010 - SURVEY REV A.pdf	Survey Plan	21 Mar 2023 1:23 PM
DA- 011 - PROPOSED SITE PLAN REV A.pdf	Site Plans	21 Mar 2023 1:23 PM
DA- 012 - DEMOLITION PLAN REV A.pdf	Proposed Plan of Division	21 Mar 2023 1:23 PM
DA- 020 - ROOF PLAN REV A.pdf	Floor Plans	21 Mar 2023 1:23 PM
DA- 021 - GROUND FLOOR PLAN REV A.pdf	Floor Plans	21 Mar 2023 1:23 PM
DA- 022- FIRST FLOOR PLAN REV A.pdf	Floor Plans	21 Mar 2023 1:23 PM
DA- 030 - ELEVATIONS 01 PROPOSED REV A.pdf	Elevations	21 Mar 2023 1:23 PM
DA- 031 - ELEVATIONS 02 PROPOSED REV A.pdf	Elevations	21 Mar 2023 1:23 PM
DA- 040 - ARTISTS IMPRESSION 01 REV A.pdf	Planning Documents	21 Mar 2023 1:23 PM
DA- 041 - ARTISTS IMPRESSION 02 REV A.pdf	Planning Documents	21 Mar 2023 1:23 PM
DA- 042 - ARTISTS IMPRESSION 03 REV A.pdf	Planning Documents	21 Mar 2023 1:23 PM
DA- 050 - PROPOSED MATERIALS SCHEDULE REV A. pdf	Specifications	21 Mar 2023 1:23 PM
Development_Application_-_Native_Vegetation_De claration.pdf	Planning Documents	21 Mar 2023 1:23 PM
Development_Application_Form.pdf	Planning Documents	21 Mar 2023 1:23 PM
Electricity_Act_Declaration_Form.pdf	Planning Documents	21 Mar 2023 1:23 PM
Ldg Rpt 85 Prospect Rd PROSPECT March 2023.pdf	Planning Report	21 Mar 2023 1:23 PM

Application Created User and Date/Time

Created User

e pn.hanleyla@sa.gov.au

Created Date/Time

21 Mar 2023 1:23 PM

AMENDED PLAN

MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD

PROSPECT, ADELAIDE SA

DISCIPLINE:
ARCHITECTURE

CONTENTS

DWG	TITLE
DA-000	COVER PAGE/CONTENTS
DA-010	SURVEY PLAN
DA-011	PROPOSED SITE PLAN
DA-020	ROOF PLAN
DA-021	GROUND FLOOR PLAN
DA-022	FIRST FLOOR PLAN
DA-023	FIRST FLOOR INTERNAL LAYOUT
DA-030	ELEVATIONS 01
DA-031	ELEVATIONS 02
DA-032	HERITAGE FORM ANALYSIS
DA-033	DESIGN CONCEPT COMPARISON
DA-040	ARTISTS IMPRESSION 01
DA-041	ARTISTS IMPRESSION 02
DA-042	ARTISTS IMPRESSION 03
DA-050	MATERIALS SCHEDULE



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ABN: 68161951908

Client Name:

HALKIDIKIS PTY LTD

54 Frederick Street, Maylands SA 5069

Revision:

Date	Rev	Description	By
2023-02-28	A	SUBMISSION FOR PLANNING	MK
2023-03-29	1	PLANNING AMENDMENT: PARAPET HEIGHTS REDUCED, BALCONY DELETED	MK
2023-05-01	2	ADDED DIMENSIONS/TEXT & REMOVED WALL CAPPING	MK
2023-07-17	3	HEIGHTS REVISED	MK

GENERAL NOTES:

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Project Title:

MIXED USE
DEVELOPMENT @ 85
PROSPECT ROAD

PROSPECT, ADELAIDE

Drawing Title:

COVER SHEET &
DRAWING
SCHEDULE

Drawing Details:

Drawn By:
AP
Checked:
BS
Scale:

Date: 28/02/2023 Size: A1 Issue: A Revision: 3

Project No:
2015-222

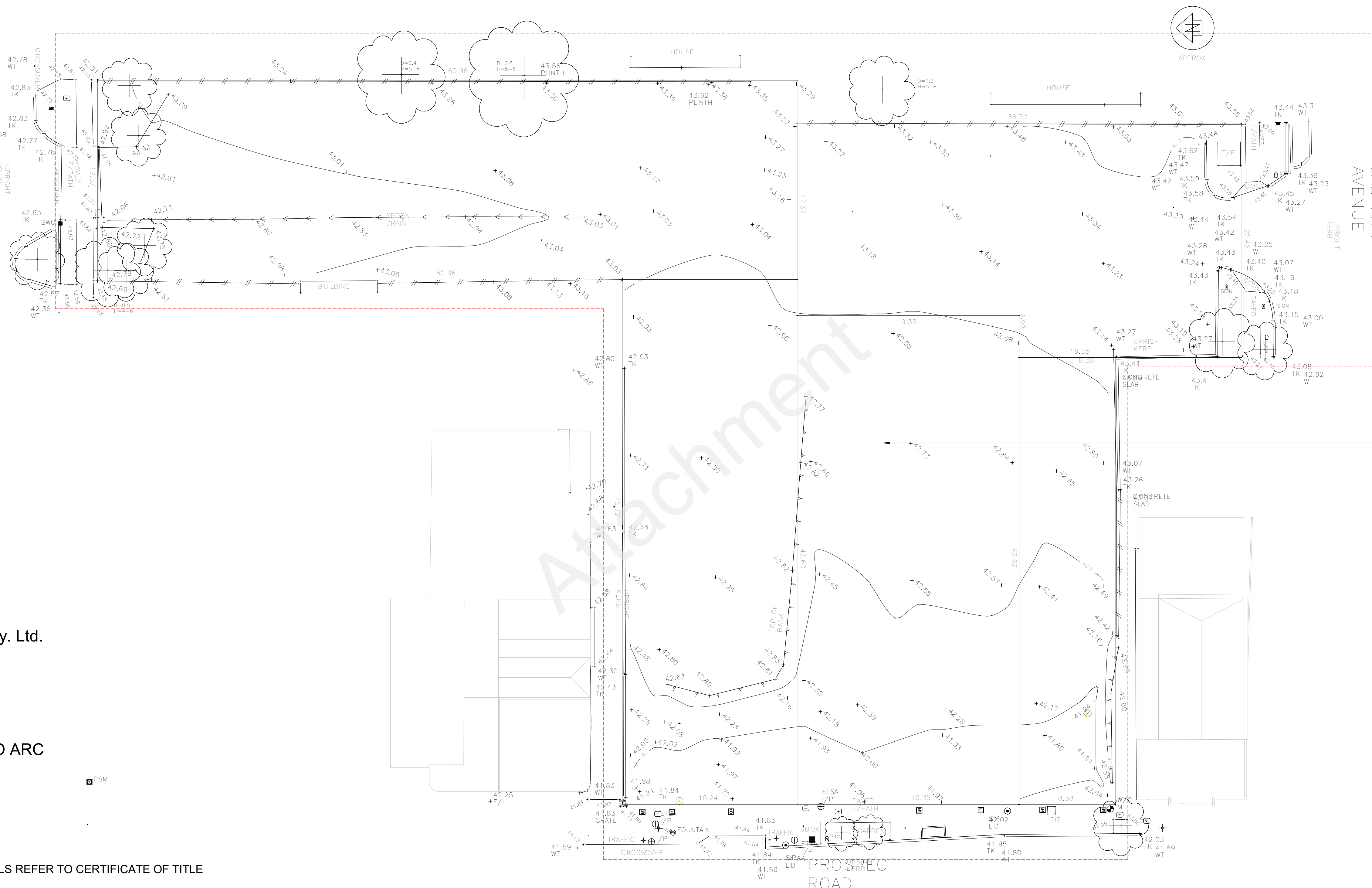
Drawing No:
DA-000

AMENDED PLAN

ALL HEIGHTS ARE TO
AHD 6628/15593
EL=41.504

30MM BOLT ON
STITCH ABOVE
NS

LABRINA
AVENUE



AREA OF DEVELOPMENT

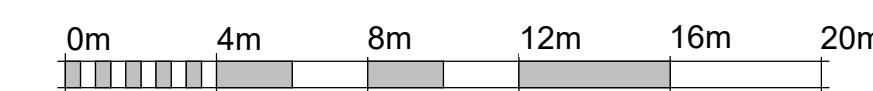
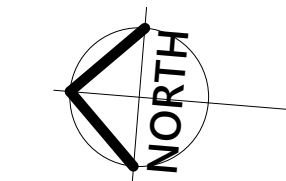
J & S SURVEYORS Pty. Ltd.

ABN 27 639 279 913
PO BOX 387 DAW PARK 5041
PHONE (08) 8373 4338
www.jssurveyors.com.au

PREPARED FOR: EVO ARC

85 PROSPECT ROAD
SURVEYED ON: 26/11/21

NOTE: FOR EASEMENT DETAILS REFER TO CERTIFICATE OF TITLE



GRAPHIC SCALE 1:200 @ A1

1 Survey
1 : 200

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Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
PROSPECT, ADELAIDE

Drawing Title:
SURVEY

Drawing Details:
Drawn By: MK
Checked: BS
Scale:

Project No:
2015-222
Drawing No:
DA-010

Date: 28/02/2023
Size: A1
Issue: A
Revision: 3

AMENDED PLAN



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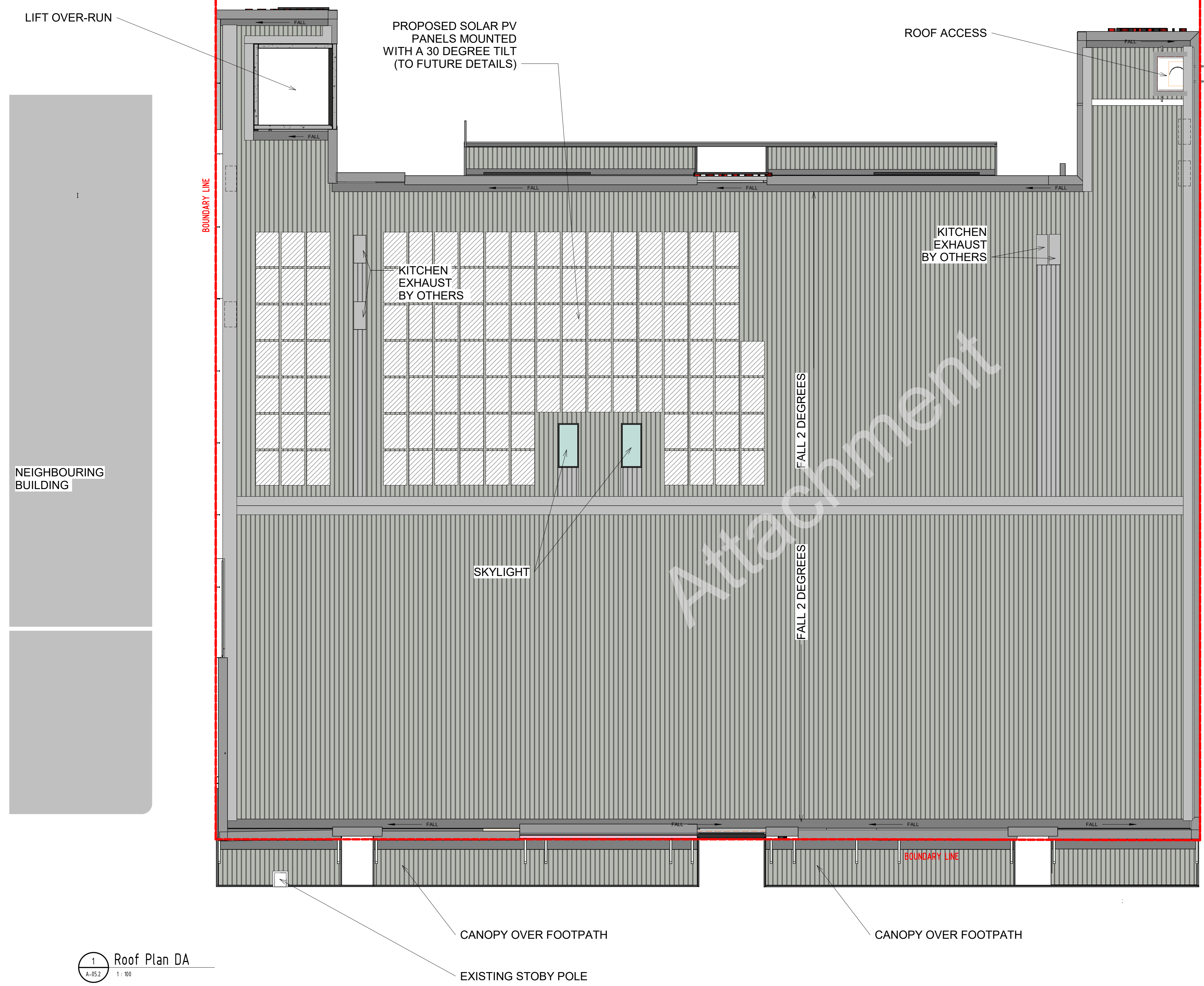
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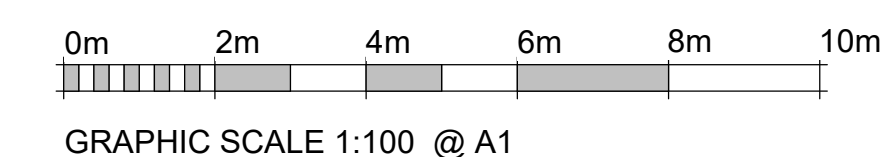
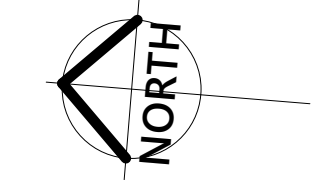
Drawing Title:
PROPOSED SITE PLAN

Drawing Details: Drawn By: MK Checked: BS Scale:	Project No: 2015-222 Drawing No: DA-011
Date: 28/02/2023 Size: A1 Issue: A	Revision: 3

AMENDED PLAN



NOTE: ALL DOWNPIPES TO BE LOCATED WITHIN WALLS



1 Roof Plan DA
A-05.2 1:100

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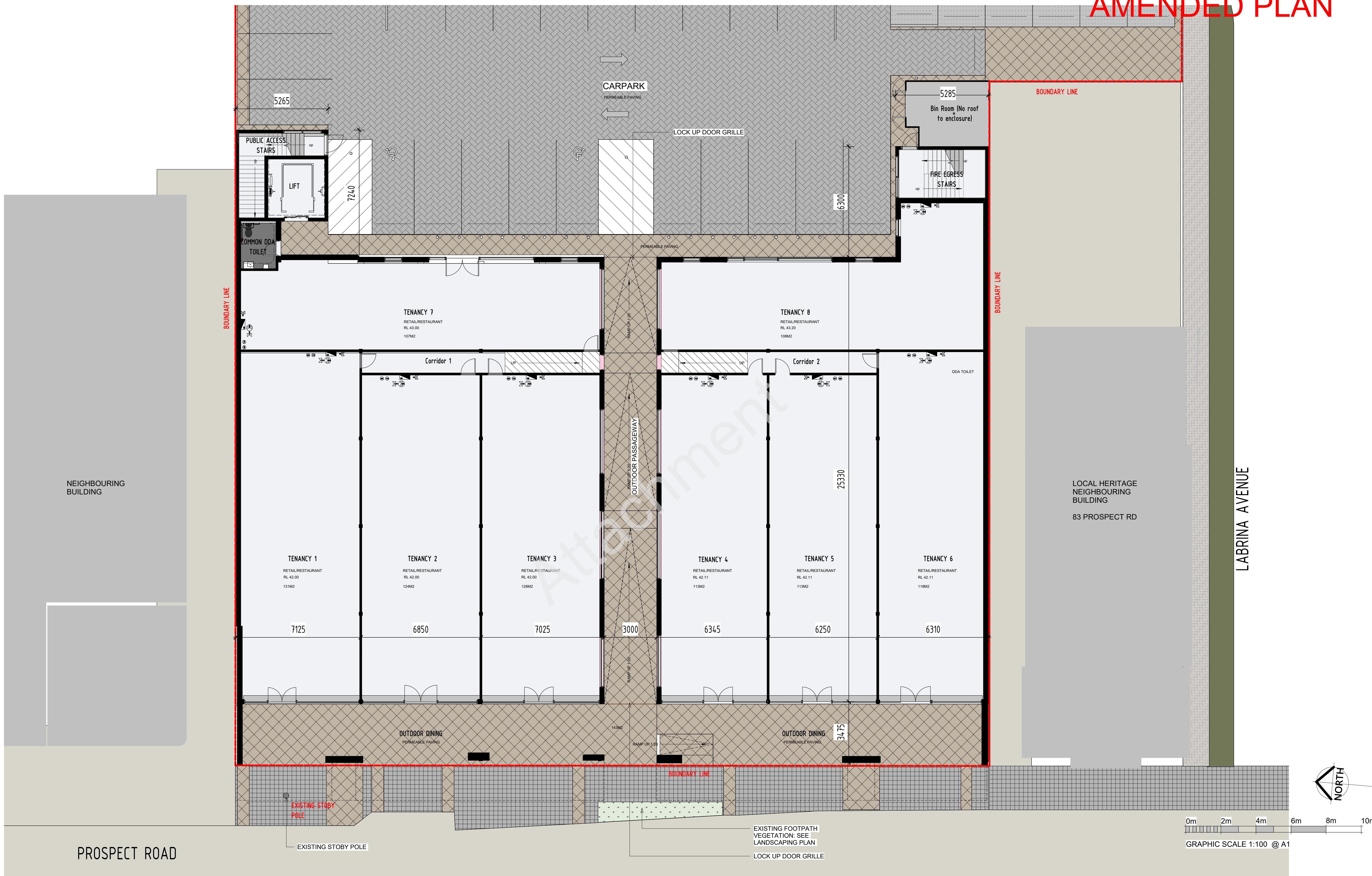
Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
PROSPECT, ADELAIDE

Drawing Title:
ROOF PLAN

Drawing Details:
Drawn By: MK
Checked: BS
Scale:
Date: 28/02/2023 Size: A1 Issue: A Revision: 3

Project No:
2015-222
Drawing No:
DA-020

AMENDED PLAN

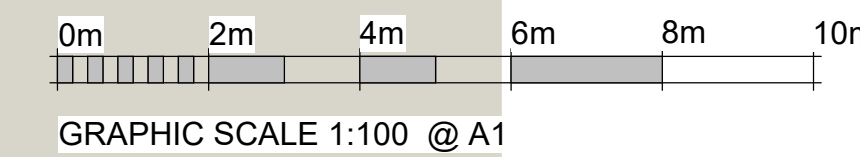
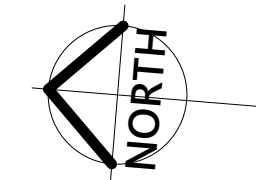


PROSPECT ROAD

LABRINA AVENUE

LOCAL HERITAGE NEIGHBOURING BUILDING
83 PROSPECT RD

NEIGHBOURING BUILDING



① Ground Floor DA
1 : 100

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54 Frederick Street, Maylands SA 5069

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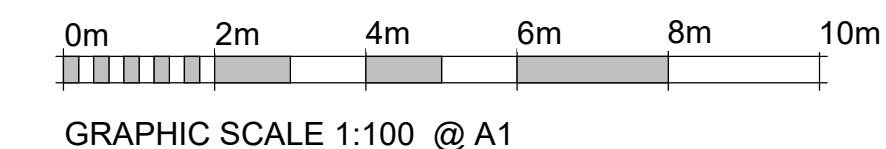
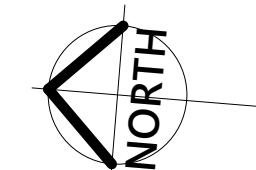
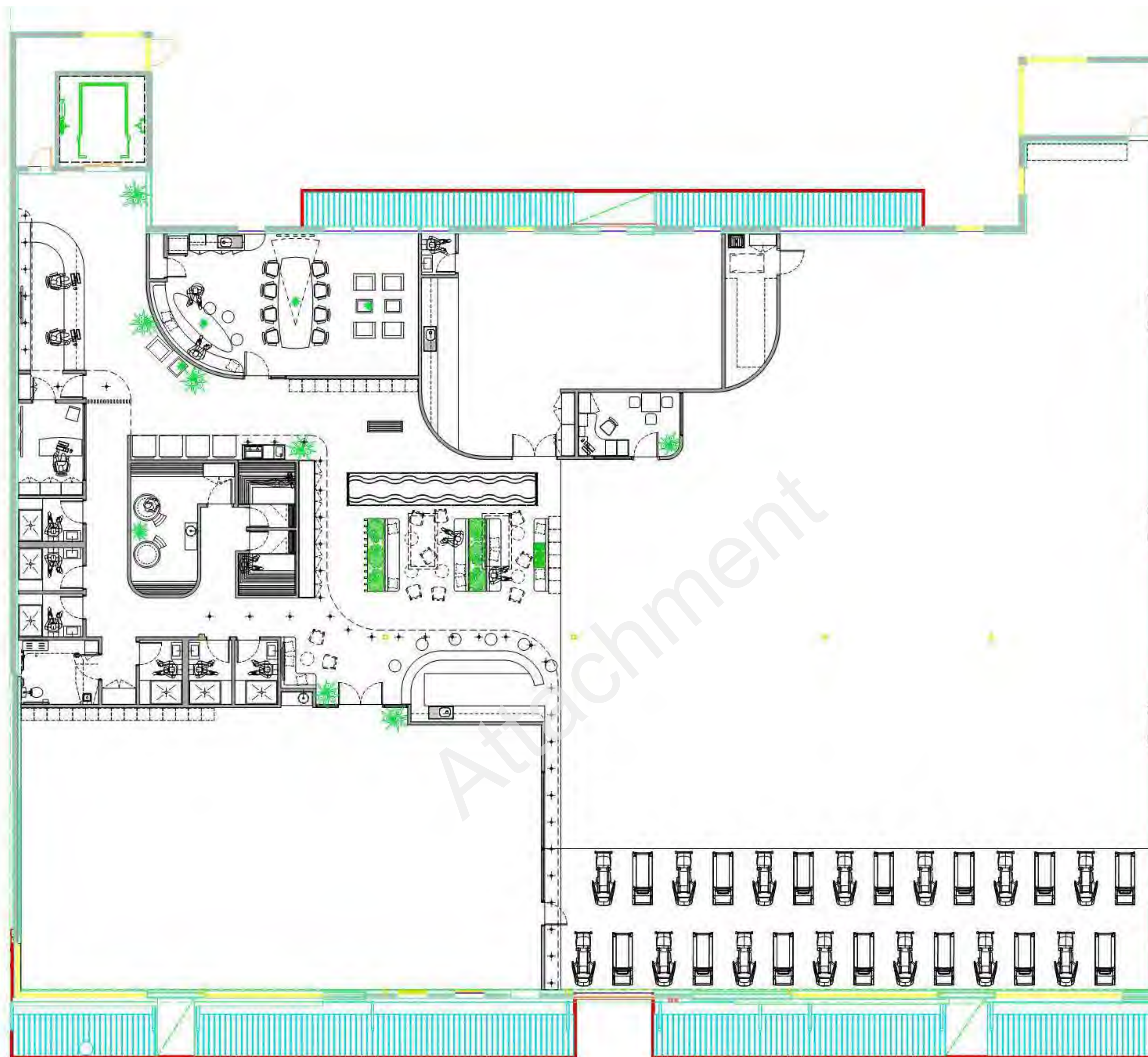
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GROUND FLOOR PLAN

Drawing Details:
Drawn By: MK
Checked: BS
Scale:

Project No:
2015-222
Drawing No:
DA-021

Date: 28/02/2023
Size: A1
Issue: A
Revision: 3

AMENDED PLAN



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Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
PROSPECT, ADELAIDE

Drawing Title:
FIRST FLOOR INTERNAL LAYOUT

Drawing Details:
Drawn By: MK
Checked: BS
Scale:

Date: 28/02/2023
Size: A1
Issue: A
Revision: A

Project No: 2015-222
Drawing No: DA-023

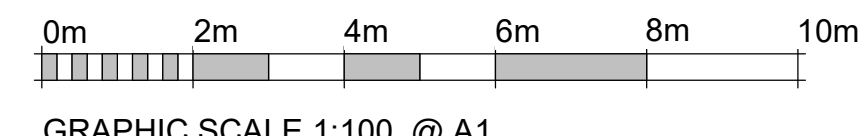
AMENDED PLAN



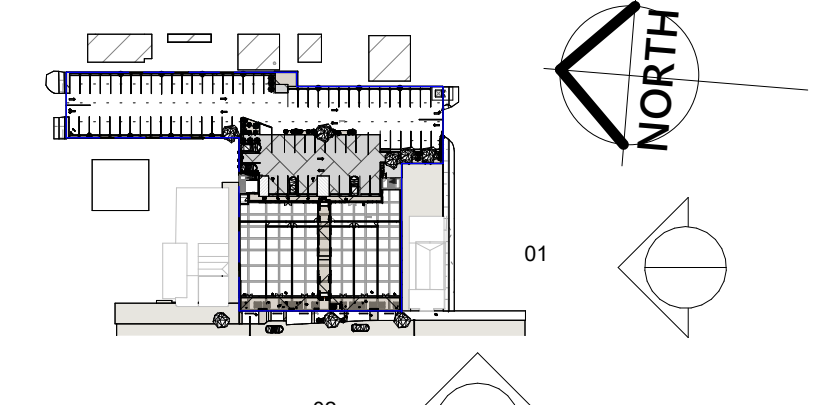
01 SOUTH ELEVATION
SCALE 1:100 @ A1



02 WEST ELEVATION
SCALE 1:100 @ A1



SIGNAGE SCHEDULE			
CODE	TYPE	SIZE	NO
S1-S6	BOXED SIGN	3000X500X250	6
FS1	INDIVIDUAL INTERNAL LIT LETTERS	6500X400X50	1
LS1	LASER CUT LETTERS	4500X600X50	2
LS2	LASER CUT LETTERS	3000X500X50	2



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A: 2nd Floor, 93 Rundle Mall
ADELAIDE SA 5000
E: info@evoarc.com.au
P: (08) 8223 1222

ABN: 68161951908

Client Name:
HALKIDIKIS PTY LTD

54 Frederick Street, Maylands SA 5069

Revision:				
Date	Rev	Description	By	
2023-02-28	A	SUBMISSION FOR PLANNING	MK	
2023-03-29	1	PLANNING AMENDMENT: PARAPET HEIGHTS REDUCED, BALCONY DELETED	MK	
2023-05-01	2	ADDED DIMENSIONS/TEXT & REMOVED WALL CAPPING	MK	
2023-07-17	3	HEIGHTS REVISED	MK	

GENERAL NOTES:

ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITIES REGULATIONS. EXECUTE ALL WORK IN THE BEST TRADESMAN LIKE MANNER AND TO THE SATISFACTION OF THE SUPERINTENDENT.

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- Any discrepancy shall be reported to evo arc in writing immediately.

Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD

PROSPECT, ADELAIDE

Drawing Title:
ELEVATIONS 01 PROPOSED

Drawing Details:
Drawn By: AP
Checked: BS
Scale:

Date: 28/02/2023
Size: A1
Issue: A
Revision: 3

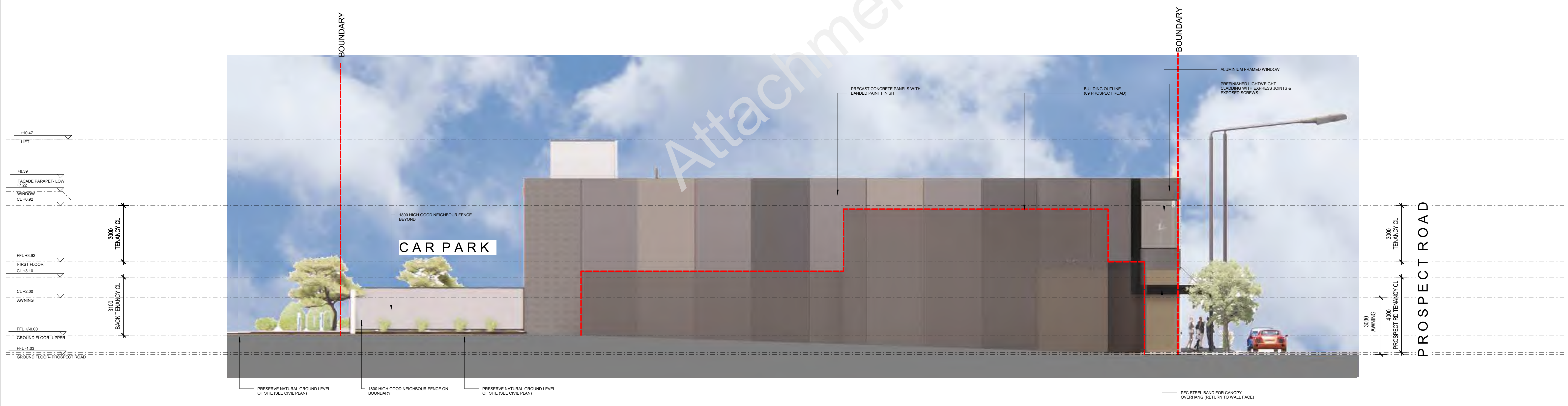
Project No:
2015-222

Drawing No:
DA-030

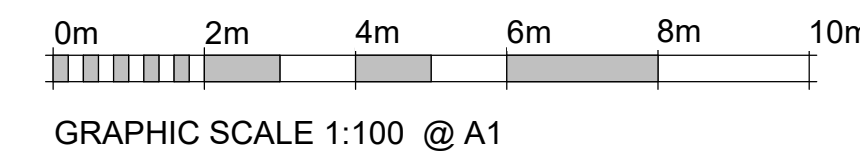
AMENDED PLAN



03 EAST ELEVATION
SCALE 1:100 @ A1

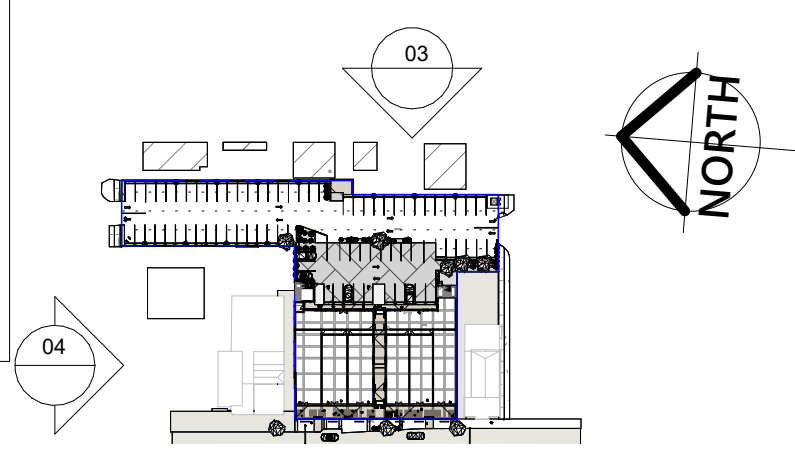


04 NORTH ELEVATION
SCALE 1:100 @ A1



SIGNAGE SCHEDULE

CODE	TYPE	SIZE	NO
S1-S6	BOXED SIGN	3000X500X250	6
F1	INDIVIDUAL INTERNAL LIT LETTERS	6500X400X30	1
LS1	LASER CUT LETTERS	4500X600X30	2
LS2	LASER CUT LETTERS	3000X300X30	2



1 Location Plan
A-05.2 1:2000

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Revision:

Date	Rev	Description	By
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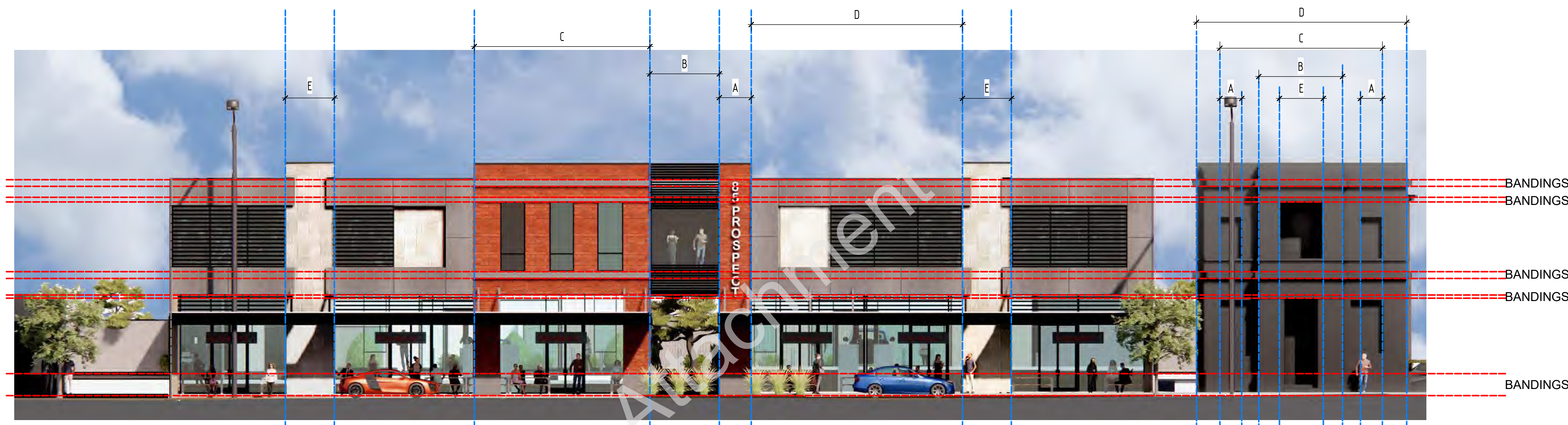
Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
PROSPECT, ADELAIDE

Drawing Title:
ELEVATIONS 02 PROPOSED

Drawing Details:
Drawn By: AP
Checked: BS
Scale:
Date: 28/02/2023
Size: A1
Issue: A
Revision: 3

Project No:
2015-222
Drawing No:
DA-031

AMENDED PLAN



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ABN: 68161951908

Client Name:
HALKIDIKIS PTY LTD

54 Frederick Street, Maylands SA 5069

Revision:

Date	Rev	Description	By
2023-02-28	A	SUBMISSION FOR PLANNING	MK
2023-03-29	1	PLANNING AMENDMENT: PARAPET HEIGHTS REDUCED, BALCONY DELETED	MK
2023-05-01	2	ADDED DIMENSIONS/TEXT & REMOVED WALL CAPPING	MK
2023-07-17	3	HEIGHTS REVISED	MK

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Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
PROSPECT, ADELAIDE

Drawing Title:
HERITAGE FORM ANALYSIS

Drawing Details:
Drawn By: MK
Checked: BS
Scale:

Date: 28/02/2023
Size: A1
Issue: A
Revision: A

Project No: 2015-222
Drawing No: DA-032

AMENDED PLAN



CURRENT AMENDED PROSPECT ROAD ELEVATION

SCALE 1:100 @ A1



SUPERCEDED PROSPECT ROAD ELEVATION

SCALE 1:100 @ A1

NOTE: REFER TO DESIGN STATEMENT



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Revision:				
Date	Rev	Description	By	
2023-02-28	A	SUBMISSION FOR PLANNING	MK	
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2023-07-17	3	HEIGHTS REVISED	MK	

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Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
PROSPECT, ADELAIDE

Drawing Title:
DESIGN CONCEPT COMPARISON

Drawing Details:
Drawn By: Author
Checked: Checker
Scale:
Date: 07/07/23
Size: A1
Issue: A
Revision: A

Project No:
2015-222
Drawing No:
DA-033

AMENDED PLAN



VIEW 01



VIEW 02



VIEW 03

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Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD

PROSPECT, ADELAIDE

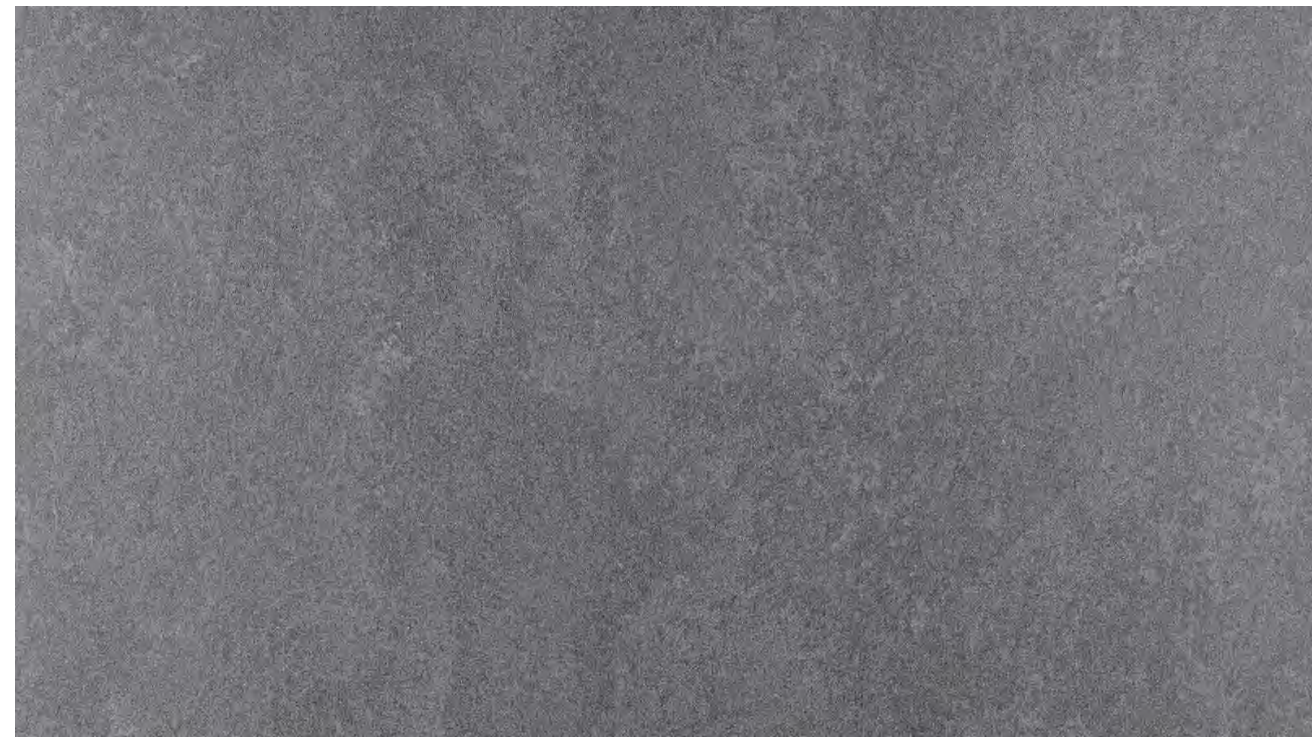
Drawing Title:
ARTISTS IMPRESSION 01

Drawing Details:
Drawn By: AP
Checked: BS
Scale:

Project No: 2015-222
Drawing No: DA-040

Date: 28/02/2023 Size: A1 Issue: A Revision: 3

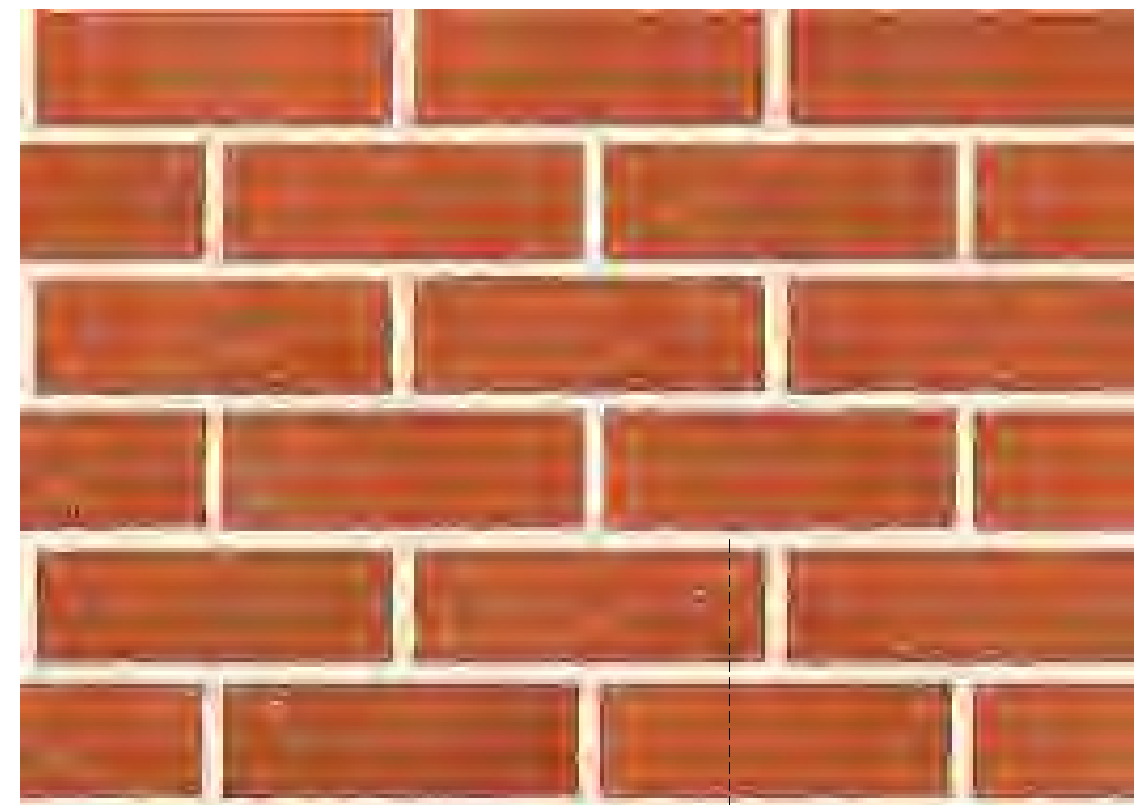
AMENDED PLAN



PREFINISHED LIGHTWEIGHT CLADDING



PREFINISHED LIGHTWEIGHT CLADDING



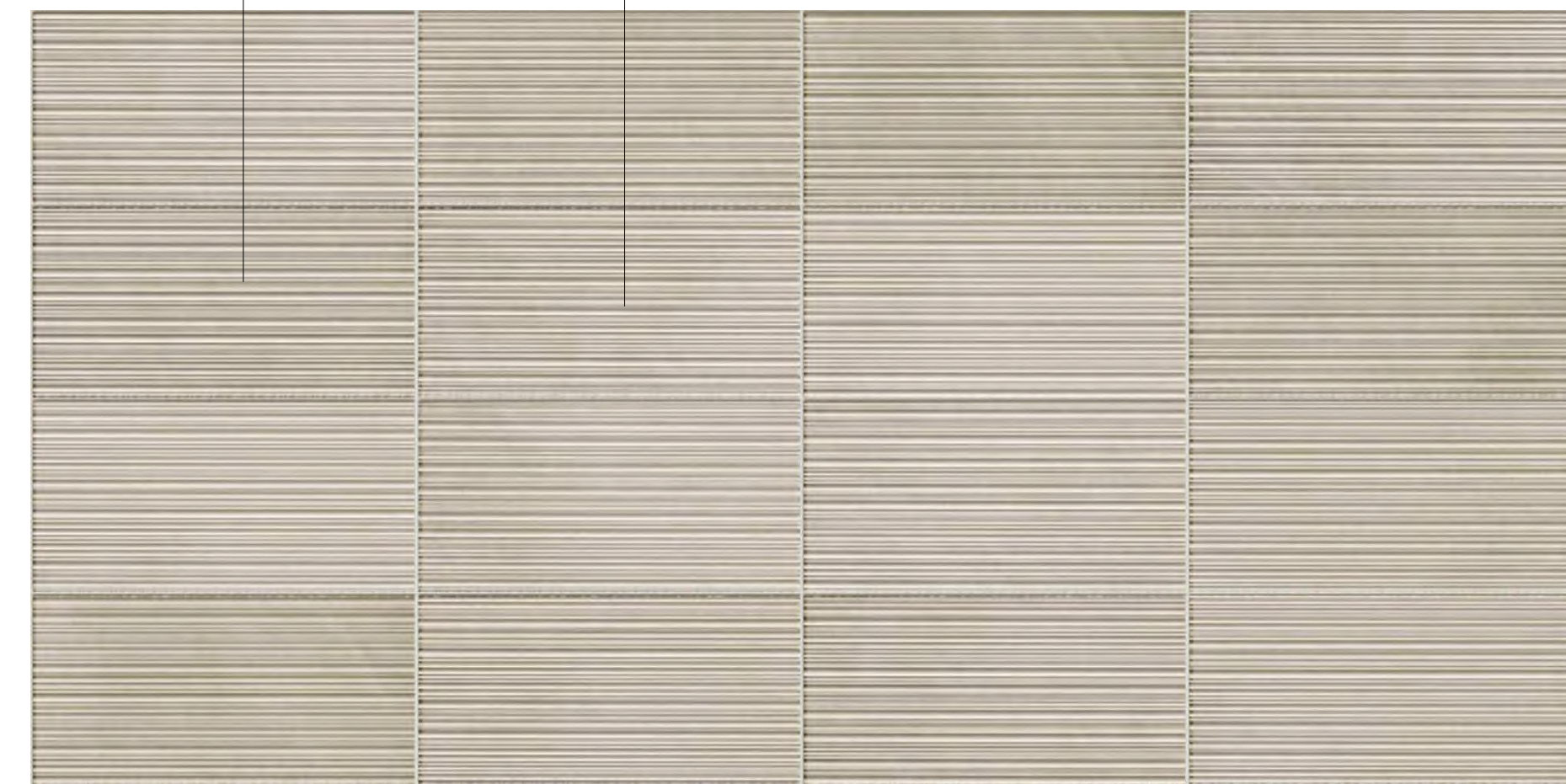
BRICK WALL



VIEW 04



VIEW 05



TILED CLADDING

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Date	Rev	Description	By
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2023-07-17	3	HEIGHTS REVISED	MK

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Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
PROSPECT, ADELAIDE

Drawing Title:
ARTISTS IMPRESSION 02

Drawing Details:
Drawn By: AP
Checked: BS
Scale:

Project No:
2015-222
Drawing No:
DA-041

Date: 28/02/2023
Size: A1
Issue: A
Revision: 3

AMENDED PLAN



VIEW 06



VIEW 07

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Client Name:
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Revision:				
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Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
PROSPECT, ADELAIDE

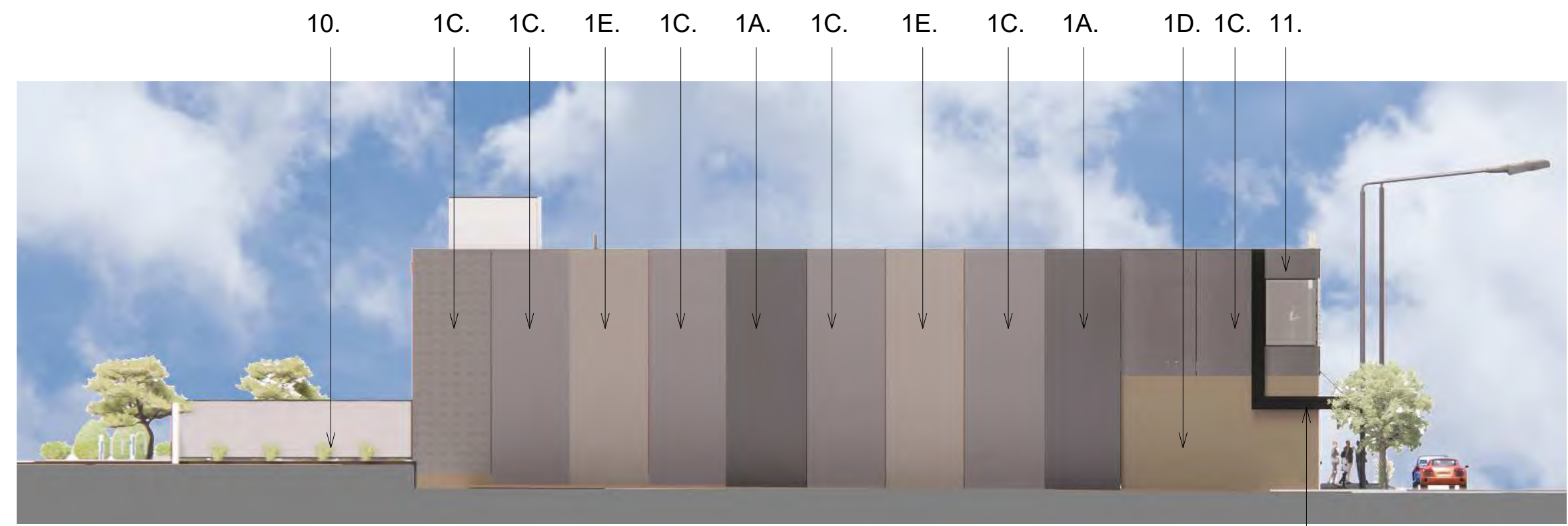
Drawing Title:
ARTISTS IMPRESSION 03

Drawing Details:
Drawn By: AP
Checked: BS
Scale:

Project No: 2015-222
Drawing No: DA-042

Date: 28/02/2023 Size: A1 Issue: A Revision: 3

AMENDED PLAN



NORTH ELEVATION

SCALE 1:200

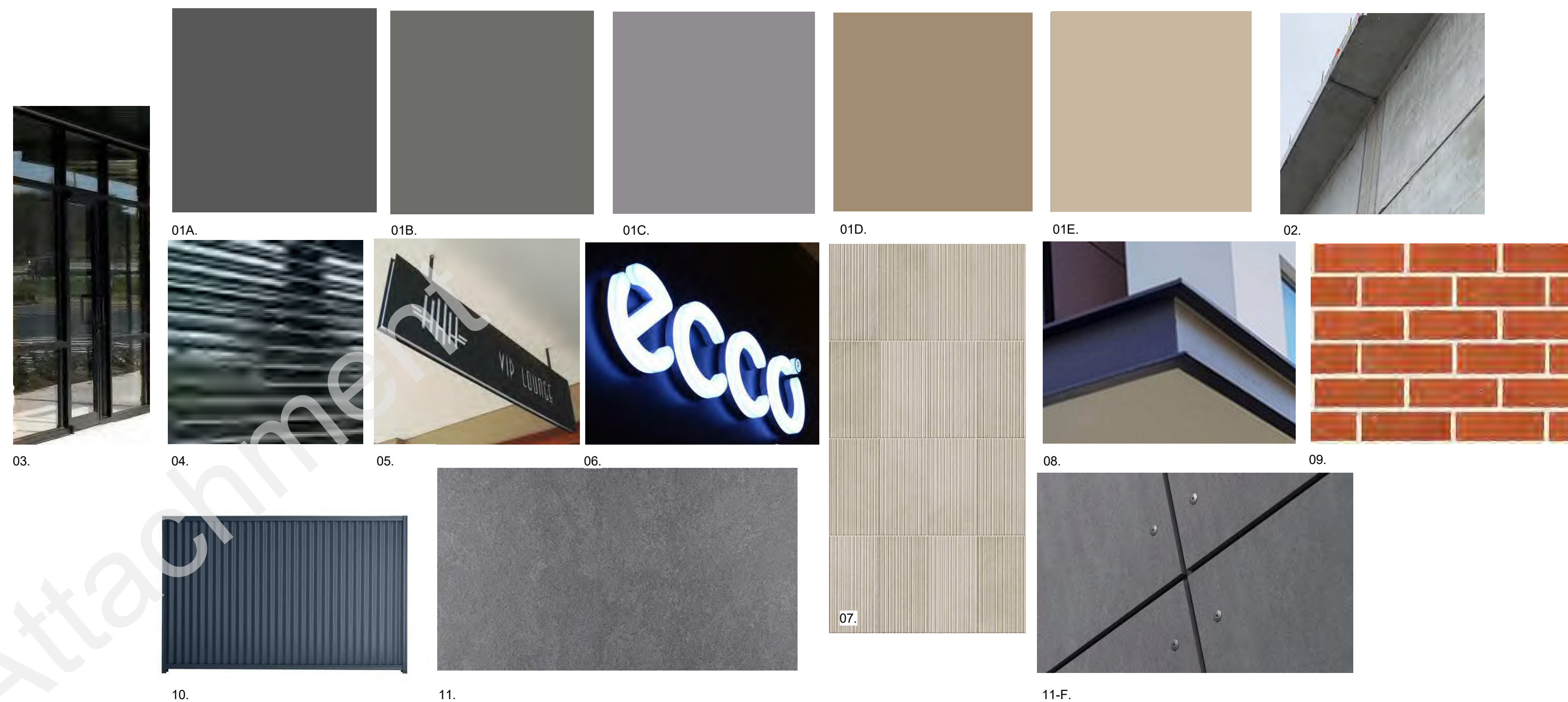


WEST ELEVATION

SCALE 1:200

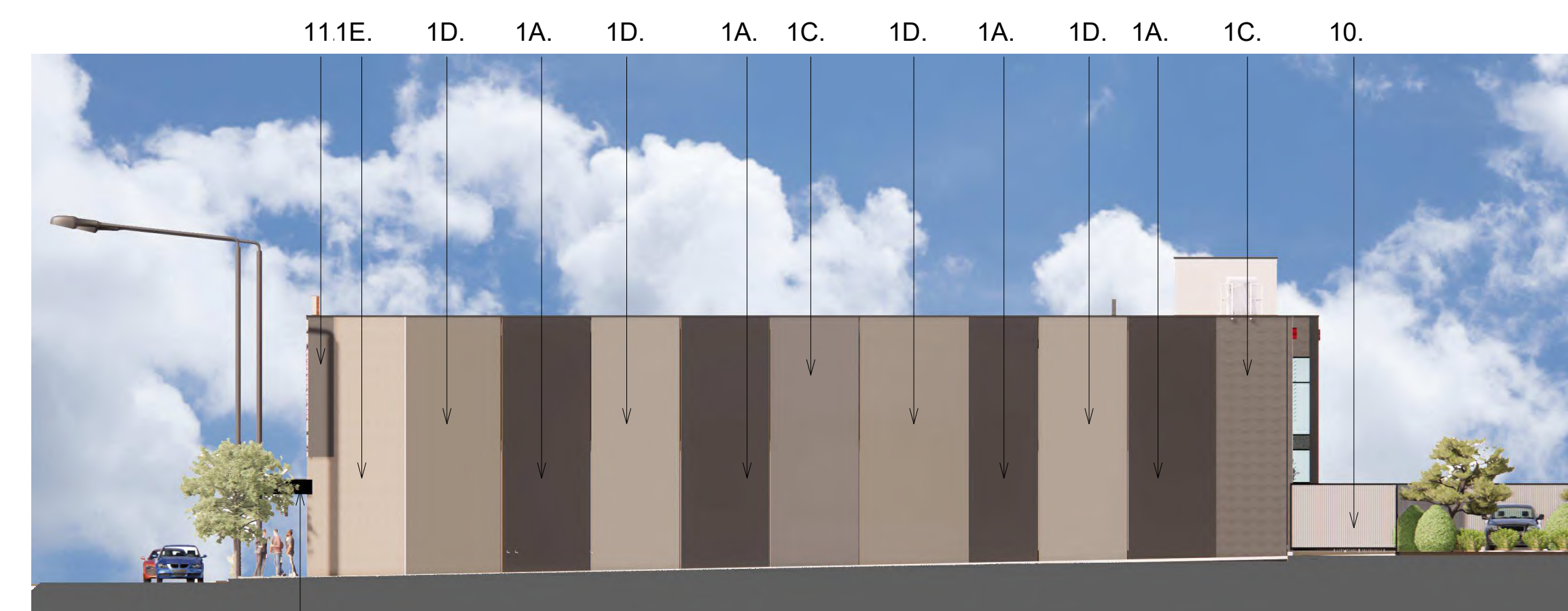
MATERIALS

1. PRECAST CONCRETE PANELS WITH PAINT FINISH. COLOURS: DULUX RAKU, PEWTER FRAME, PELACO, STONECROP, PAPERBARK
2. EXPRESS JOINTS WITH PAINT FINISH
3. POWDERCOATED ALUMINIUM DOORS & WINDOWS. COLOUR: WAYWARD GREY
4. POWDERCOATED ALUMINIUM LOUVRE SCREEN. COLOUR: WAYWARD GREY
5. UNDER AWNING SIGNAGE BOX: INTERNALLY LIT
6. SINGLE SIDED SIGNAGE LETTERS: INTERNALLY LIT
7. TILE CLADDING. COLOUR: STONE OFF-WHITE WITH VERTICAL RIBBING
8. EXPOSED PFC FRAME WITH PAINT FINISH. COLOUR: BLACK
9. FEATURE BRICK WALL. COLOUR: NUBRIK CHAPEL RED
10. FENCING GOOD NEIGHBOUR WITH POWDER-COATED FINISH. COLOUR: WOODLAND GREY
11. PREFINISHED BARESTONE LUNAR FIBRE CEMENT CLADDING WITH EXPOSED FIXINGS & EXPRESS JOINS (SEE 11-F.)



EAST ELEVATION

SCALE 1:200



SOUTH ELEVATION

SCALE 1:200



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Revision:				
Date	Rev	Description	By	Mk
2023-02-28	A	SUBMISSION FOR PLANNING	MK	
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2023-07-17	3	HEIGHTS REVISED	MK	

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Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
PROSPECT, ADELAIDE

Drawing Title:
PROPOSED MATERIALS SCHEDULE

Drawing Details:	Project No:		
Drawn By:	2015-222		
Author:	Drawing No:		
Checked:	DA-050		
Checker:			
Scale:			
Date:	Size:	Issue:	Revision:
28/02/2023	A1	A	3

AMENDED PLAN

85 PROSPECT

VISUAL IMPRESSIONS

Attachment

AMENDED PLAN



VISUALS BY:
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VISUAL IMPRESSION
85 PROSPECT

AMENDED PLAN



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VISUAL IMPRESSION
85 PROSPECT

3
July 2023

AMENDED PLAN



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VISUAL IMPRESSION
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4
July 2023

AMENDED PLAN



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 realize studio.

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VISUAL IMPRESSION
85 PROSPECT

5
 July 2023

AMENDED PLAN



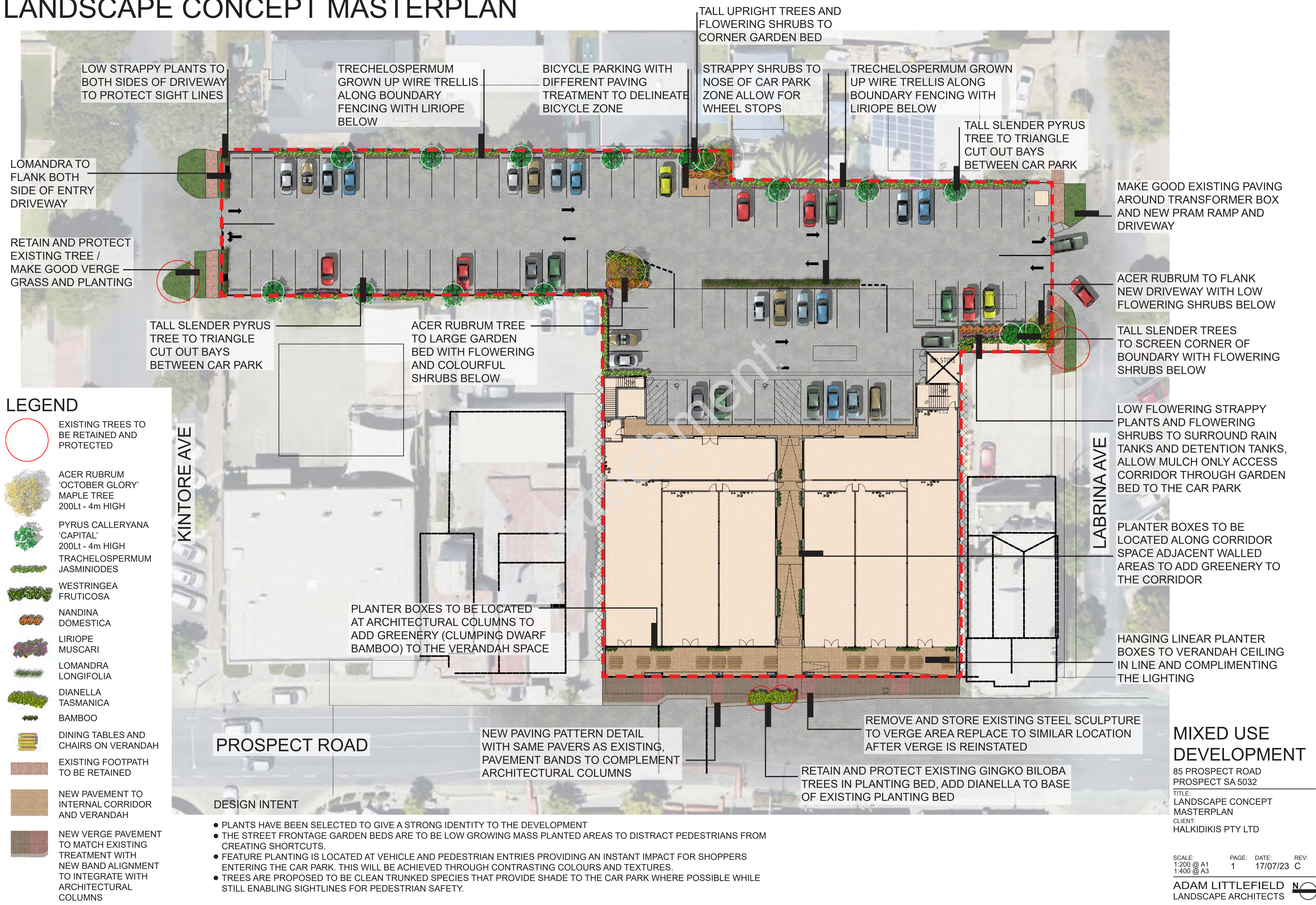
VISUALS BY:
realizestudio.

Attachment

AMENDED PLAN



LANDSCAPE CONCEPT MASTERPLAN



- LEGEND**
- EXISTING TREES TO BE RETAINED AND PROTECTED
 - ACER RUBRUM 'OCTOBER GLORY' MAPLE TREE 200Lt - 4m HIGH
 - PYRUS CALLERYANA 'CAPITAL' 200Lt - 4m HIGH
 - TRACHELOSPERMUM JASMINIODES
 - WESTRINGEA FRUTICOSA
 - NANDINA DOMESTICA
 - LIRIOPE MUSCARI
 - LOMANDRA LONGIFOLIA
 - DIANELLA TASMANICA
 - BAMBOO
 - DINING TABLES AND CHAIRS ON VERANDAH
 - EXISTING FOOTPATH TO BE RETAINED
 - NEW PAVEMENT TO INTERNAL CORRIDOR AND VERANDAH
 - NEW VERGE PAVEMENT TO MATCH EXISTING TREATMENT WITH NEW BAND ALIGNMENT TO INTEGRATE WITH ARCHITECTURAL COLUMNS

MIXED USE DEVELOPMENT
 85 PROSPECT ROAD
 PROSPECT SA 5032
 TITLE: LANDSCAPE CONCEPT MASTERPLAN
 CLIENT: HALKIDIKIS PTY LTD

SCALE: 1:200 @ A1
 1:400 @ A3

PAGE: 1
 DATE: 17/07/23
 REV: C

ADAM LITTLEFIELD LANDSCAPE ARCHITECTS

PLANTING SELECTIONS

- PLEASE NOTE:
- CONTRACTOR TO ALLOW FOR IRRIGATION TO ALL PLANTING BEDS, PLANTER BOXES AND TURF AREAS INCLUDING CONNECTIONS TO MAINS WATER, BACKFLOW PREVENTION DEVICES, PRESSURE REGULATORS IF REQUIRED AS WELL AS IRRIGATION CONTROLLER BOXES, LOCATION TO BE COORDINATED WITH OWNER
 - SOIL TESTS SHOULD BE UNDERTAKEN TO UNDERSTAND THE SOIL SUITABILITY WITH THE TREE SPECIES

COLOURFUL SHRUBS



WESTRINGEA FRUTICOSA 'ZENA'
COASTAL ROSEMARY
H = 0.9m x W = 0.9m
PLANT @ 900mm SPACING
140mm POTS



NANDINA DOMESTICA
'BLUSH'
H = 0.7m x W = 0.7m
PLANT @ 600mm SPACING
140mm POTS

STRAPPY PLANTS



DIANELLA TASMANICA
TASMAN FLAX LILY
H = 0.5m x W = 0.5m
PLANT @ 500mm SPACING
140mm POTS



LIRIOPE MUSCARI
TURF LILY
H = 0.4m x W = 0.4m
PLANT @ 400mm SPACING
140mm POTS



LOMANDRA LONGIFOLIA
TANIKA - DWARF MATT RUSH
H = 0.6m x W = 0.6m
PLANT @ 600mm SPACING
140mm POTS

DECIDUOUS TREES



ACER RUBRUM
'OCTOBER GLORY'
H = 10m x W = 7m
200Lt POT SIZE



PYRUS CALLERYANA 'CAPITAL'
CAPITAL PEAR
H = 8m x W = 3m
200Lt POT SIZE

CLIMBER



TRACHELOSPERMUM JASMINOIDES (STAR JASMIN GROWN UP TRELLIS ON THE PERIMETER BOUNDARY AND EDGE OF CARPARK, ALLOW FOR MINIMUM 400mm CUTOUT IN BITUMEN CAR PARK TO ALLOW FOR PLANT GROWTH

HANGING PLANTER BOX



HANGING PLANTER BOX CHARACTER TO FRONT VERANDAH, ALIGN PLANTER BOXES TO COMPLIMENT THE LIGHTING ARRANGEMENT

FLOOR PLANTER BOX

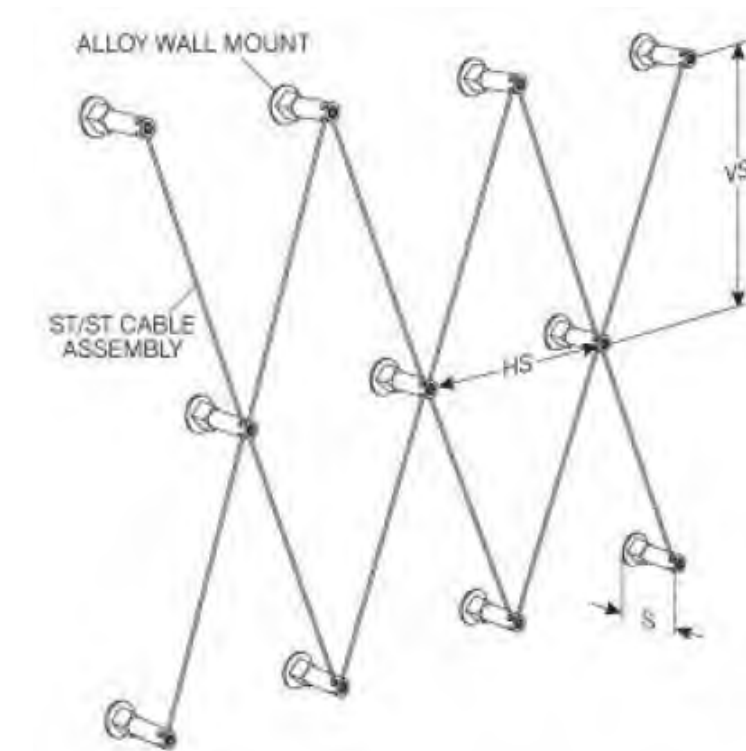


CLUMPING BAMBOO IN POT CHARACTER

BAMBOO



BAMBUSA COMPACTA
CLUMPING BAMBOO
H = 2m x W = 0.5m



RONSTAN TENSILE TRELLIS AGS31-600



TRELLIS CHARACTER

RONSTAN CABLE TRELLIS

AGS31-600
A CABLE TRELLIS SYSTEM IS PROPOSED TO SOFTEN THE WESTERN BOUNDARY WALL OF THE BUILDING WITH CLIMBING PLANTS. THE SELECTED TRELLIS CONSISTS OF ELONGATED DIAMONDS OF STAINLESS STEEL CABLES WHICH PROVIDE A GOOD VALUE-TO-COVERAGE RATIO. THE OFF-VERTICAL ARRANGEMENT ENCOURAGES PLANTS TO SPREAD FASTER THAN OTHER ARRANGEMENTS AND IS SUITED TO HIGH WALLS, PROMOTING GOOD VERTICAL PLANT GROWTH.
STAR JASMINE TO BE TRAINED UP WIRES.



GSR PLANTER POT 1000Lx450Hx400W WITHIN INTERNAL CORRIDOR VERANDAH SIZES TO MATCH ARCHITECTURAL FEATURE COLUMNS ALLOW FOR DRAINAGE TO STORMWATER WITHIN VERANDAH AND INTERNAL CORRIDOR

MIXED USE DEVELOPMENT

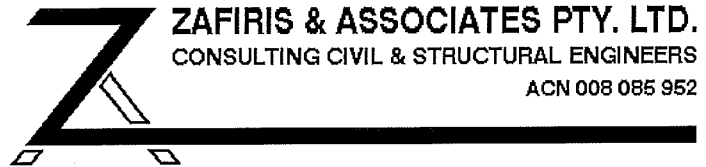
85 PROSPECT ROAD
PROSPECT SA 5032

TITLE:
PLANTING AND MATERIAL SELECTIONS

CLIENT:
HALKIDIKIS PTY LTD

SCALE: NTS PAGE: 2 DATE: 07/07/23 REV: B

ADAM LITTLEFIELD LANDSCAPE ARCHITECTS



STORMWATER DRAINAGE CALCULATIONS

CLIENT: HALKIDIKIS PTY LTD

JOB NO: 2230217

SITE: 85 PROSPECT ROAD, PROSPECT

PROJECT DETAILS: STORMWATER DRAINAGE DESIGN

PAGE

INDEX

1-2

STORMWATER DESIGN COMPUTATIONS

NOTES:


- These calculations are to be read in conjunction with relevant construction reports, structural drawings and architectural drawings.
- All work to comply with the Building Code of Australia and relevant Australian and Australian and New Zealand Standards and Minister's Specifications listed below:

AS 3500	PLUMBING AND DRAINAGE
AS 2870	RESIDENTIAL SLABS AND FOOTINGS
AS 1221	FIRE HOSE REELS
AS 2620	DOMESTIC GARDEN HOSE
AS 1530	METHODS FOR FIRE TESTS ON BUILDING MATERIALS, COMPONENTS & STRUCTURES
SA 78	ADDITIONAL REQUIREMENTS IN DESIGNATED BUSHFIRE PRONE AREAS
SA 78AA	ON-SITE RETENTION OF STORMWATER

Unit 7, 467 Fullarton Road, Highgate, South Australia, 5063

Telephone: (08) 8299 9908 **Facsimile:** (08) 8299 9907

Email: admin@zafirisengineers.com.au

	ZAFIRIS & ASSOCIATES PTY. LTD.	JOB NUMBER:	SHEET NUMBER:
	CONSULTING CIVIL & STRUCTURAL ENGINEERS	2230217	1
	UNIT 7, 467 FULLARTON ROAD, HIGHGATE S.A. 5063 Ph:(08) 8299 9908 Fax:(08) 8299 9907 ACN 008 085 952	DESIGN:	DATE:
	e-mail:admin@zafirisengineers.com.au	PZ	23/02/2023

ADDRESS: 85 PROSPECT ROAD, PROSPECT

STORMWATER COMPUTATIONS:

Post development runoff to be restricted to Q₅ flow for the critical flow up to 20yrs ARI

EXISTING SITE DISCHARGE: Block = 3638 m²

35% IMPERVIOUS 65% PERVIOUS 5l_s L/s

Q_{EXIST} = 1273.3 (0.9) + 2364.7 (0.1)]x(80.8/3600)= 31.0

PROPOSED DIRECT DISCHARGE TO STREET:

Entry/Exit bitumen Perimeter Landscape Roof 20l₆ L/s

Q_{Direct} = [0 (0.9) + 0 (0.1) + 0 (1.0)]x(112/3600)= 0.0

PROPOSED DEVELOPMENT DETENTION:

Bitumen/Paving Landscape

Q_{Ground} = [2186 (0.9) + 291 (0.1) x (1/3600) = 0.55]

Building Roof

Q_{Roof} = [(1161.00) x 1.0] x (1/3600) = 0.32]

DESIGN SITE DETENTION FOR 20 YEARS ARI EVENTS:
(refer to page 2 for critical event breakdown)

Storm duration	Intensity I(mm/hr)	Q _{Ground} (L/s)	Q _{OUT} (L/s)	Volume Pre (L)	Volume Post (L)	Site Detention Pre - Post (L)
5min	121	66.55	16.00	19965	4800	15165
6min	112	61.60	16.00	22176	5760	16416
10min	88.9	48.90	16.00	29340	9600	19740
20min	61.7	33.94	16.00	40728	19200	21528
30min	48.6	26.73	16.00	48114	28800	19314
60min	31.3	17.22	16.00	61992	57600	4392

DESIGN RAINWATER TANK FOR 20 YEARS ARI EVENTS:

Storm duration	Intensity I(mm/hr)	Q _{Roof} (L/s)	Q _o (L/s)	Volume Pre (L)	Volume Post (L)	Roof Detention Pre - Post (L)
5min	121	38.72	15.00	11616	4500	7116
6min	112	35.84	15.00	12902	5400	7502
10min	88.9	28.45	15.00	17070	9000	8070
20min	61.7	19.74	15.00	23688	18000	5688
30min	48.6	15.55	15.00	27990	27000	990
60min	31.3	10.02	15.00	36072	54000	-17928


SHOPPING CENTRE ROOF STORAGE TANK REQUIRED → WORST CASE @ 10MIN

Rainwater tank Discharge speed (pump) Q_o= 15 L/s

Q_{Roof} = 0.32 x 88.9 = 28.45 L/s Volume Pre = 28.45L/s x 10min x 60sec = 17070 L

Q_o = 15.0 L/s Volume Post = 15.0L/s x 10min x 60sec = 9000 L

Roof Detention = 17070 - 9000 = 8070 L DETENTION TANK

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	2230217	2
	DESIGN:	DATE:
	PZ	23/02/2023

ADDRESS: **85 PROSPECT ROAD, PROSPECT**

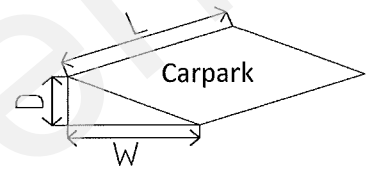
SITE DETENTION REQUIRED: CONSIDER, WORST CASE @ 20MIN STORM

$Q_{Ground} = 0.55 \times 61.7 = 33.94 \text{ L/s}$ $\text{Volume Pre} = 33.94\text{L/s} \times 20\text{min} \times 60\text{sec} = 40728 \text{ L}$
 $Q_{out} = 31.0 - 15.0 = 16 \text{ L/s}$ $\text{Volume Post} = 16\text{L/s} \times 20\text{min} \times 60\text{sec} = 19200 \text{ L}$

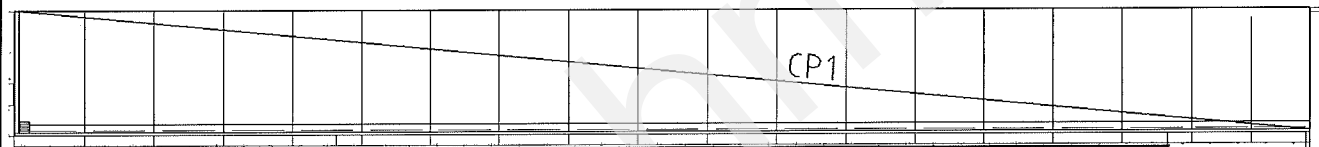
Site Detention = 40728 - 19200 = 21528 L

ALLOW PAVEMENT PONDING:

$\text{Carpark Volume} = (AD)/2$



Carparks	CP1	CP2	CP3	-	
A(m ²)	225	15	53	0	
D(m)	0.14	0.1	0.05	0	TOTAL
V (m ³)	15.75	0.75	1.33	0.00	17.83

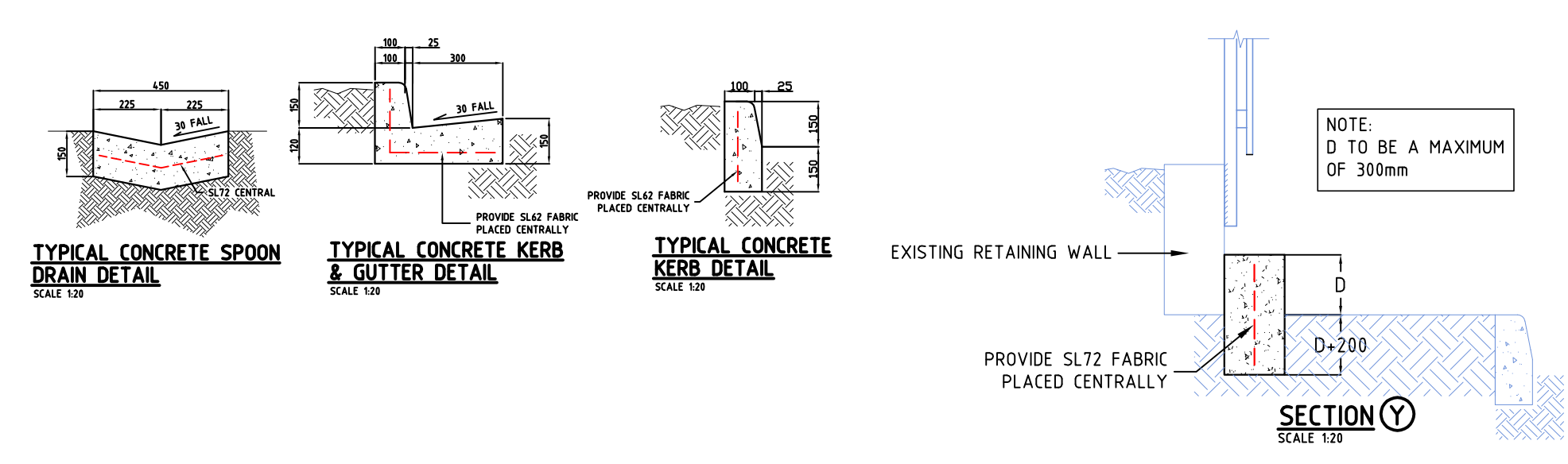


ALLOW UNDERGROUND DETENTION: (only pipes from sumps + G.P.T.)

Volume = $\pi r^2 L$					Volume: V= LWB	Sumps	JF-900	
Pipes	250mm ϕ	225mm ϕ	200mm ϕ	150mm ϕ	Total	Units	6	1
r (m)	0.125	0.113	0.1	0.075	Pipe	L (m)	0.45	0.45
L (m)	24	0	22	66	Storage	W(m)	0.45	0.45
V (m ³)	1.18	0	0.69	1.17		D(m)	0.83	1.985
						V (m ³)	1.01	0.4

Total Ponding Total U/G Storage
 = 17.83 + 4.45 = **22.28** m³ > **21.53** m³ OK

[USING A COMBINATION OF ABOVE GROUND PONDING, DETENTION WITHIN THE PIPE AND SUMPS THE REQUIRED SITE DETENTION IS ACHIEVED.]

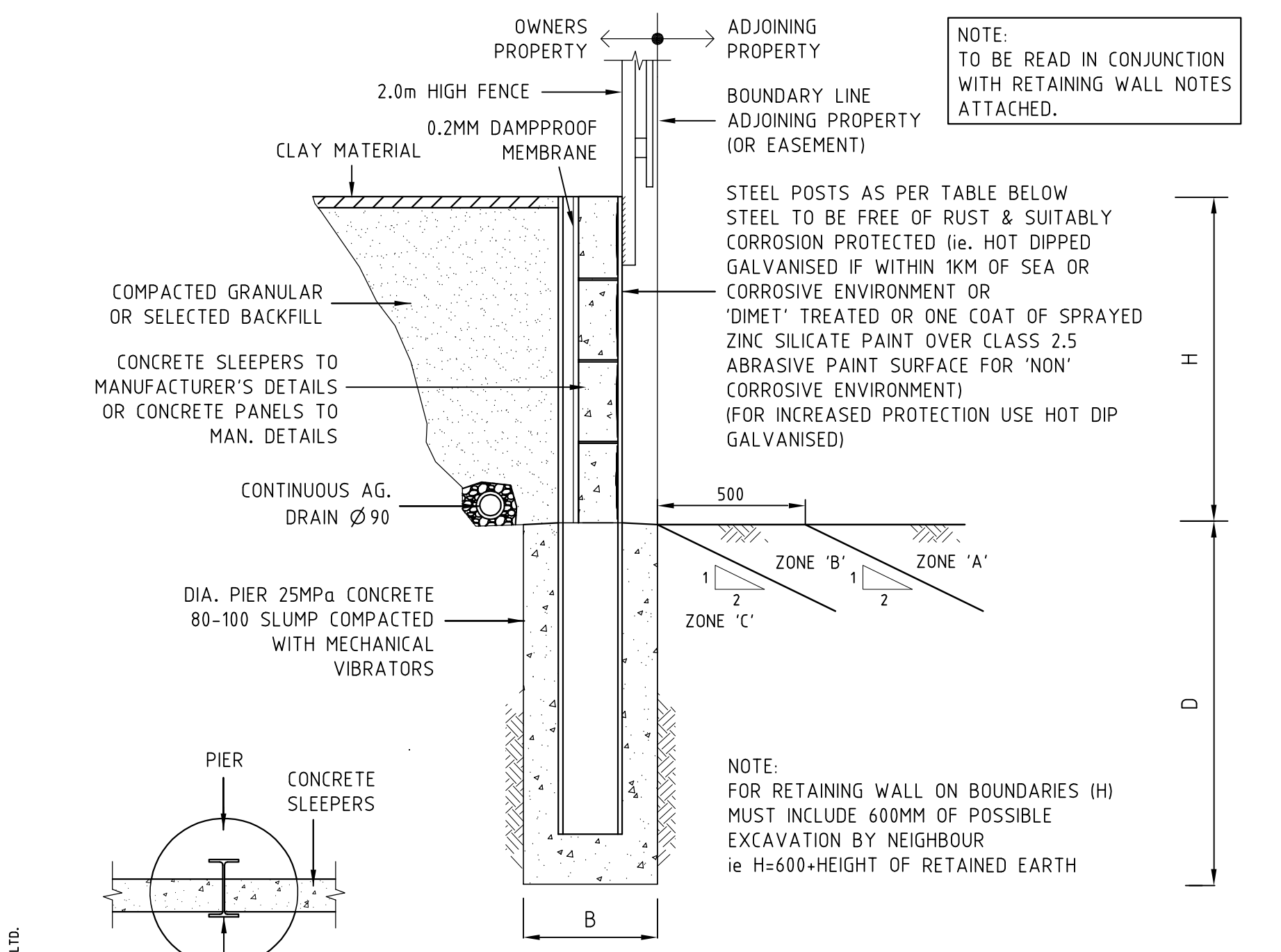
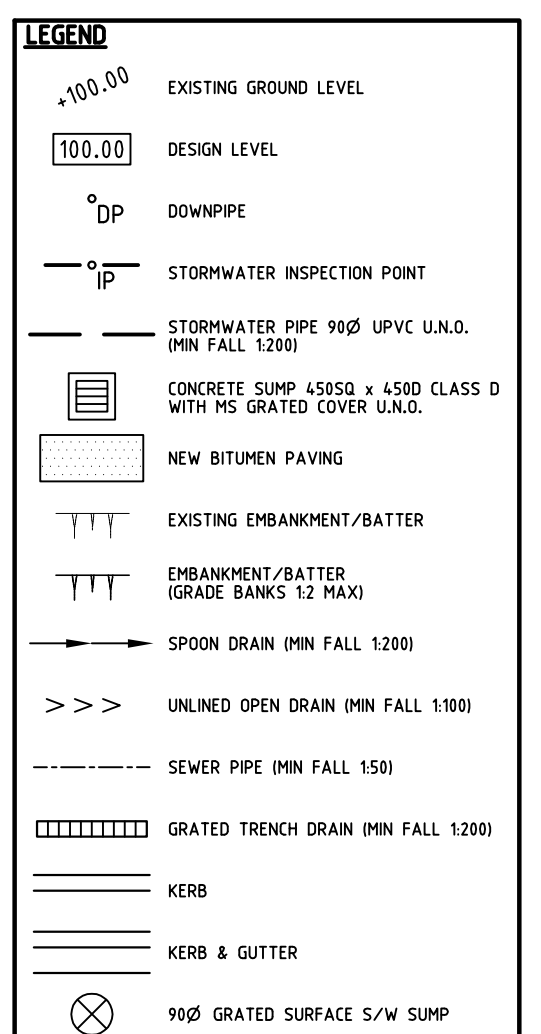
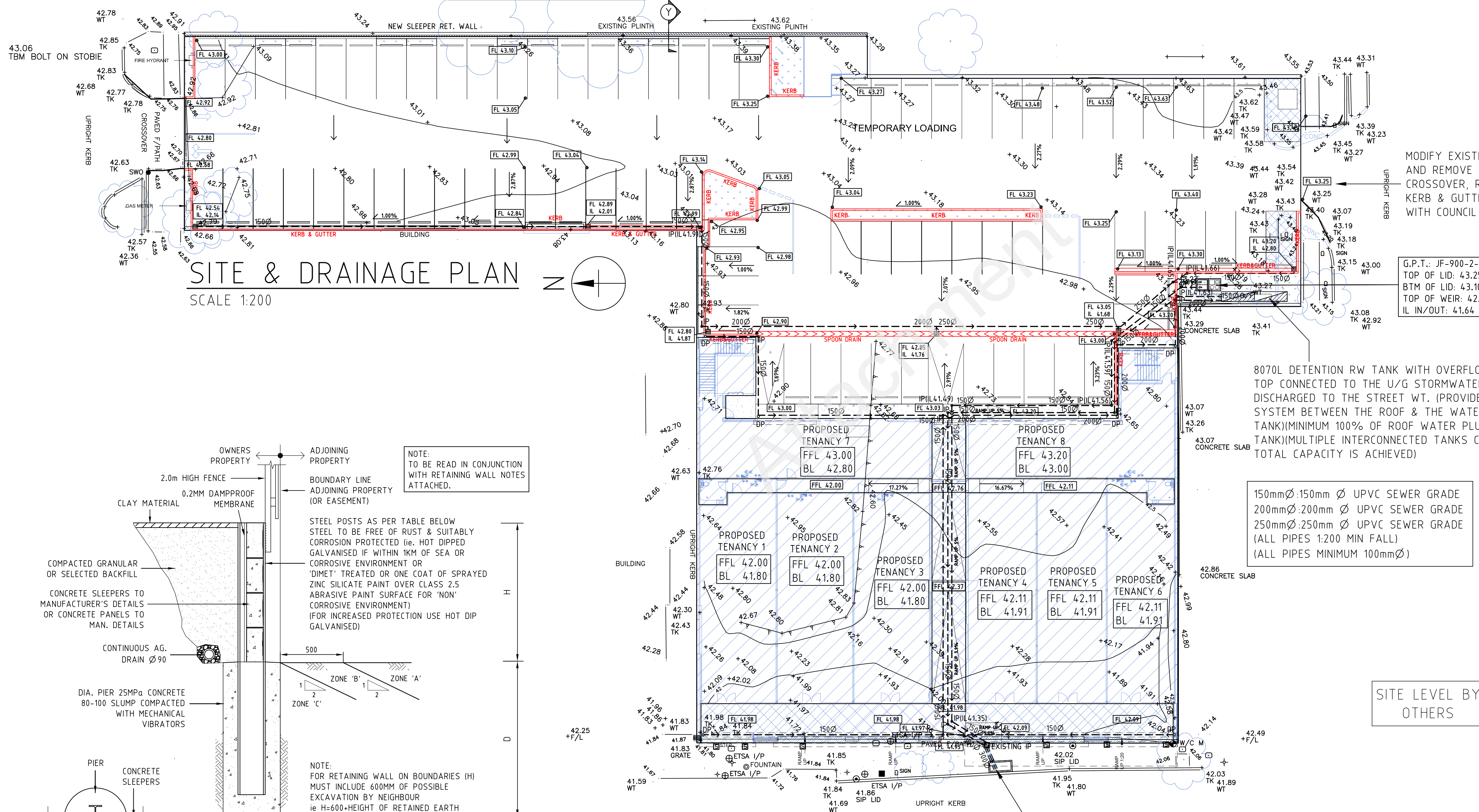


SITE NOTES

- THIS IS AN ENGINEERING SURVEY PLAN AND SHOULD NOT BE TAKEN AS A CADASTRAL OR IDENTIFICATION SURVEY.
- THE REDUCED LEVELS SHOWN ON THIS PLAN ARE TO BE REGARDED AS INDICATIVE ONLY. THEIR SUITABILITY SHOULD BE ASSESSED ON SITE BY THE BUILDER BUT SHOULD NOT BE LOWERED WITHOUT FIRST CHECKING I.P. LEVELS.
- THE OWNER SHOULD BE AWARE THAT IT MAY BE MORE PRACTICAL TO CONSTRUCT THE RETAINING WALLS SHOWN ON THIS PLAN PRIOR TO THE COMMENCEMENT OF CONSTRUCTION OF THE BUILDING.
- THE OWNER SHALL PROVIDE ADEQUATE PROPPING/BRACING ETC. TO ANY EXISTING BOUNDARY STRUCTURE OR WALL ON OR NEAR THE BOUNDARIES IMMEDIATELY AFTER SITE EXCAVATION.
- PROVIDE ADEQUATE PROTECTION OR COVER TO STORM WATER PIPES I.E. 150mm AND WHERE PIPE IS TO BE SUBJECTED TO VEHICULAR LOADING 300mm MIN. COVER IS REQUIRED, OR ENCASE PIPE IN 100mm THICK CONCRETE. IT IS RECOMMENDED TO USE GALVANIZED BOX SECTION BETWEEN BOUNDARY AND STREET WATER TABLE.
- MAXIMUM LEVEL OF PATH AT FLOOD GULLY TO BE 165mm BELOW FINISHED FLOOR LEVEL.
- ALL STORMWATER WORKS AND RETAINING WALLS ARE TO BE CONSTRUCTED BY THE OWNER UNLESS STATED OTHERWISE IN THE BUILDERS CONTRACT.
- ALL BUILDINGS, STRUCTURES AND TREES AFFECTING OR AFFECTED BY PROPOSED BUILDING WORKS HAVE BEEN SHOWN ON THIS PLAN.
- REMOVAL OF ALL EXCESS SPOIL FROM SITE CUT & FOOTING EXCAVATION IS THE OWNERS RESPONSIBILITY UNLESS NOTED OTHERWISE BY THE BUILDER.
- THE DRAINAGE LAYOUTS SHOWN ON THIS PLAN ARE DIAGRAMATIC AND SHALL BE INSTALLED IN ACCORDANCE WITH SANITARY PLUMBING AND DRAINAGE DIRECTIONS - ALL APPLICABLE PARTS AMENDED. ENSURE SEWER TRENCH IS 900mm MIN. FROM FOOTINGS.
- DATUM FOR LEVELS - TBM AS SHOWN.
- LAGGING IS REQUIRED, 40mm CLOSED CELL POLYETHYLENE.
- FLEXIBLE SEWER & STORMWATER CONNECTIONS ARE REQUIRED.

ALL CARPARK SUMP TO HAVE OCEAN GUARD PIT INSERTS (REFER TO MUSIC REPORT) AND BE CLASS D

IF EXISTING RETAINING WALL IS UNDERMINED REFER TO SECTION Y



C	AMENDED TO NEW ARCH PLAN	PZ	03.05.23
B	AMENDED TO NEW ARCH PLAN	PZ	03.05.23
A	AMENDED TO NEW ARCH PLAN	PZ	13.04.23

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NEVER SCALE DRAWING, FIGURED DIMENSIONS TAKE PREFERENCE OVER SCALE. VERIFY ALL DIMENSIONS PRIOR TO COMMENCING ANY WORK.

SITE:
PROPOSED BUILDING FOR: HALKIDIKIS PTY LTD AT: 85 PROSPECT ROAD, PROSPECT

TITLE:
SITE & DRAINAGE LAYOUT PLAN

DESIGN:	CHECKED:	JOB NUMBER:
PZ	TAZ	2230217
DRAWN:	DATE:	SCALE:
PZ	23 FEB'23	AS SHOWN
DRAWING NUMBER:	ISSUE:	
CF5	C	



85 Prospect Road, Prospect

Waste Management Plan

Date: 17 July 2023

Prepared for:

EvoArc

85 Prospect Rd
Waste Management Plan
17 July 2023



Colby Phillips Advisory Pty Ltd

Level 1, 60 Hindmarsh Square
Adelaide, SA 5000

<i>Rev.</i>	<i>Date</i>	<i>Description</i>	<i>Doc No./Name</i>	<i>Originator</i>	<i>Approved</i>
0	26Nov2020	For Submission	WMP	JPH	BS
1	18May2022	Revised Tenancies	WMP	JPH	BS
2	17Jul2023	Revised Tenancies and layout	WMP	JPH	BS

Distribution List

Barry Santry EvoArc
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1 INTRODUCTION

This document presents a waste management plan (WMP) for the proposed development at 85 Prospect Road, Prospect (the “Development”). The Development is a combination of commercial tenancies.

The WMP explains how the Development can manage waste effectively to achieve regulatory requirements and desired design and operating objectives, including those recommended by the South Australian Better Practice Guide (State Guideline) (Zero Waste SA, 2014) and the South Australian Planning & Design Code (Plan SA, 2021). The WMP should be read in conjunction with other planning approval documentation for the Development.

2 DEVELOPMENT DESCRIPTION

The Development is located at 85 Prospect Road, in the City of Prospect (Council) – see Figure 2-1 below which shows the location relative to other neighbouring properties. Per plans provided (Drawings 2015-222 DA-000 to DA-080, Issue A Rev 3, received 17 Jul 2023), the Development is a 2-storey combination of commercial tenancies on a *ca.* 3,500m² site. Table 2.1 (page 3) gives the proposed Development Metrics.

The retail profile will only be finalised when the building is complete and becomes operational. Conservative assumptions have been made to ensure the waste system will be suitable for the ultimate (and potential future) tenancy profile. Table 2.1 below includes the recommended Waste Resource Generation Rate (WRGR) classifications (for each land use) based on the State Guideline (Zero Waste SA, 2014), which are used for estimation of waste and recycling volumes to assess waste storage required for the site.

The Gym waste resource generation rates are based on Colby Phillips Advisory’s experience of similar sites.

Table 2.1 Summary of land uses for the Development, their WRGR Description(s) and relevant Development Metric(s). Retail and Commercial tenancies are preliminary assumed uses

Land Use	Description	Land UseType	Dev. Metric(s)	
Commercial	Level 1 - Gym	Gym (proprietary)	1,100**	m2
	Tenancy 1 - Café / Restaurant	Café/Restaurants	131**	m2
	Tenancy 2 - Dry Retail	Retail > 100m ²	124	m2
	Tenancy 3 - Professional	Offices or Consulting Rooms	126	m2
	Tenancy 4 - Light Café	Café/Restaurants	113**	m2
	Tenancy 5 - Dry Retail	Retail > 100m ²	113	m2
	Tenancy 6 - Professional	Offices or Consulting Rooms	118	m2
	Tenancy 7 - Light Café	Café/Restaurants	107**	m2
	Tenancy 8 - Professional	Offices or Consulting Rooms	108	m2

* Derated Café WRGRs from State Guideline: 75% activated area, General waste = -50%, Recycling = -50%, Food Waste = - 50% to reflect light cafes rather than full-service restaurants

** Activated area assumed

3 DESIGN ASSUMPTIONS

3.1 Waste & Recycling Service Provision

Table 3.1 outlines the recommended waste services by land use per Table 2.1. The different waste service classifications listed in Table 3.1 are explained below.

- **Routine Services** – These require on-site waste storage and routine and regular collections, and would include services for general waste, cardboard, dry (comingled) recyclables and food waste.
- **At-call services** – These involve non-frequent collections, such as Hard waste and are organised and provided on an as-needed basis.
- **Maintenance services** – Some waste items (e.g. lighting in common areas or commercial tenancies, sanitary waste in public/common toilets) would be removed and disposed of (off-site) by the contractor providing the related maintenance service (and hence on-site waste storage is not usually needed or provided).
- **External Services** – These are where waste items (e.g. printer cartridges, batteries, lighting) that can be dropped off by tenants at external locations (e.g. Officeworks, waste depot) (and thus, separate on-site waste storage is not usually needed or provided).

All services for retail tenancies will be provided by private or commercial service providers.

3.2 Waste & Recycling Volumes

Table 3.2 estimates expected waste and recycling volumes for the Development (in Litres/week).

- WRGRs (in the State Guideline) do not exist for sanitary, lighting, printer cartridge or battery waste.
 - Volumes of these waste items, however, are relatively small, and thus, have not been estimated.
- The Light Café tenancy WRGRs are derated Café / Restaurant WRGRs (to reflect the fact a Light Café is not a full-service restaurant, which the WRGRs in the State Guidelines are based on – refer to Table note).
- The Gym tenancy WRGRs are proprietary values based on the consultant's experience with other similar businesses.
- The WRGRs for Recycling and General Waste were split based on published data and consultant experience to reflect likely volumes generated for different recyclable items.

85 Prospect Rd
Waste Management Plan
17 July 2023



Table 3.1 Expected or recommended waste & recycling services for the Development

Service Type	Commercial Tenancies				
	Café / Restaurant	Light Cafes x 2	Dry Retail x 2	Professional x 3	Gym
Routine (regularly scheduled)	General Waste Mixed Recyclables or Cardboard Food Organics Recycled deposit containers (OPTION) Cooking Oil (OPTION)	General Waste Mixed Recyclables or Cardboard Food Organics Recycled deposit containers (OPTION) Cooking Oil (OPTION)	General Waste Mixed Recyclables or Cardboard Minor Food Waste	General Waste Mixed Recyclables or Cardboard Minor Food Waste	General Waste Mixed Recyclables or Cardboard Minor Food Waste
At-call (as needed)	Hard waste / E waste Printer Cartridges (if elected by land use occupant) Batteries (if elected by land use occupant)				
Maintenance (waste removed by contractor)	Sanitary (commercial toilets) Lighting (where applicable) Garden Waste (managed site-wide where applicable)				
External (by tenant off-site)	Lighting (if not Maintenance) Printer Cartridges (if not At-call) Batteries (if not At-call)				

Table 3.2 Estimated waste & recycling volumes (Litres/week) for Development. *Greyed out, N/A – Not Applicable; NE – Not estimated*

Waste/Recycling Service	Commercial Tenancies				
	Level 1 - Gym	Tenancy 1 - Café / Restaurant	Tenancy 2 & 5 - Dry Retail	Tenancy 3, 6 & 8 - Professional	Tenancy 4 & 7 - Light Café
	L/week	L/week	L/week	L/week	L/week
General Waste	580	620	920	540	1380
Dry Recyclables	230	480	230	260	460
Cardboard & Paper		480	690	260	770
Food Waste	150	830	20	90	1850
TOTAL	960	2410	1860	1150	4460

Modified Café / Restaurant WRGR to reflect Light Café tenant: General waste WRGR derated by 50%, recycling/cardboard by 50%, and food waste by 50%. 75% activated area assumed.

4 WASTE MANAGEMENT SYSTEM

4.1 Waste Storage Area(s)

Waste storage is divided into two categories: 1) local disposal storage (bins) in each tenancy, 2) aggregated waste storage in the external bin enclosure.

Table 4.1 gives a schedule of recommended bin storages at the aggregation point (bin enclosure) for Routine Services (based on estimated waste volumes in Table 3.2) and includes for each land use and service:

- Number and type of bins;
- Collection frequency (expected or proposed); and
- Service provider.

Table 4.1 Waste storage and bin schedule for Routine Services, including collection frequency and collection service provider. *The type and size of bins for some commercial services may be refined in consultation with the commercial waste contractor when the building becomes operational*

Land Use	Service	Estimated Waste Volumes (L/wk)	Bin presentation	Service Type	Collection Frequency (Up to Events/wk)	Max. Bins/Items Collected (Up to per Event)		
						No.	Size (L)	Type
Commercial Tenancies	General Waste	4,000	Shared Commercial Waste Storage Area	Private Rear-lift	3	2	1100	Skip
	Cardboard & Paper	2,200			2	1	1100	Skip
	Mixed Recycling	1,700			2	1	1100	Skip
	Food Waste	2,900			3	2	660	Skip

4.2 Tenancies

User Storage – Tenancies would have bins located in-tenancy for local disposal of their waste and recycling. The types and size of bins would be decided during tenancy fit-out as they depend on type of commercial activity and services elected by the tenants.

Disposal and Waste Storage area – Tenancy staff would transfer waste & recycling and/or bins to the bin enclosure at the rear of the site. Some smaller waste items (e.g. cooking oil if required for café) may be stored in the tenancy.

4.3 Collection

- All collection services would be provided by private contractors.
- All collection vehicles would enter the parking area from Labrina Avenue and exit to Kintore Avenue (forward entry / forward exit).
- The vehicles would stop temporarily in the truck unloading area.
- Collection of General Waste, Mixed Recycling, and Organics (food waste) would be by Rear Lift Truck. Each collection event would last 3 to 6 minutes.

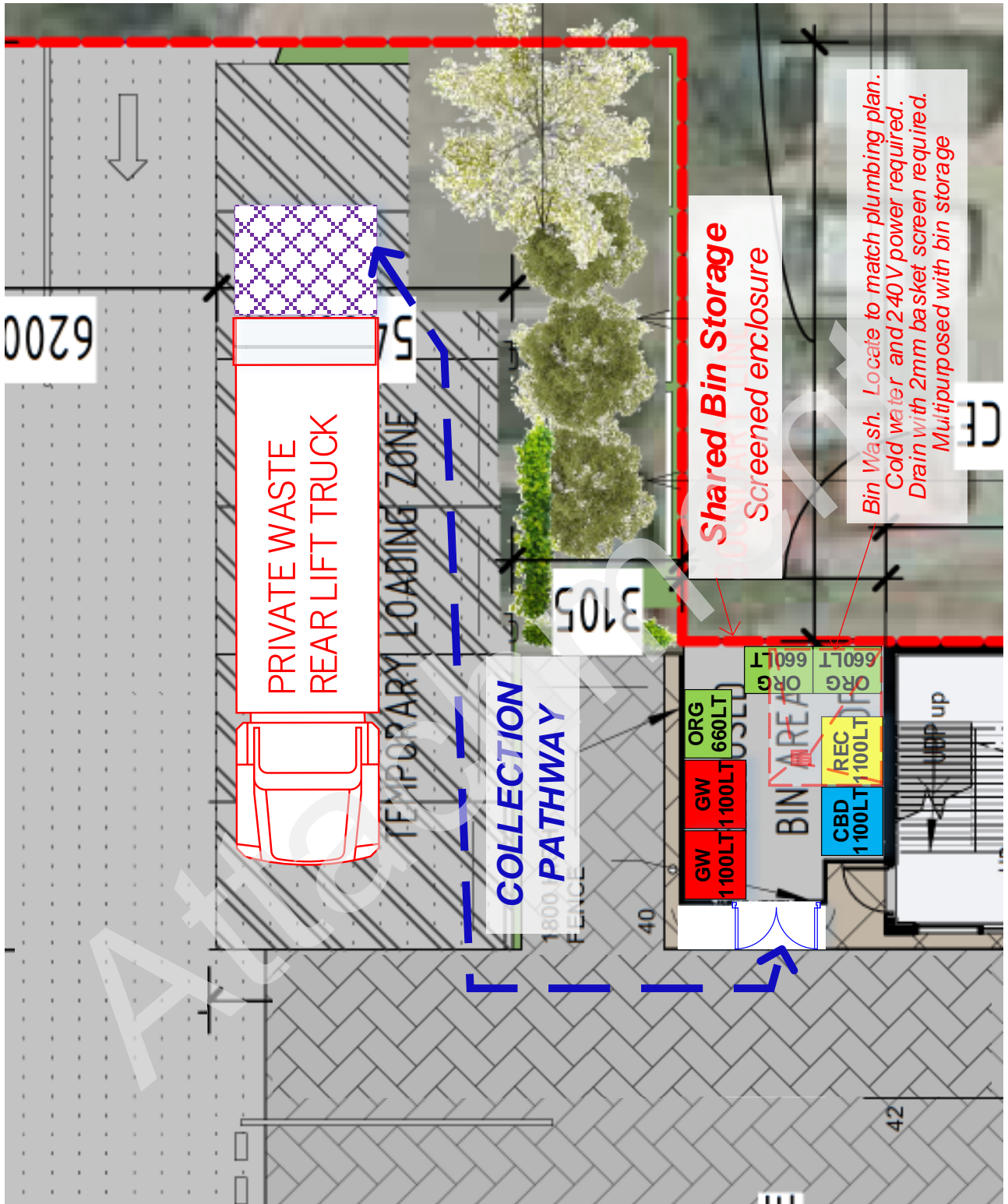


Figure 4-1 Detailed view of waste storage and collection. GW=General Waste, REC=Mixed Recycling, ORG=Organics, CBD=Cardboard.

4.4 At-call services

4.4.1 Hard/E-waste

- Tenants would organise for private hard/e-waste collection direct from their tenancies as needed.
- Transfer of hard waste would occur outside of business hours if required, and directly from the tenancy.
- The waste contractor delivering the services would use the loading bay at the rear of the building.

The Building User Manual(s) for tenants at the Development would advise on availability and/or organizing Hard /E-waste collection services.

4.5 Maintenance Services

Waste would be generated by some maintenance services or activities in the building and commercial tenancies at the site (e.g. lighting, repair work, cleaning of commercial toilets, etc.). These maintenance-generated waste materials would be handled and disposed of by the contractor undertaking these services. Dedicated on-site storage for these waste materials is therefore not needed.

4.6 External

Tenants would be able to dispose of smaller waste items, such as printer cartridges, batteries and lighting, to publicly available external drop off points (e.g. supermarkets, Office works, telco retail stores, etc.), which accept these materials.

The Building User Manual(s) for tenants at the Development will include advice on external drop-off points for these waste items, which may include reference to Council advice available at their Web site.

4.7 Bin cleaning

A dedicated on-site bin cleaning area would be provided in the enclosed Bin Area – see Figure 4-1 (page 8).

- The location of the bin wash may be adjusted to suit the plumbing layout
- This bin wash area would require grading to a sewer drain with basket screen to remove gross solids, tiles or epoxy coating to water-proof adjacent walls and flooring, standard cold-water supply faucet and commercial-grade electrical power supply (if pressure washer system is to be used), plus bunds and screens for use during bin wash events.
- Bin washing activity for commercial tenants (if necessary) would be managed by the Building/Facilities Manager.
- Bin washing would be timed to occur immediately after bins are emptied.

Alternatively, bin cleaning at the Development could be outsourced to an external contractor (e.g. <http://binforce.com.au/>).

- These external contractors generally have self-contained bin washing systems on back of ute or truck that enable them to clean bins on site – e.g. Figure 4-2.

- Or some will remove bins from site, replacing them with an empty spare, clean the bins, then return them to site.



Figure 4-2 On-site bin wash system for rear-lift trucks on back of ute. *Source:* <http://binforce.com.au/>

4.8 Transfer pathways

There are a range of transfer pathways for the waste systems at the Development, as shown in Figure 2-1, page 4. The following is provided as a guide for sizing and designing these transfer pathways.

- *Transfer pathways –*
 - *User disposal – less than 50m and free of steps, no grades greater than 1:15, and cater for mobility impaired users.*
 - *Local disposal points to central storage – enough width to accommodate relevant bins or waste loads being transferred, free of steps, no grades greater than 1:12*
 - *Collection – less than 30m with no steps or grades greater than 1:10*
- *Corridor widths –*
 - *240L MGBs or smaller bins / loads – min. 1,000 mm (1,200mm preferred)*
 - *1,100L skip skips and/or other waste loads – min. 1,500mm (1,600mm preferred)*
- *Doors –*
 - *Local disposal access – 800mm*
 - *Transfer pathways– Appropriate to the size of bin to be transported, e.g.*
 - *240L MGB (or smaller) – min. 800mm*
 - *1,100L skip – min 1,400mm*
- *Floors – Hard surfaces where bins and skips are to be carted*

Based on current plans, these requirements for transfer pathways in the Development appear to be satisfied. All relevant transfer pathways should be reviewed and confirmed at detailed design stage to ensure they are appropriate.

4.9 Collection & Traffic

4.9.1.1 Collection Point & Events

The waste collection point for the Development introduced above is reiterated below.

- All collections are made by stopping in the loading bay at the rear of the building per Figure 2-1.
- There are expected to be 6 to 10 collection events per week.
- Collection would be completed within 3-6 minutes per service.

4.9.1.2 Traffic Issues

Access to the Loading Bay is from Labrina Avenue. Swept path analysis may be carried out by the traffic engineer to ensure safe turning into the carpark. The maximum waste truck length is around 10m which is shorter than the longest delivery truck expected on site.

4.9.1.3 Noise

The site is located adjacent residential dwellings. It is recommended that collections occur between 7am to 7pm Mon-Fri and 9am to 5pm Sat/Sun to comply with EPA noise requirements.

4.10 Management & Communication Responsibilities

Table 4.2 summarises the responsibilities of different parties / stakeholders for proposed waste management and operational activities at the Development. In summary, the Building / Facilities Manager would manage the waste system, including ensuring that good waste management outcomes by tenants were achieved.

Table 4.2 Management & operational responsibilities for the waste systems at the Development

Activity	Responsible party
<i>Local Disposal, Hard Waste & External Disposal</i>	Tenants
<i>Waste Storage Areas, Hygiene, Odour Management & Cleaning</i>	Building maintenance staff
<i>Collection services – Waste & Recycling</i>	Commercial / Private Contractor(s)
<i>Management</i>	Building Manager
<i>Education, Training & Engagement (tenants)</i>	Building Manager

4.11 Implementation & Communication

The following should be put in place

- **Formal agreement for commercial property operators** – Obligations for the commercial tenants to properly access, operate and use the waste systems would be written into any tenancy agreement.
- **Site Management System / Manual** – Advice and instructions on waste management and using the waste systems should be provided for tenants, including contact information for further information, questions and issues.
- **Tenant Induction** – Should include guidance on how to correctly use waste /recycling bins as well as the site approach to waste and recycling.
- **Emergency Response or Site Management Plan(s)** – Should include response measures (or contingencies) for:
 - Waste collection services suspended or not available;
 - Incorrect use by tenants of the waste systems;
 - Illegal dumping on-site; and
 - Poor waste management outcomes (including cleanliness, odour and/or low diversion).

4.12 Other Waste System Design or Management Issues

The following would be considered and/or implemented for waste systems at the Development. More details for some of these items can be resolved at detailed design stage with the waste contractor and/or Council.

- 1) **Bins** – These would comply with Australian Standard for Mobile Waste Containers (AS 4213).
- 2) **Signage** –
 - Appropriate signage in all Local Disposal and Waste Storage Areas should be used to ensure correct disposal of waste and recycling.
 - This signage should conform to the signage requirements of the State Guideline (Zero Waste SA, 2014).
- 3) **Vermin, hygiene & odour management (inc. ventilation)**
 - **Inspection & Cleaning** –
 - An inspection and cleaning regime would be developed and implemented by the Building / Facilities Manager for waste systems at the Development, including ensuring that surfaces and floors around disposal areas, transfer pathways and waste storage areas are kept clean and hygienic and free of loose waste and recycling materials.
 - *Where putrescible general waste or food waste is being stored, Local Disposal and Waste Storage areas should be graded to a sewer drain with tiling or epoxy coating to floors and adjacent walls to waterproof the area and for cleaning.*
 - **Odour Control** –
 - All Waste Storage Areas –
 - *Where putrescible general waste or food waste is being stored, these areas would be naturally or mechanically ventilated for control of odours.*
 - *If requiring mechanical ventilation, the extraction vent discharge location would be selected to avoid impact on tenants and/or neighbours.*
 - *It should be a requirement for food waste bins in Waste Storage areas that lids are closed after use.*
- 4) **Access & security** –
 - All Waste Storage Areas in the Development should be secure and only accessible by key or fob or access code.
 - *This key or fob or access codes would be provided to tenants, property management staff and/or waste contractor(s) collecting from these areas.*
 - *CCTV is recommended to monitor waste disposal practices in all Waste Storage Areas.*

5 REFERENCES

Zero Waste SA. (2014). South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments.

85 PROSPECT STREET ANALYSIS

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abn: 68161951908

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STREET ANALYSIS
PROSPECT ROAD

1
July 2023

MEKKO MARKET & CAFE



DEVELOPMENT SITE



145



PAYINTHI - CITY OF PROSPECT



PAYINTHI - CITY OF PROSPECT



PROSPECT CINEMA

LOCAL HERITAGE

DEVELOPMENT SITE





1. LIQUOR STORE & BODY SHOP:

- 1 Storey.
- Local Heritage.
- Dark grey render.
- Full length canopy.

2. SHOPS:

- 1 Storey.
- Local Heritage.
- Varieties of colours render.
- Full length canopy.

3. WINE BAR:

- 1 Storey.
- Local Heritage.
- Crimson and cream render.
- Full length canopy.

4. RESTAURANT:

- 1 Storey.
- Black squared tiles.
- Grey render.
- Full length canopy.



5. OFFICE:

- 1 Storey.
- Set back with ?
- Green and white render.
- Full length canopy.

6. CAFÉ AND MARKET:

- 2 Storeys.
- Set back with ?
- Painted square edged brick.
- Veranda.

7. DEVELOPMENT SITE

8. CAFÉ AND MARKET:

- 2 Storeys.
- Set back with ?
- Grey blue render.
- Red bricks at the side façade.

C



- | | | | | |
|---|---|---|--|---|
| <p>1. SHOP:</p> <ul style="list-style-type: none"> • 1 Storey. • Local Heritage. • Grey render. • Full length canopy. | <p>2. PALACE NOVA CINEMA:</p> <ul style="list-style-type: none"> • 5 Storeys. • Art Deco. • Fibre cement cladding • Black brick works. • Full length canopy. | <p>3. COMMERCIAL BUILDING:</p> <ul style="list-style-type: none"> • 1 Storey. • Grey render. • Full length canopy. | <p>4. SHOPS:</p> <ul style="list-style-type: none"> • 1 Storey. • White render. • Full length canopy. | <p>5. RESTAURANT AND SHOP:</p> <ul style="list-style-type: none"> • 1 Storey. • Cream and grey render. • Full length canopy. |
|---|---|---|--|---|

D



- | | | | | | |
|--|--|--|--|--|--|
| <p>7. FITNESS :</p> <ul style="list-style-type: none"> • 1 Storey. • Murial paint on brick. • Black render. | <p>8. SHOP AND CAFE:</p> <ul style="list-style-type: none"> • 2 Storeys. • Local Heritage. • Painted brick. • Glossy navy-blue tiles. • Full length canopy. | <p>9. MURATTI CAKES:</p> <ul style="list-style-type: none"> • 1 Storey. • White render. • Murial paint on the side wall. • Full length canopy. | <p>10. CAFE:</p> <ul style="list-style-type: none"> • 1 Storey. • Local Heritage. • Purple render. • Full length canopy. | <p>11. CHATIME & SHOP:</p> <ul style="list-style-type: none"> • 1 Storey. • Purple and grey render. • Full length canopy. | <p>12. HAIRDRESSER & PRIVATE PROPERTY :</p> <ul style="list-style-type: none"> • 1 Storey. • Local Heritage. • Sandstone. • Red bricks. • Glossy white tiles. • Cream and green render. • Full length canopy. |
|--|--|--|--|--|--|

E



13. SHOP & CAFE:

- 1 Storey.
- Black and cream render.
- Glossy tiles.
- Full length canopy.

14. PROSPECT LIBRARY(PAYINTHI):

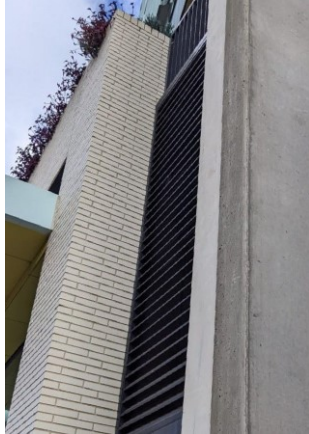
- 3 Storeys.
- Bluestone.
- White render.
- Vertical louvres.
- Cream bricks.

15. MIXED USE APARTMENT:

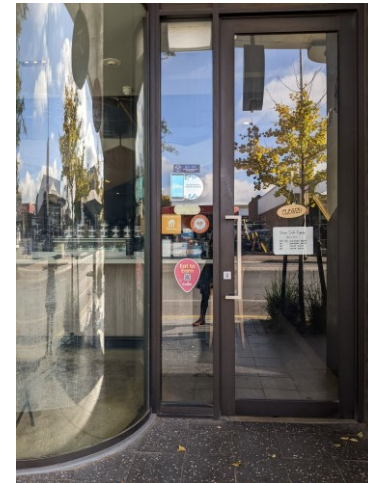
- 4 Storeys.
- Glossy white tiles.
- Fibre cement.
- Precast concrete walls.

HORIZONTAL ELEMENTS

VERTICAL &



USING FULL LENGTH CANOPY



ENTRY SETBACKS



PRECAST CONCRETE

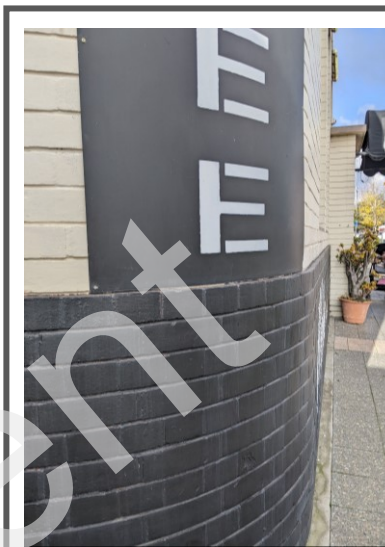


FIBRE CEMENT

Attachment 53



BLUESTONE



SQUARED EDGE BRICK



150

CERAMIC TILES



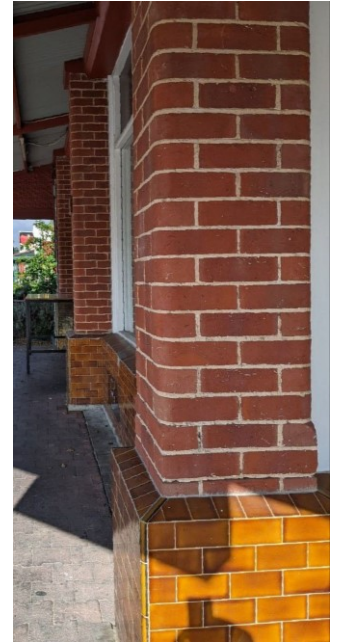
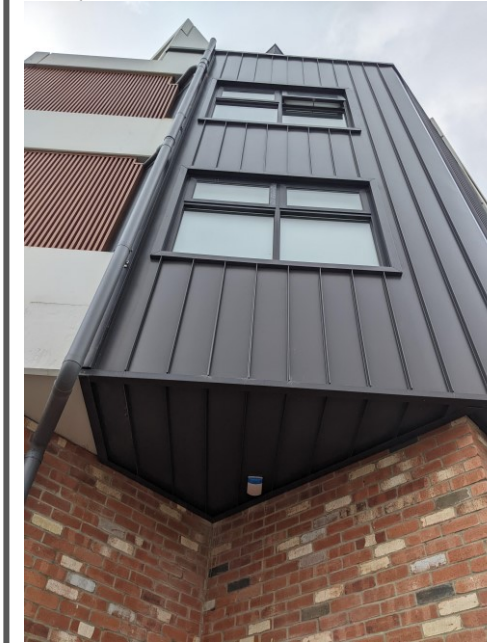
SHAPES AND FINISHES



WITH VARIETY OF



RENDER



REF: 300304564

DATE: 1 March 2023

 Evoarc
 93 Rundle Mall
 Adelaide SA 5000
Attention: Mr. Barry Santry

Dear Barry,

RE: 85 PROSPECT ROAD PROSPECT – PROPOSED DEVELOPMENT – TRAFFIC REVIEW

A mixed-use development is proposed on land located at 85 Prospect Road, in Prospect. The proposed development incorporates non-residential uses across the ground level and first floor. Stantec was commissioned to undertake a traffic review of the proposed development.

Existing Conditions

The subject site is located at 85 Prospect Road in Prospect. The site of approximately 3,070sq.m has frontages of approximately 43 metres to Prospect Road, 21 metres to Labrina Avenue and 18 metres to Kintore Avenue. The site is located within an Urban Corridor zone in the SA Planning and Design Code. The site previously contained a building and car park for a supermarket and other commercial tenancies however currently the site is vacant. The surrounding properties include a mix of retail and residential land uses. The location of the subject site and the surrounding environs are shown in Figure 1.

Figure 1: Subject Site and Surrounding Environs



Road Network

Prospect Road

Prospect Road is aligned in a north to south direction, configured with one vehicle lane in each direction. A right turn lane is provided into Rose Street adjacent the subject site. A right turn lane is also provided into Labrina Avenue. The approximately 13.5 metre wide carriageway is set within an approximately 19 metre road reserve. Kerbside parking is generally permitted outside of bike lane operation times subject to time restrictions. Prospect Road carries approximately 17,400 vehicles per day (DIT, 2022).

Labrina Avenue

Labrina Avenue is a local street aligned in an east to west direction. It is an eastbound one-way street between Prospect Road and the existing access to the subject site. East of the access to the subject site Labrina Avenue is a two-way street. A single lane slow point is located immediately east of the existing access to the subject site. Angle parking is indented off the south side of the one-way section of Labrina Avenue. Labrina Avenue is subject to the urban default speed limit of 50km/h.

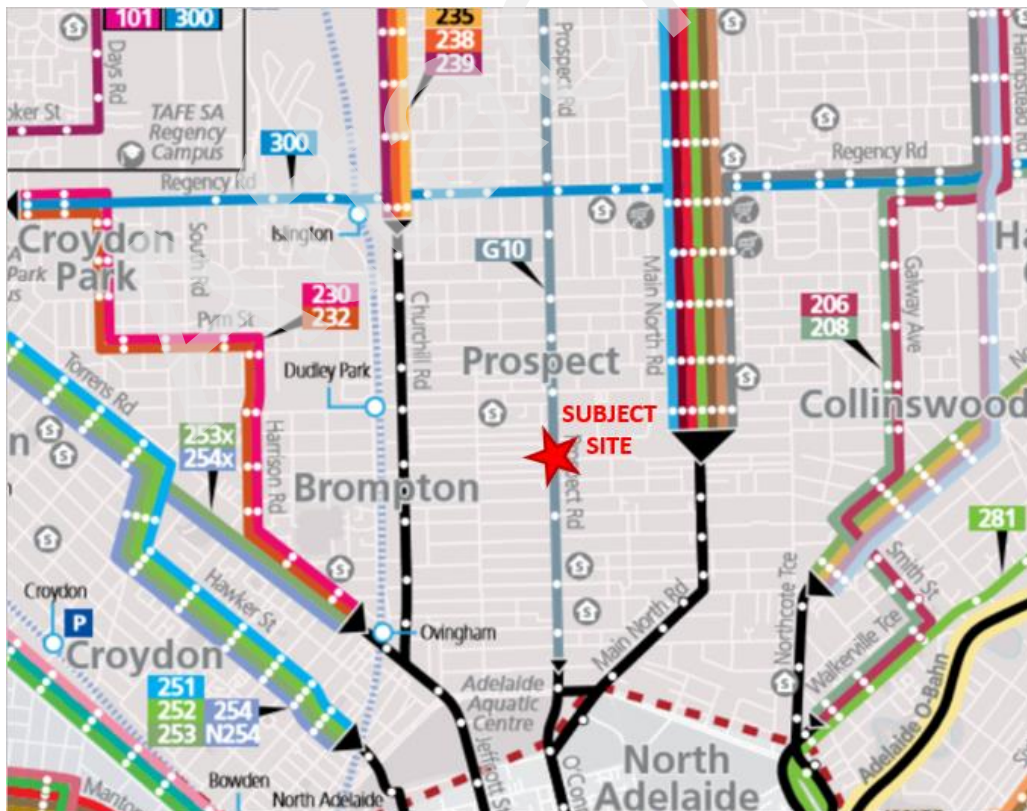
Kintore Avenue

Kintore Avenue is a local street aligned in an east to west direction. It is configured with one vehicle lane in each direction. Angle parking is indented off the south side of the carriageway with parallel parking bays indented off the north side of the carriageway immediately east of Prospect Road. Kintore Avenue is subject to the urban default speed limit of 50km/h.

Public Transport

Figure 2 shows the subject site in relation to existing public transport routes within its vicinity.

Figure 2: Public Transport Network Map



The subject site is serviced by bus route G10 which travels between Blair Athol and Flinders, Marion, Colonel Light Gardens and Adelaide CBD. Bus stops are located within 50m walking distance of the subject site. Bus stop 11 on Prospect Road is a High Frequency (served every 15 minutes between 7:30am – 6:30pm Mon-Fri) bus stop and is accessible via a Pedestrian Actuated Crossing (PAC) located outside the subject site.

Pedestrian & Cycle Infrastructure

Sealed pedestrian paths are available on both sides of Prospect Road, Kintore Avenue and Labrina Avenue. A signalised pedestrian actuated crossing is provided on Prospect Road immediately adjacent the subject site.

On street bicycle lanes are provided on either side of Prospect Road. The bike lanes are signed as operational in the southbound direction between 7:30am and 9:00am and operational in the northbound direction between 4:30pm and 6:00pm.

Development Proposal

The proposed development at 85 Prospect Road will include a new building incorporating:

- Non-residential tenancies of approximately 2,100sq.m (GLFA) which will include commercial tenancies on the ground floor and a gymnasium located on the first floor.
- Provision of 79 parking spaces based on ground level with access to Labrina Avenue and Kintore Avenue.
- Loading facilities within the car park.

Car Parking Appraisal

The proposed development is located within an Urban Corridor (Main Street) Zone which is a Designated Area in the SA Planning and Design Code. The car parking rates for a Designated Area are contained within *Table 2 - Off-Street Car Parking Requirements in Designated Areas for Non-residential development excluding tourist accommodation* as follows:

Minimum number of vehicle parking spaces *3 spaces per 100 square metres of gross leasable floor area*

Maximum number of vehicle parking spaces *5 spaces per 100 square metres of gross leasable floor area*

Based on the above rates, the proposed development will require a minimum of 63 parking spaces, or a maximum of 105 parking spaces.

The proposed development will provide 79 parking spaces which will exceed the requirements of the SA Planning and Design Code.

Bicycle Parking

The following rates are applicable for bicycle parking in the Sa Planning and Design Code for the nominated zone (as per above) as shown in Table 2.

Table 1: Development Plan Bicycle Parking Rates

Form of Development	Employee	Visitor/Shopper
Shop	1 space for every 300m ² of gross leasable floor area	plus 1 space for every 600m ² of gross leasable floor area for customers.
Indoor recreation facility	1 space per 4 employees	plus 1 space per 200m ² of gross leasable floor area for visitors.

Based on the above, the development will require the following number of spaces.

Table 2: Bicycle Parking Requirement

Form of Development	Floor Area (GLFA)	Employee	Visitor/Shopper
Shop	940sq.m	3	2
Indoor recreation facility	1060sq.m	1	5
Total		4	7

As such, the development is required to provide a total of 11 bicycle parking spaces, 7 of which are allocated for visitor use.

The proposed development will provide 12 bicycle parking spaces.

Car Parking Layout

The proposed car parking layout has been assessed and found to generally meet the requirements set forth in the Australian Standard for Off-Street Car Parking (AS2890.1:2004) and the Australian Standard for Parking for People with Disabilities (AS2890.6:2009). The following is noted regarding the car parking layout:

- 90 degree car parking spaces will be provided with a width of 2.7 and length of 5.4m, set within a 6.2 – 6.6m wide aisle which meets the Australian Standard requirements for a Class 3A parking facility. Some spaces will be 4.8 metres long with overhang into garden beds.
- Some small car spaces have been provided with a width of 2.3m and length of 5.0m which meets the requirements of the Australian Standard.
- Disability parking spaces and associated shared spaces have been provided with a width of 2.4m and length of 5.4m which meets the requirements of the Australian Standard.

Vehicle Access

The proposed development will retain both two-way vehicle access points to Labrina Avenue and Kintore Avenue (as was available at the former site). Given the one-way nature of Labrina Avenue, between Prospect Road and the site access, movements out of the site to Labrina Avenue will be limited to left turns only.

Heavy Vehicle Access

An assessment on the delivery and waste collection requirements at the site for the largest vehicle expected has been undertaken. This is based on a 10.5m rigid truck which would be the largest expected (for refuse collection) with smaller trucks typically expected given the smaller size of the proposed tenancies. The delivery vehicles are proposed to enter the site via a left turn movement from Labrina Avenue before parking in loading dock on the eastern side of the car park. The vehicle will then exit to Kintore Avenue in a forward direction.

Delivery vehicles will utilise a loading zone located in 6 parking spaces which will be managed with parking controls to suit the required loading periods.

A swept path assessment of the proposed delivery vehicle route using AutoTURN software. The results of the swept path assessment are shown in Figure 3 and Figure 4.

Figure 3: Heavy Vehicle Entry

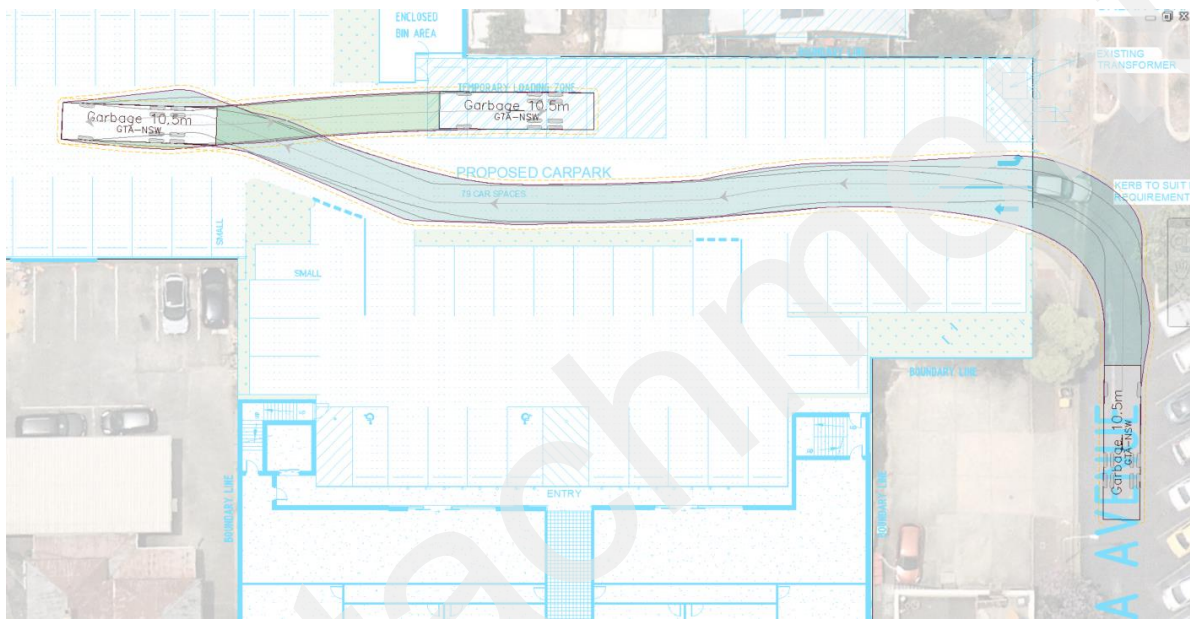


Figure 4: Heavy Vehicle Exit



Refuse Collection

Refuse collection is likely to occur outside of peak periods by up to a 10.5 metre waste collection vehicle. The new bin storage area will be located on the eastern side of the site adjacent the proposed loading zone. The car park layout will permit this vehicle to enter and exit in a forward direction.

Traffic Impact Assessment

Traffic generation estimates for the proposed development have been sourced from the RTA NSW's *Guide to Traffic Generating Developments 2002*, (henceforth referred to as the TNSW Guide). The applicable rates are set out as follows:

- Shopping Centre (0 – 10,000 sq.m)
 - Thursday peak hour = 12.3 trips per 100sq.m
 - Daily trips = 121 trips per 100sq.m
- Gymnasiums
 - Daily vehicle trips = 45 per 100sq.m gross floor area
 - Evening peak hour vehicle trips = 9 per 100sq.m gross floor area.

Based on the above rates, Table 3 sets out the estimated traffic generation from the proposed development.

Table 3: Proposed Development Traffic Generation Estimates

Use	Size(sq.m)	Peak Hour Traffic Generation Rate (trips/100sq.m)	Peak Hour Traffic Generation	Daily Traffic Generation Rate (trips/100sq.m)	Daily Traffic Generation
Retail tenancies	940	12.3	115	121	1,137
Gymnasium	1,060	9	95	45	475
TOTAL			210 trips		1,612 trips

Based on the above, the proposed development will generate 210 trips in the peak hour and 1,600 trips across the day. This is assuming the peak hours would coincide as a worst case scenario. The peak hour for a gymnasium can differ from retail with early morning and late evening use.

By way of comparison, the former use of the site (existing floor space) is estimated to have generated in the order of 185 vehicles in a peak hour and 1,800 vehicles per day. As such the proposed redevelopment of the site will slightly increase the former site's traffic generation by some 25 trips in the peak hour and slightly reduce by 200 trips per day.

Traffic Impact

The proposed development will generate traffic which will be comparable to the former use, and less than the previous development consent (which included a supermarket).

Hence, traffic on Kintore Avenue and Labrina Avenue would remain similar to current levels based on the proposed development. The supply of parking on the site will ensure that there would be no overspill of parking into the adjacent streets.

Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

1. The proposed development will provide sufficient parking which will exceed the minimum requirements of the SA Planning and Design Code with 79 spaces provided compared to 63 spaces minimum required.
2. The proposed parking layout will be consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
3. The provision of 12 bicycle parking spaces will meet the requirements of the SA Planning and Design Code.
4. The proposed loading arrangements are considered appropriate for delivery vehicles and waste collection vehicles based on medium to large rigid trucks (up to 10.5 metres), which will enter and exit the site in a forward direction. The loading zone can be designated with parking controls to apply at required times.
5. The proposed development is estimated to generate a similar level of traffic as the former uses on the site, and would not be noticeable within current traffic volumes on the adjacent streets.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

Yours sincerely

Stantec Australia



Paul Morris
Senior Principal Transportation Engineer

M.TransTraff, MAITPM

Tom Gregory

From: Paul Morris <paul.morris@empiricaltraffic.com.au>
Sent: Thursday, 13 July 2023 10:07 PM
To: Tom Gregory
Cc: George Velentzas (gvelentzas@velentzasgroup.com.au); 'Aleksandra Vickers'; 'Barry Santry'; David Storey
Subject: RE: Feedback from our Traffic Engineer - 85-87 Prospect Road Prospect - 23008098
Attachments: 230713-1000084-01-A.pdf

Hi Tom,

Please see attached updated turn paths for the revised car park layout. The turn paths are for the largest expected vehicle based on a 10.5 metre rigid truck. This would also include waste collection. There is space available at either the rear or the front of the waste truck for bin collection operations as required. It is assumed (based on the size of the bin store) that 1100 litre wheelie bins will be used which can be easily manoeuvred as required and are up to 1.3 metres deep which will fit in a car parking space width.

Given the size of the tenancies, it is expected that many delivery vehicles will be small trucks (SRV) or courier vans. It is likely vans will use the main car park spaces where available. For the loading zone, parking controls will be installed to regulate use of the parking areas. I would recommend Loading Zone operate 7am-12pm Monday to Saturday to cater for anticipated delivery and waste collection times (which typically occur in the mornings). The small size of the tenancies would not require a high volume of deliveries or waste collection, as compared to a supermarket type of use. The property owner/manager will enforce the parking controls as required.

I also recommend the parking space adjacent the bin store be designated a Small Car space to ensure adequate clearance is provided.

I trust this is satisfactory to inform the relevant queries.

Regards,

Paul Morris
Director
M.TransTraff, MAITPM



e paul.morris@empiricaltraffic.com.au
t 0401 507 645
a PO Box 268 Glenside SA 5065

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From: Susan Giles <susan.giles@prospect.sa.gov.au>
Sent: Friday, June 23, 2023 6:01 PM
To: Tom Gregory <tomgregory@bengreen.com.au>
Cc: Scott McLuskey <scott.mcluskey@prospect.sa.gov.au>
Subject: Feedback from our Traffic Engineer - 85-87 Prospect Road Prospect - 23008098

Hi Tom,

Further to my email earlier this week, our Traffic Engineer has provided me with the following commentary, that I forward for your consideration:

The proposal broadly complies with relevant Australian Standards.

I however hold practical questions and concerns in regard to the proposed loading zone and how feasible its use is- I would like to see more detail on the items below to avoid future issues with feasibility of loading and refuse collection.

- The traffic report or planning report does not provide an assessment of loading requirements for deliveries to the tenancies, only for refuse collection, and notes *"An assessment on the delivery requirements at the site for the largest vehicle expected was undertaken. This is based on a 10.5m rigid truck which would be the largest expected (for refuse collection) with smaller trucks typically expected given the smaller size of the proposed tenancies"*.

How will it be ensured that spaces 25-30 are able to be kept clear to facilitate refuse collection? How will parking restrictions be monitored and enforced?

Has a commercial refuse collection agency reviewed the design? Have they confirmed that there is enough room to perform a lift of a commercial size bin from the loading area defined?

Refuse cage is located adjacent residential properties who will be impacted by collection noise- and therefore collection times will be limited to times that do not disturb residents but may coincide with commercial utilisation of the carparks and outside peak trading periods.

I note section 5.7 states:

"To ensure that there are no unreasonable impacts upon adjoining land uses associated with deliveries or rubbish collection, it was recommended that this be restricted between the hours of 9:00am and 7:00pm on Sunday or public holiday, and 7:00am and 7:00pm on any other day" to ensure impact on these residents is mitigated, however this directly conflicts with the assertion in the planning report that collection will occur outside of peak trading periods.

- The distance of the loading area from the tenancies would require goods to be manoeuvred through the carpark which would present safety issues given the layout and interjoining egress from the carpark.

The planning report states: *"in order to minimise conflict between delivery vehicles and customer vehicles, deliveries would be scheduled to occur outside of peak trading periods and on this basis the proposed loading arrangements are considered appropriate"*.

What are times outside peak trading periods? How will this being the maximum vehicle size to service the block be ensured? I note the proposed gym will have a very different peak to the other tenancies mentioned which limits off peak times available for servicing the development. Has tracking for an 8m or 9m delivery vehicle been checked to ascertain if ancillary loading can be provided closer to the building/ elevator/ tenancies?

Kind regards,

Susan Giles

Senior Development Officer - Planning

T 08 8269 5355

Payinthe - 128 Prospect Road, Prospect, SA 5082 | PO Box 171, Prospect SA 5082

susan.giles@prospect.sa.gov.au

City of Prospect acknowledges that we are on the traditional country of the Kaurna people of the Adelaide Plains region, and we pay our respect to Elders past and present.

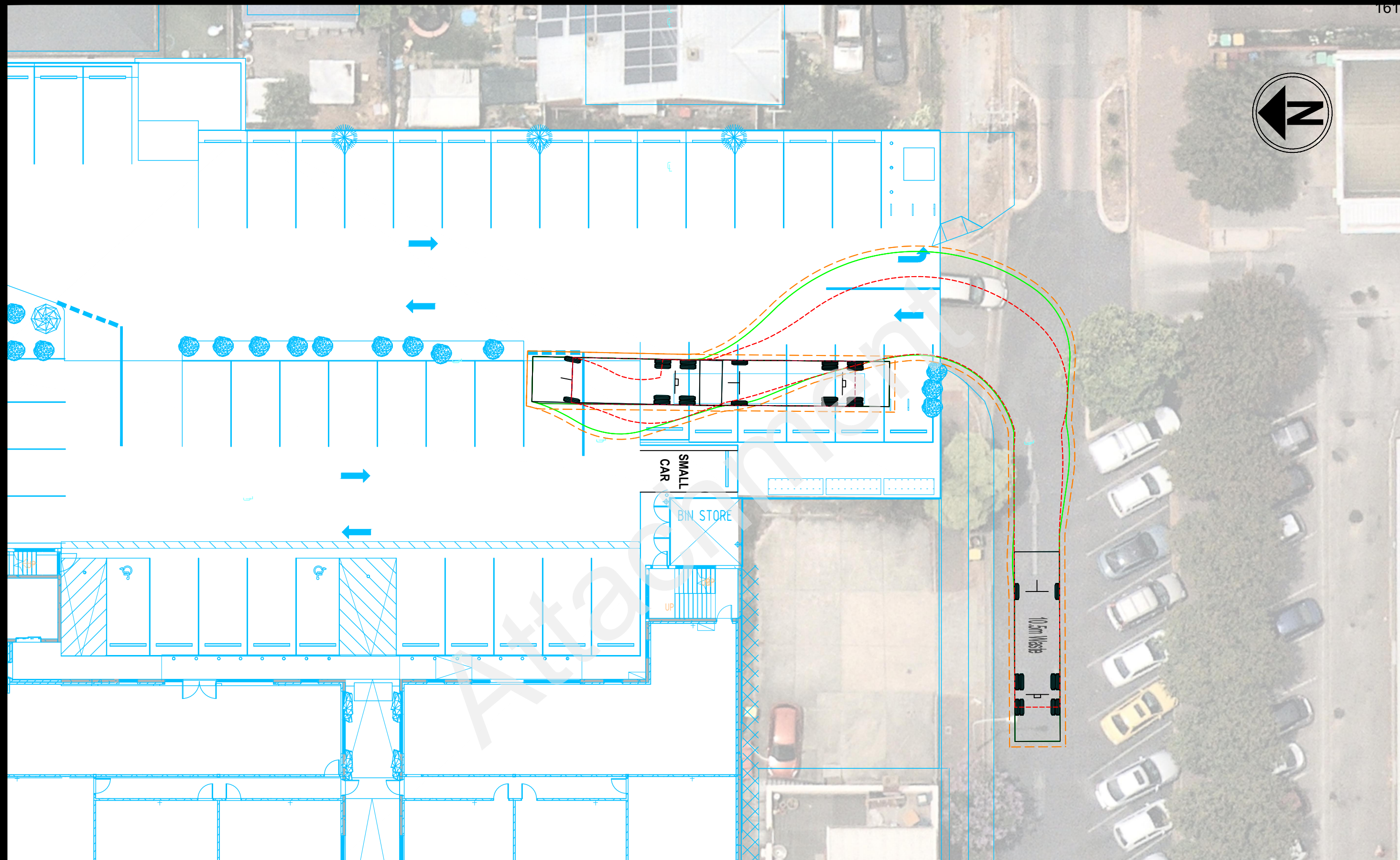
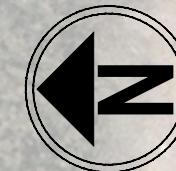


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Attachment



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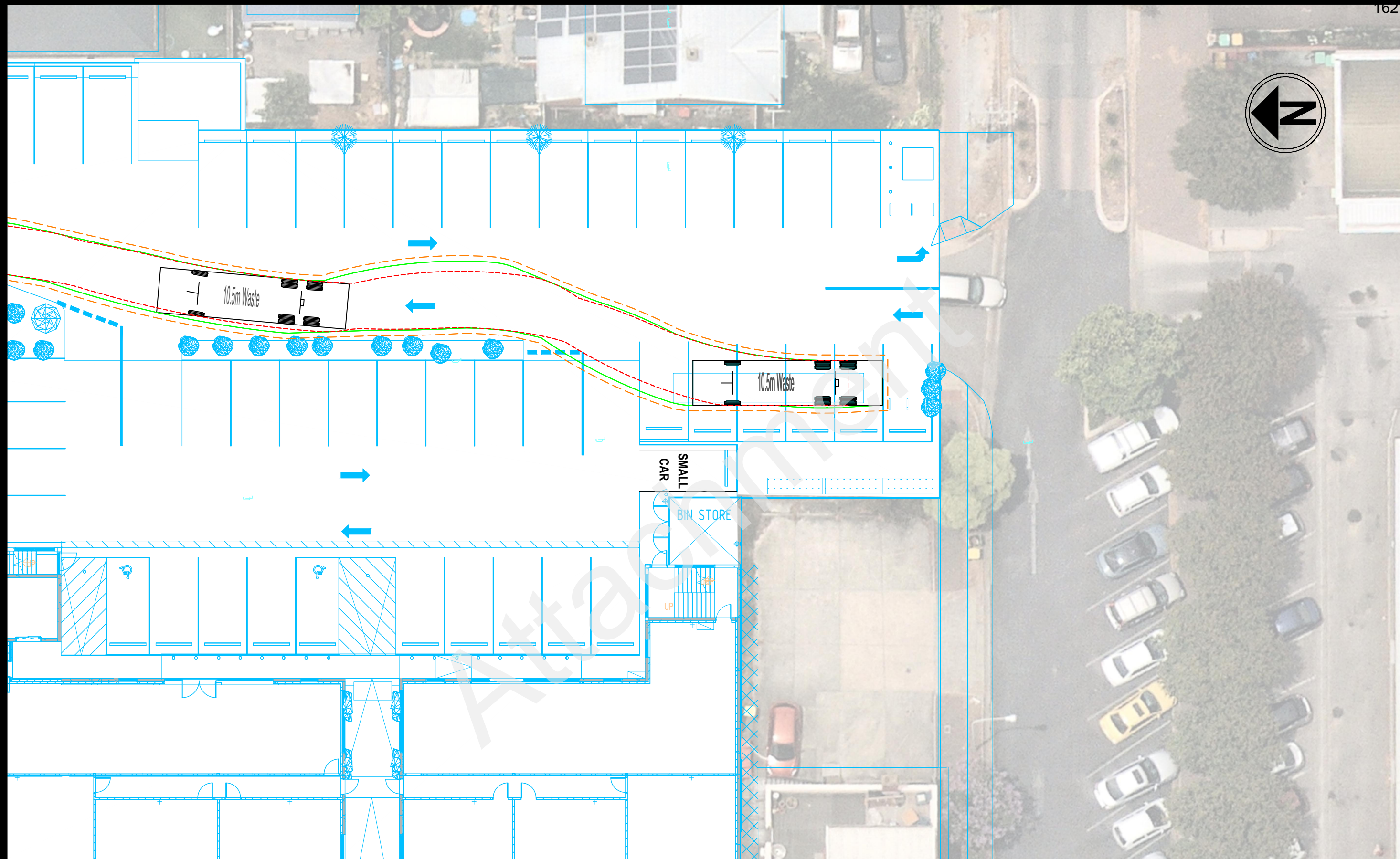


SCALE 1:200
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metres

APPROVED: PSM
DATE: 13 July 2023
FILENAME: 230713-1000084-01-A.DWG

**85 PROSPECT ROAD PROSPECT
PROPOSED DEVELOPMENT
10.5M RIGID TRUCK - ENTRY
TURN PATH DIAGRAM**

DRAWING: 230713-1000084-01-A-AT01



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SCALE 1:200
0 2.0 4.0
metres

APPROVED: PSM
DATE: 13 July 2023
FILENAME: 230713-1000084-01-A.DWG

**85 PROSPECT ROAD PROSPECT
PROPOSED DEVELOPMENT
10.5M RIGID TRUCK - EXIT
TURN PATH DIAGRAM**

DRAWING: 230713-1000084-01-A-AT02

Sustainability Management Plan

85 Prospect Road Prospect

Prepared For:
Evo Arc

Prepared By: Orlando Cavuoto
Building Services Engineers

Document Issue: 3
Document Date: 11 July 2023



Sydney | Brisbane | Melbourne | Canberra | Adelaide

BSE | Building Services Engineers

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Status

Document Title:	Sustainability Management Plan – 85 Prospect Road Prospect		
Project Manager:	Orlando Cavuoto		
Document Author:	Orlando Cavuoto		
Revision:	Revision	Date	Reviewer
	1	30/06/2023	OC
	2	11/07/2023	OC
	3	17/07/2023	OC
Issued to:	Evo Arc		

Attachment

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Attachment

1. Summary

The proposed development at 85 Prospect Road Street aims to set high benchmark for sustainable design. This document outlines the sustainable initiatives that may be considered during the design development. Introduction

This development is committed to creating an environmentally sustainable and liveable city; where this development meets the needs of the present without compromising the ability of future generations to meet their own needs. Critical to achieving this commitment is for development to meet appropriate environmental design objectives.

- Reduction of costs for the life of the building;
- Improved affordability term through reduced running costs;
- An environmentally sustainable urban form
- Reduced water management
- Improved Building Management
- Improved indoor environment air quality

Attachment

2. Environmental Categories and Proposed Schemes

2.1. Energy Performance

The potential implementation of ecologically sustainable design measures within the 85 Prospect Road developments aims to achieve numerous outcomes nominated below.

- Reduce the building energy loads to reduce the overall energy consumed by the buildings. The energy aimed to be reduced is that drawn from the grid which is reliant on the burning of fuels that emit CO₂ into the atmosphere.
- Enhanced Building thermal performance to reduce the amount of reverse cycle air conditioning required to maintain thermal comfort within the building, thus reducing the amount of energy consumed.
- To increase the efficiency of electricity consuming items within the development.
- To reduce total operating greenhouse gas emissions.

2.1.1.Reduce Building Electrical Loads

Internal loads will be reduced via the following

- Implementation of LED lighting throughout.
 - The implementation of LED lighting throughout the development will reduce the total electricity consumption of lighting by approximately 50%. Alternative light fittings, namely fluorescent and metal halide are far more energy intensive and have a shorter operating lifespan
- Occupancy PIR on common area lighting.
 - Including occupancy PIR sensors ensure that lighting does not operate when not required. PIR sensors activate upon movement being detected. The system will also be reconfigured with run on timers to ensure that after a nominated period of no motion being detected lighting will automatically turn off. This is highly critical to ensuring less wastage for a site that has the potential to operate 24 hours 7 days a week.
- High performance glazing
 - To ensure maximum natural light is achieved whilst maintaining thermal comfort. Maximising natural light reduces the reliance on artificial lighting thus reducing overall consumption.
- High Efficiency Inverter Drive Air Conditioning
 - High efficiency inverter driven air conditioning allows the air conditioning to become demand driven by allowing the compressor within the air conditioning unit to ramp up and down dependent on demand. Fixed compressors run at 100% when operating consuming far greater amounts of electricity.

2.1.2.Thermal Performance

- Thermal performance (Glazing)
 - Maximising glazing produces the best outcome for occupants within the building, however generally reduces the thermal comfort of the building as glazing has a lesser thermal performance than a solid wall. By implementing thermal glazing the thermal properties of the glazing are increased reducing heat loss and gain without reducing the amount of lighting being introduced into the space.

- High performance building envelope (incorporating high level of insulation) which are considered to be well over and above the minimum requirements of the Building Code of Australia, Section J Energy Efficiency.
 - Implementation of building products that have a greater thermal resistance and reflectivity can reduce the energy consumption significantly. The greater the thermal resistance of a wall and roof the lesser the amount of heat that can be transferred into the building during the warmer months and the less heat that escapes during the cooler periods. This reduced the amount of energy consumed trying to maintain thermal comfort within the space.
- High efficiency hot water systems
 - Newer technologies including condensing hot water and heat pump units can vastly improve the heating efficiency of hot water used throughout the space.
- Installation of thermal lagging to all domestic hot water flow and return piping to prevent heat losses and resultant energy wastage.

2.1.3. Renewable Energy

This development has made provisions for a PV system. This is proposed to offset common area lighting, lift energy whilst also potentially providing the tenant with renewable power. This is a traditional installation of PV, where the energy generated flows back through the property owner/body corporate.

During times when the sun is shining solar power can be directed through the electrical infrastructure to the tenants to produce CO2 free electricity which reduces the reliance on grid power. During low electricity demand periods i.e morning and weekends solar electricity produced can be redirected into the grid to supply greenpower to the network, thus reducing the overall energy generation requirements.

2.1.4. Common Use Energy

- Common lighting occupancy control and set back/night time.

2.2. Water Resources

The water environmental objectives are to:

- Reduce potable water use to minimise network water consumption whilst maximising water reuse on site from stormwater.
- Improve water efficiency to ensure water is not wasted due to poor performing fixtures and fittings.
- Collect and reuse stormwater.

Key concepts are as follows:

2.2.1. Water efficient appliances/fixtures

- Taps: 5 stars (6 L/min or lower)
- Toilets: 4 stars (3/4.5 L/flush or lower)

2.2.1. Amenity and Indoor pollutants

- Use of low VOC materials for paints, sealants, adhesives
- No use of PVC

- Formaldehyde Minimisation Low-formaldehyde composite wood products will be specified throughout, complying with E1, E0, Super E0 or lower emission limits. This requirement applies to any of the following when installed internally. Particleboard, plywood, veneer MDF or decorative overlaid wood panels.

2.3. Management

The implementation of effective management and operation protocols in a building reduces the impact the building has on the environment throughout its lifecycle. The following initiatives aim at promoting the adoption of environmental principles from project inception, design and construction phases, to commissioning and operation of the building and its systems:-

- Implementation of effective environment management plan. Construction activities can have a significant localised impact on the environment through the generation of noise pollution.
- Effective Construction Waste Management. According to Australian Bureau of Statistics, construction and demolition waste accounts for 40% of all waste generated in Australia. A construction management procedure will be implemented to reduce construction waste significantly by mass promoting reuse and recycling of materials.

2.4. Indoor Environment Quality

This project aims to improve general indoor environmental quality through the following proposed initiatives:-

- Higher Air Change Effectiveness. Air Change Effectiveness measures the ability to distribute supply air throughout an occupied space. A well designed air distribution system will ensure the delivery of cleaner air to the occupant while removing contaminants, e.g. volatile organic compound, within the building. Breathing in cleaner air will improve occupant well being and health.
- Selection of material with low Volatile Organic Compounds. Volatile Organic Compounds are organic chemical compound which can vaporise easily at room temperature which will affect indoor air quality.

2.5. Emissions

Emissions from buildings have a significant impact on the environment. Typical building emissions are stormwater run-off, waste water to sewer and ozone depleting compounds.

- The use of refrigerant with zero ODP in accordance to The Australian Refrigeration and Air-conditioning Code of Good Practise or AIRAH Refrigerant Selection Guide 2003
- The use of insulant with zero ODP in both its composition and manufacture.
- Reducing peak stormwater flows and contamination of the waterways through the introduction of pollutant management and flow management techniques.
- Reducing light pollution by avoiding the generation of light sources which are directed towards the sky and spill into the neighbouring properties.

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BRINGING BUILDINGS TO LIFE

85 PROSPECT ROAD MIXED USE
DEVELOPMENT

ENVIRONMENTAL NOISE IMPACT
ASSESSMENT

Attachment

Attachment

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14 July 2023

Evo Arc
Floor 2, 93 Rundle Mall
ADELAIDE SA 5000

Attention: Mr B Santry

Dear Sir,

**85 PROPECT ROAD MIXED USE DEVELOPMENT
ENVIRONMENTAL NOISE IMPACT ASSESSMENT
ACOUSTIC SERVICES**

As requested, we enclose a copy of the report on the Acoustic Services for the above project.

We trust that the enclosed report is satisfactory, please contact the undersigned should you require further information.

Yours faithfully
BESTEC PTY LTD



**IVAILO DIMITROV
ASSOCIATE / PRINCIPAL ACOUSTIC CONSULTANT**

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Appendix A 10

Introduction

BESTEC Pty Ltd has been engaged to assess the environmental noise impact to the nearest noise sensitive receivers resulting from operational activities of the proposed mixed used development at 85 Prospect Road, Prospect SA.

This document presents the proposed acoustic design criteria and environmental noise assessment of the activities on the proposed development against the requirements of the Environmental Protection (Noise) Policy.

Executive Summary

In summary:

- The architectural concept design drawings have been reviewed.
- Appropriate design criteria for environmental noise have been nominated;
- The environmental noise impact at the nearest noise sensitive receivers resulting from operation of the proposed development has been assessed against the selected design criteria.

For explanation of the acoustic terms within this document, please refer to the glossary of acoustic terminology attached to this document (Appendix A).

References

The following documents have been referenced within the preparation of this report:

- [1] SA Planning and Design Code
- [2] Environment Protection (Noise) Policy 2007
- [3] Architectural drawings provided by Evo Arc dated February 2023.
- [4] World Health Organisation (1999) "Guidelines for Community Noise".
- [5] Environmental criteria for road traffic noise, NSW Environment Protection Agency, May 1999.
- [6] Traffic Review provided by Stantec Australia Pty Ltd consultants, dated March 2023.
- [7] Pearsons, Bennett and Fidel "Speech levels in various noise environments" Report EPA-600/1-77-025, Washington, D.C.: U.S. Environmental Protection Agency, May 1977.
- [8] Jens Holger Rindel, The Acoustics of places of social gatherings, Euronoise,2015, Maastricht.

Existing Development

The proposed site is currently not operational with the existing buildings, which had accommodated a Foodland supermarket and various retail tenancies being demolished.

Proposed Development

A new mixed used development including a supermarket and gymnasium is to be constructed at the proposed site. Based on the latest architectural drawings [3], the development will comprise:

- Ground floor - eight tenancies retail/restaurant tenancies with six of them fronting Prospect Road.
- Level 1 - Gymnasium.
- Total of 79 parking spaces on ground level.

Development Conditions

The SA Planning and Design Code [1] sets the Desired Outcome (DO) for developments, which might affect sensitive receivers in adjacent areas as follows:

DO 1 Development is located and designed to mitigate adverse effects on or from neighbouring and proximate uses.

The following requirements (performance outcomes) of the SA Planning and Design Code [1] are relevant to the design and siting of the proposed developments (Section Interface Between Land Uses):

PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.

PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts

PO 2.1 Non-residential development does not unreasonably impact on the amenity of sensitive receivers (or lawfully approved sensitive receivers), or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:

- (a) *The nature of the development;*
- (b) *Measures to mitigate off-site impacts;*
- (c) *The extent to which the development is desired in the zone*

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- (d) *Measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of land.*

A non-residential development (other than restaurant and/or cellar door in the productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone) is deemed to satisfy the above requirement if its operating hours are within 7am to 9pm (Mon to Fri) and 8am to 5pm (Sat and Sun) (DTS/DPF 2.1)

PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved) sensitive receivers.

A development is deemed to satisfy the above requirement if the noise emissions that affect the noise sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria (DTS/DPF 4.1).

PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:

- (a) *locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers*
- (b) *when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers*
- (c) *housing plant and equipment within an enclosed structure or acoustic enclosure*
- (d) *providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.*

Design Criteria

Environmental Noise

Continuous Noise

This criterion will be relevant to noise emitted from the proposed development resulting from operation of engineering services infrastructure, noise associated with commercial component of the development etc.

As the Deemed-to-Satisfy/Designed Performance Feature (DTS/DPF 4.1) refers to compliance with relevant Environment Protection (Noise) Policy criteria, the environmental noise assessment was conducted against the criteria set by the Environment Protection (Noise) Policy 2007 [2].

The Environment Protection (Noise) Policy 2007 [2] sets out the maximum allowable continuous noise in terms of A-weighted Equivalent Continuous Noise Level (L_{Aeq}) based on the time of day and zoning / use of land in which the noise source and receiver are located.

With reference to the SPPA Atlas [1], we note that the proposed development is located on land zoned "Urban Corridor (Main Street) Zone" and the nearest noise sensitive receivers are located on "Established Neighbourhood" zone. (Residences next to the eastern boundary of the development).

SPPA notes that the Urban Corridor (Main Street) Zone accommodates commercial developments, and Established Neighbourhood zone accommodates residential developments. Therefore, the criteria derived in accordance with the Environment Protection (Noise) Policy 2007 should be based on the average of the indicative noise levels for different land categories shown at Table 1.

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Land Use Category	Day Time (7:00 to 22:00)	Night Time (22:00 to 7:00)
Commercial	62dBA	55dBA
Residential	52dBA	45dBA

Table 1: Indicative noise factors based on time of day and land use

In addition, the Environment Protection (Noise) Policy 2007 states that the predicted continuous noise due to the proposed development (for application for development authorisation) should not exceed the indicative noise level, minus 5dBA. Based on the average of the “Commercial” and “Residential” land use categories, minus 5dBA for planning purposes, the applicable day and night time noise criteria would be as follows:

- Day-time (7:00 a.m. to 10:00 p.m.): 52dBA
- Night-time (10:00 p.m. to 7:00 a.m.): 45dBA

Note that if noise emitted by the proposed development contains any tones, modulation, impulsive or low frequency characteristics, the continuous noise level of the noise source must be adjusted as follows:

- Noise containing 1 characteristic – 5dBA penalty added to source continuous noise level.
- Noise containing 2 characteristics – 8dBA penalty added to source continuous noise level.
- Noise containing 3 or 4 characteristics – 10dBA penalty added to source continuous noise level.

Intermittent Noise

This criterion will be relevant to noise emitted from the proposed development resulting from short term or transient noise events such as refuse vehicles, commercial delivery trucks, loading/unloading activities etc.

The criteria provided in the above sections relate to continuous noise sources, and do not cater for intermittent noise events, such as impacts during loading/unloading, car horns sounding, etc. We recommend the use of the World Health Organisation (WHO) Guidelines [4], which recommends a maximum A-weighted noise level L_{Amax} , of 45dBA in a bedroom, which is equivalent to approximately 55dBA to 60dBA at the façade of the residential building with windows partially open.

In addition, the Environment Protection (Noise) Policy 2007 provides assessment criterion of L_{Amax} of 60dBA for night-time for the proposed development (for application for development authorisation) [2], which agrees with the criterion stipulated by the WHO [4].

We note that the WHO internal criteria of L_{Amax} 45dBA, is widely accepted as overly conservative. A report published in May 1999 by the NSW EPA entitled “Environmental Criteria for Road Traffic Noise” [5] has compared the results of a number of studies on sleep disturbance criteria and concluded the following:

- Maximum internal noise levels below 50 – 55dBA are unlikely to cause awakening reactions;
- One or two noise events per night with maximum internal noise levels of 65 – 70dBA are not likely to affect health and wellbeing significantly.

We also note that the above approach has been used by the NSW Environment Protection Agency and the Victorian Civil and Administrative Tribunal.

Therefore, we recommend criterion for intermittent noise of *maximum A-weighted noise level L_{Amax} , of 50dBA in a bedroom* within the nearest noise sensitive development.

Understanding and Assumptions

The architectural drawings of the proposed development indicate the following building elements:

- Façade – combination of the following constructions:
 - Precast concrete panels 150mm and 180mm thick;
 - Brick veneer consisting of 110mm brick, 30mm cavity to 150mm deep metal studs internally lined with 13mm plasterboard and fibrous insulation in the cavity.
 - Expressed joint 9mm fibre cement cladding on 35mm furring channels to the external side of 150mm steel studs and 1 layer of 13mm plasterboard (fibre cement to wet areas) with sarking and fibrous insulation in the cavity.
 - Metal sheeting to the external side of 150mm deep steel studs and 1 layer of 13mm plasterboard (moisture resistant plasterboard or fibre cement to wet areas) with sarking and fibrous insulation in the cavity.
 - 75mm Hebel Powerpanel on 35mm furring channels to the external side of 150mm steel studs and 1 layer of 13mm plasterboard (fibre cement to wet areas) with sarking and fibrous insulation in the cavity
- Roof – conventional profiled steel roof cladding over foil faced roof insulation blanket and ceiling suspended in steel suspension frame below.
- Sound levels generated in the gymnasium:
 - Reverberant sound level of 91dBA (music, instructor and participants voices) resulting from high intensity group class measured on another project has been used in the assessment of the noise impact resulting from group classes taking place in the gym. We assumed that the group classes will take place in gym floor area indicated in the southern part of Level 1.
 - Reverberant sound level of 85dBA measured in the weights/cardio area during a previous project has been also used in the assessment.
- Sound levels generated by the retail/restaurant tenancies:
 - Reverberant sound level in each restaurant resulting from 16 patrons talking at raised voice level and 16 patrons talking at normal voice level (based on the results of the US EPA study [7]) of 83dBA, calculated in accordance with [8].
 - No live or recorded music (DJ's) in any of the tenancies – background music only played inside and in the outdoor dining areas facing Prospect Rd.
- Mechanical services plant – for the purposes of this assessment, we assumed the following roof mounted plant:
 - Each tenancy – 2 off Daikin FDYQ160LBV1 indoor units, and 2 off Daikin RZQS160AV1 outdoor condensers each with sound pressure level of 59dBA at 1 m (Heating).
 - Gymnasium – 6 off Daikin FDYQ160LBV1 indoor units, and 6 off Daikin RZQS160AV1 outdoor condensers each with sound pressure level of 59dBA at 1 m (Heating).
- There is an existing 2,100mm high Colourbond fence along the eastern residential boundary of the proposed development.
- Carpark movements (based on the traffic report):
 - Peak hour – total of 21 car movements in the ground level carpark per a 15-minute interval.
 - Night time (after 22:00 or before 7:00 - resulting from gymnasium patrons) – 6 car movements in the ground level carpark per a 15-minute interval.

Assessment and Recommendations

General

Acoustic Sealants

We note that for the acoustic integrity of building elements to be maintained, all gaps and interfaces along the junctions and joints of linings must be sealed with an appropriate acoustic grade sealant. Penetrations for mechanical or electrical services must be properly caulked and sealed around the ductwork and cabling to ensure the intended acoustic rating of the partition is retained.

Appropriate acoustic caulking products include:

- Bostik Firemastic.
- Bostik Seal-n-flex 2637.
- Pyropanel Multiflex.
- Boral Fyreflex.
- Dow-Corning 790 Silicone.
- Dow-Corning 795 Silicone.
- Sika Sikaflex-11 FC.
- Fosroc Flamex 3.

Cavity Infill

Unless otherwise specified, where cavity infill is recommended, equivalent alternatives are:

- Fibreglass – 50mm, 12kg/m³.
- Rockwool – 50mm, 38kg/m³.
- Polyester – 900gsm.

Ceiling Overlay

Unless otherwise specified, where ceiling overlay is recommended, equivalent alternatives are:

- Glasswool – 100mm, 12kg/m³.
- Rockwool – 100mm, 38kg/m³.
- Polyester – 100mm, 32kg/m³.

Water Resistance and Durability

Where higher durability and/or water resistance is required, the following alternatives are acceptable from an acoustics point of view:

- 6 mm fibre cement in lieu of 13mm plasterboard
- 6 mm compressed fibre cement in lieu of the 13 mm fire-rated plasterboard
- 9mm compressed fibre cement in-lieu of 16 mm fire-rated plasterboard.

Environmental Noise

Noise Associated with Gymnasium

We assessed the noise impact at the residential boundary resulting from the gymnasium operation and make the following recommendations:

- Glazing:
 - Eastern façade – 10.38mm laminated glass or as required structurally in aluminium frame.
 - Western façade – 6.38mm laminated glass or as required structurally in aluminium frame.

Operable glazing and glass doors should be fitted with compressible acoustic seals (Raven RP8 and RP10 or equivalent).
- Steel cladding façade – internal lining of 2 layers of 13mm plasterboard with cavity infill of 75mm, 14kg/m³ glasswool.
- Exposed joint fibre cement cladding – no further acoustic treatment required.
- Precast façade – no further acoustic treatment required.

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- Roof/ceiling structure:
 - Anticon 145HD R3.6 be used under the roof sheeting.
 - We recommend acoustic ceiling with minimum Noise Reduction Coefficient of NRC 0.7 (acoustic tile or perforated plasterboard) be considered in order to control reverberation within the space.

Noise Associated with Retail/Restaurant Tenancies

We assessed the noise impact at the residential boundary and make the following recommendations:

- Glazing:
 - Tenancies facing east – 10.38mm laminated glass or as required structurally in aluminium frame.
 - Tenancies facing west – 6.38mm laminated glass or as required structurally in aluminium frame.
 Operable glazing and glass doors should be fitted with compressible acoustic seals (Raven RP8 and RP10 or equivalent).
- Steel cladding façade:
 - Tenancies facing east - internal lining of 2 layers of 13mm plasterboard with cavity infill of 75mm, 14kg/m³ glasswool.
 - Tenancies facing west - internal lining of 1 layer of 13mm plasterboard with cavity infill of 75mm, 14kg/m³ glasswool.
- Exposed joint fibre cement cladding – internal lining of 1 layer of 13mm plasterboard with cavity infill of 50mm, 12kg/m³ glasswool.
- Precast façade – no further acoustic treatment required.

Noise Associated with Mechanical Services

With reference to the architectural and mechanical services drawings, we assessed the noise emissions from the roof mounted mechanical services plant at each of the plant's locations taking into account the separation distances of each plant unit to the nearest noise sensitive receivers and the shielding provided by the building structure. Our assessment reveals that the combined noise emissions from all mechanical plant will achieve the night time criterion at the nearest noise sensitive receivers. Therefore, no additional acoustic treatment is required. We recommend, however, the air-conditioning condensers be installed on neoprene double deflection mounts with minimum static deflection of 8mm order to control vibration and structure borne noise.

Noise Associated with the Carpark

The proposed development will have a ground floor outdoor parking area, with the immediate noise receivers being the eastern boundary residents. We have investigated the potential environmental noise impact on the surrounding noise sensitive receivers due to the carpark operation. We used a time-weighted average approach to estimate an average A-weighted equivalent continuous noise level ($L_{Aeq,15min}$), considering the following activity durations and measured noise levels from similar activities on a previous project;

- Vehicle movement through car parking spaces
- Vehicle Ignition
- Vehicle door slamming
- Vehicle idle and take off from car parking and drop off zones

A time weighted averaged approach was implemented, based on the above breakdown of noise generating activities. Based on the stated number of assumed vehicles during peak hours and night time, the noise level ($L_{Aeq,15min}$) used in this assessment was 62dBA at 3m during peak hour and 58dBA at 3m during night time.

Our assessment revealed that the calculated noise levels at the nearest residential properties will achieve day time and night time criteria with the distances and the attenuation provided by the 2,100mm high Colorbond fence taken into account. We recommend once the construction is complete, the fence be inspected and any gaps and openings be blocked off and sealed to ensure the fence is continuous.

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Noise Associated with Delivery Vehicles

The architectural drawings [5] indicate deliveries will be taking place in the temporary loading zone in the south-eastern end of the carpark. Accordingly, we have investigated the potential environmental noise impact on the surrounding noise sensitive receivers due to deliveries using a time-weighted average approach to estimate an average A-weighted equivalent continuous noise level ($L_{Aeq,15min}$), considering the following activity durations and measured noise levels from similar activities on a previous project:

- Delivery vehicle accessing the loading area – 30 seconds, 78dBA at 5m.
- Loading/unloading activities including noise from refrigeration unit on the delivery vehicle – 10 minutes, 82dBA at 1m.
- Delivery vehicle departing the loading area – 30 seconds, 78dBA at 5m.
- The balance of a 15-minute interval – 4 minutes, 54dBA (predicted ambient noise level).

The calculated A-weighted Equivalent Continuous Noise Level over a typical 15-minute interval ($L_{Aeq, 15min}$) resulting from delivery vehicle activities, which we used in the assessment was 69dBA at 4m.

Based on the above we predicted the incident noise levels of 52 dBA at the nearest residential noise sensitive receiver, taking into account the attenuation provided by the 2,100mm high fence and note that the noise emissions from delivery activities will achieve the day-time and night time environmental noise criterion only. Therefore, we recommended that the deliveries to be restricted to the EPA stipulated day time only (i.e., after 7:00 am and before 10:00pm) Monday to Friday and after 9:00 am on Saturday and Sunday (if applicable).

Noise Associated with Waste Collection Vehicles

We understand that the waste collection will take place in the temporary loading zone and we have investigated the potential environmental noise impact on the surrounding noise sensitive receivers. We used a time-weighted average approach to estimate an average A-weighted equivalent continuous noise level ($L_{Aeq,15min}$), considering the following activity durations and measured noise levels from similar activities on a previous project:

- Refuse collection vehicle accessing the collection area – 30 seconds, 73dBA at 5m.
- Refuse collection – 7 minutes, 65dBA at 5m.
- Refuse collection vehicle departing the collection area – 30 seconds, 73dBA at 5m.
- The balance of a 15-minute interval – 7 minutes, 54dBA (predicted ambient noise level).

The calculated A-weighted Equivalent Continuous Noise Level over a typical 15-minute interval ($L_{Aeq, 15min}$) resulting from delivery vehicle activities, which we used in the assessment was 66dBA at 5m.

Based on the above we predicted the incident noise levels of 51 dBA at the nearest residential noise sensitive receiver, taking into account the attenuation provided by the 2,100mm high fence. The noise emissions from refuse collection will achieve the day-time environmental noise criterion only. Therefore, we recommended that the deliveries to be restricted to the EPA stipulated day time only (i.e., after 7:00 am and before 10:00pm) Monday to Friday and after 9:00 am on Saturday and Sunday (if applicable).

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Appendix A
Glossary of Acoustic Terminology

Attachment

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dB(A) Also referred to as dBA. A unit of measurement, decibels (A), of sound pressure level which has its frequency characteristics modified by a filter ("A-weighted") so as to more closely approximate human ear response at a loudness level of 40 phons. The table below outlines the subjective rating of different sound pressure levels.

Noise Level (dBA)	Subjective Rating
25-30	Barely audible and very unobtrusive.
30-35	Audible but very unobtrusive.
35-40	Audible but unobtrusive.
40-45	Moderate but unobtrusive.
45-50	Unobtrusive with low levels of surrounding activity.
50-55	Unobtrusive with high levels of surrounding activity.

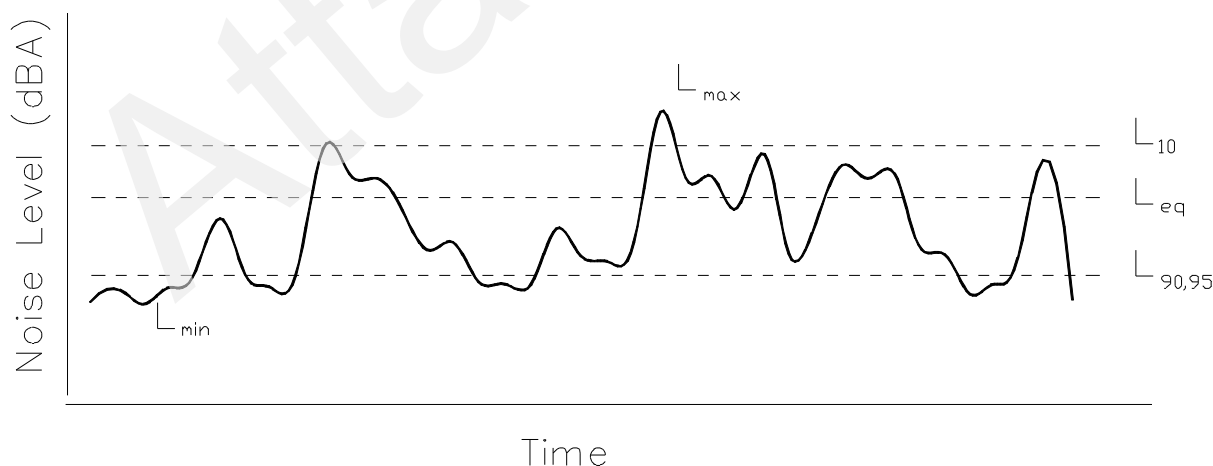
L₁ The noise level which is equalled or exceeded for 1% of the measurement period. L₁ is an indicator of the impulse noise level, and is used in Australia as the descriptor for intrusive noise (usually in dBA).

L₁₀ The noise level which is equalled or exceeded for 10% of the measurement period. L₁₀ is an indicator of the mean maximum noise level, and is used in Australia as the descriptor for intrusive noise (usually in dBA).

L₉₀, L₉₅ The noise level which is equalled or exceeded for 90% of the measurement period. L₉₀ or L₉₅ is an indicator of the mean minimum noise level, and is used in Australia as the descriptor for background or ambient noise (usually in dBA).

L_{eq} The equivalent continuous noise level for the measurement period. L_{eq} is an indicator of the average noise level (usually in dBA).

L_{max} The maximum noise level for the measurement period (usually in dBA).



Note: The subjective reaction or response to changes in noise levels can be summarised as follows: A 3dBA increase in sound pressure level is required for the average human ear to notice a change; a 5dBA increase is quite noticeable and a 10dBA increase is typically perceived as a doubling in loudness.

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STC/R_w Sound Transmission Class or Weighted Sound Reduction Index. Provides a single number rating (from the sound transmission loss or sound reduction index for each frequency band) of the sound insulation performance of a partition. The higher the value, the better the performance of the partition. The subjective impression of different ratings is shown in the table below.

Type of noise source	STC/R _w Rating				
	40	45	50	55	60
Normal Speech	Audible	Just Audible	Not Audible		
Raised speech	Clearly Audible	Audible	Just Audible	Not Audible	
Shouting	Clearly Audible	Clearly Audible	Audible	Just Audible	Not Audible
Small television/small entertainment system	Clearly Audible	Clearly Audible	Audible	Just Audible	Not Audible
Large television/large hi-fi music system	Clearly Audible	Clearly Audible	Clearly Audible	Audible	Just Audible
DVD with surround sound	Clearly Audible	Clearly Audible	Clearly Audible	Audible	Audible
Digital television with surround sound	Clearly Audible	Clearly Audible	Clearly Audible	Audible	Audible

FSTC/R_w' The equivalent of STC/R_w, unit for sound insulation performance of a building element measured in the field.

C_i, C_{tr} The ratings (R_w, D_{nTw}, L_{nTw}) are weighted in accordance to a spectrum suited to speech. This term modifies the overall rating to account for noise with different spectra, such as traffic (C_{tr}) or footfalls (C_i). The ratings may be written as R_w+C_{tr}, or D_{nTw}/L_{nTw}+C_i.

NNIC/D_{nTw} Normalised Noise Isolation Class, or Weighted Standardised Sound Level Difference. Provides a single number rating of the sound level difference between two spaces, and incorporates the effects of flanking noise between two spaces. This rating is generally accepted to be about 5 points less than the STC/R_w rating.

IIC/L_{nw} Impact Insulation Class, or Weighted Normalised Impact Sound Level. L_{nw} = 110 - IIC. The higher the IIC rating, or the lower the L_{nw} rating the better the performance of the building element at insulating impact noise. The table below gives the subjective impression of different ratings:

IIC	L _{nw}	Subjective Rating
40	70	Clearly Audible
45	65	Clearly Audible
50	60	Audible
55	55	Audible
60	50	Just Audible
65	45	Inaudible

FIIC/L_{nTw}' The equivalent of IIC/L_{nw}, but the performance is for the building element measured in the field.

17 July 2023



Sydney | Brisbane | Melbourne | Canberra | Adelaide

BSE | Building Services Engineers
ABN | 33 637 982 757

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Attention: Barry Santry

Evo Arc
Via email

Re: 85 Prospect Road Prospect – Boundary Lighting Analysis

Dear Barry,

In accordance with City or Prospect requirements, BSE has undertaken a boundary analysis to eliminate direct spill of external lighting to neighbouring properties.

We confirm that all lighting located externally at 85 Prospect Road is in accordance with Australian Standard AS4282 – Outdoor lighting Obtrusive Effect and does not create disturbance to neighbouring properties as designed.

Please refer to attachments for detailed analysis.

We trust the above is satisfactory. Should you have any queries please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Orlando Cavuoto', is written over a large, light grey watermark that says 'Attachment' diagonally across the page.

Orlando Cavuoto
SA Regional Manager

Building Services Engineers

Obtrusive Light - Compliance Report

AS/NZS 4282:2019, A3 - Medium District Brightness, Non-Curfew L1

Filename: 9158-1

16/07/2023 2:03:58 PM

Illuminance

Maximum Allowable Value: 10 Lux

Calculations Tested (11):

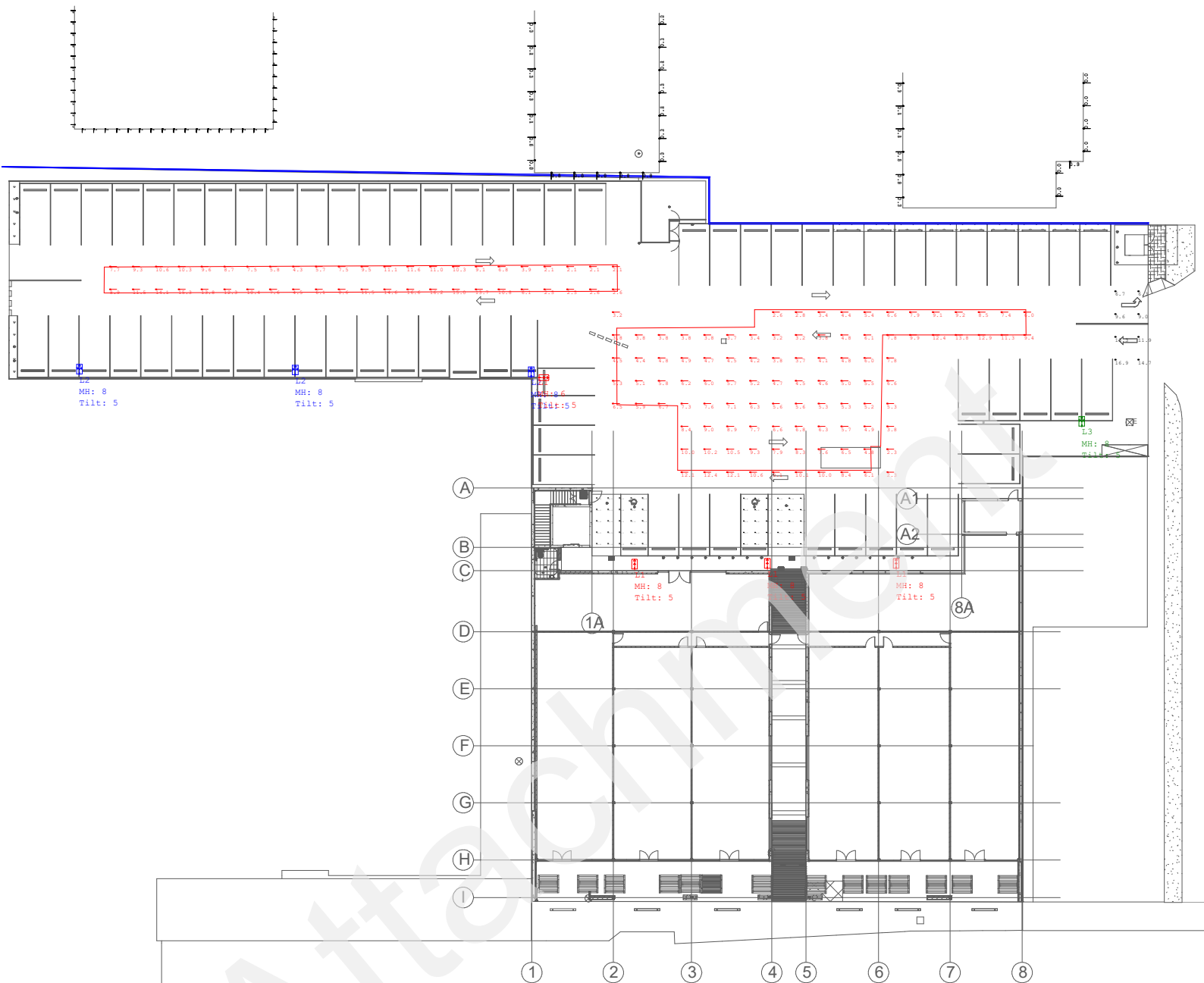
Calculation Label	Test Results	Max. Illum.
RESIDENCE 2_III_Seg1	PASS	1.6
RESIDENCE 2_III_Seg2	PASS	2.8
RESIDENCE 2_III_Seg3	PASS	0.6
RESIDENCE 3_III_Seg1	PASS	1.9
RESIDENCE 3_III_Seg2	PASS	2.6
RESIDENCE 3_III_Seg3	PASS	0.1
RESIDENCE 3_III_Seg4	PASS	1.9
RESIDENCE 3_III_Seg5	PASS	0.0
RESIDENCE 1_III_Seg1	PASS	0.0
RESIDENCE 1_III_Seg2	PASS	2.7
RESIDENCE 1_III_Seg3	PASS	1.3

Luminous Intensity (Cd) At Vertical Planes

Maximum Allowable Value: 12500 Cd

Calculations Tested (11):

Calculation Label	Test Results
RESIDENCE 2_Cd_Seg1	PASS
RESIDENCE 2_Cd_Seg2	PASS
RESIDENCE 2_Cd_Seg3	PASS
RESIDENCE 3_Cd_Seg1	PASS
RESIDENCE 3_Cd_Seg2	PASS
RESIDENCE 3_Cd_Seg3	PASS
RESIDENCE 3_Cd_Seg4	PASS
RESIDENCE 3_Cd_Seg5	PASS
RESIDENCE 1_Cd_Seg1	PASS
RESIDENCE 1_Cd_Seg2	PASS
RESIDENCE 1_Cd_Seg3	PASS



AL Luminaire Schedule									
Symbol	Qty	Label	Description	Product Code	Mounting Height	Tilt	LLF	Lumens	Watts
	1	L3	ADLT CREE UNO 150 OPTIC 4000K POLE MOUNT	TRSA-02-150-8L40754W	8	5 Deg	0.800	7758	54
	3	L2	ADLT CREE UNO 150 OPTIC 4000K WALL MOUNT	TRSA-02-150-8L40754W	8	5 Deg	0.800	7758	54
	4	L1	ADLT CREE UNO 200 OPTIC 4000K WALL MOUNT	TRSA-02-200-8L40754W	6.8	5 Deg	0.800	7340	54

Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	Max/Avg
CP ACCESS EH	Illuminance	Lux	N.A.	16.9	6.3	N.A.
CP DIS1 PCD	Illuminance	Lux	N.A.	26.2	15.8	N.A.
CP DIS2 PCD	Illuminance	Lux	N.A.	26.8	20.6	N.A.
CP EH	Illuminance	Lux	15.6	44.3	3.3	2.8
CP EV1 90	Illuminance	Lux	N.A.	50.8	3.3	N.A.
CP EV2 90	Illuminance	Lux	N.A.	16.6	2.1	N.A.
RESIDENCE 1 Cd_Seg1	Obtrusive - Cd	N.A.	N.A.	0	0	N.A.
RESIDENCE 1 Cd_Seg2	Obtrusive - Cd	N.A.	N.A.	1359	0	N.A.
RESIDENCE 1 Cd_Seg3	Obtrusive - Cd	N.A.	N.A.	1877	23	N.A.
RESIDENCE 1 III_Seg1	Obtrusive - III	Lux	N.A.	0.0	0.0	N.A.
RESIDENCE 1 III_Seg2	Obtrusive - III	Lux	N.A.	2.7	0.0	N.A.
RESIDENCE 1 III_Seg3	Obtrusive - III	Lux	N.A.	1.3	0.0	N.A.
RESIDENCE 2 Cd_Seg1	Obtrusive - Cd	N.A.	N.A.	1881	0	N.A.
RESIDENCE 2 Cd_Seg2	Obtrusive - Cd	N.A.	N.A.	773	0	N.A.
RESIDENCE 2 Cd_Seg3	Obtrusive - Cd	N.A.	N.A.	1219	0	N.A.
RESIDENCE 2 III_Seg1	Obtrusive - III	Lux	N.A.	1.6	0.0	N.A.
RESIDENCE 2 III_Seg2	Obtrusive - III	Lux	N.A.	2.8	0.0	N.A.
RESIDENCE 2 III_Seg3	Obtrusive - III	Lux	N.A.	0.6	0.0	N.A.
RESIDENCE 3 Cd_Seg1	Obtrusive - Cd	N.A.	N.A.	1542	142	N.A.
RESIDENCE 3 Cd_Seg2	Obtrusive - Cd	N.A.	N.A.	836	0	N.A.
RESIDENCE 3 Cd_Seg3	Obtrusive - Cd	N.A.	N.A.	297	76	N.A.
RESIDENCE 3 Cd_Seg4	Obtrusive - Cd	N.A.	N.A.	1561	175	N.A.
RESIDENCE 3 Cd_Seg5	Obtrusive - Cd	N.A.	N.A.	0	0	N.A.
RESIDENCE 3 III_Seg1	Obtrusive - III	Lux	N.A.	1.9	0.1	N.A.
RESIDENCE 3 III_Seg2	Obtrusive - III	Lux	N.A.	0.0	0.0	N.A.
RESIDENCE 3 III_Seg3	Obtrusive - III	Lux	N.A.	0.1	0.0	N.A.
RESIDENCE 3 III_Seg4	Obtrusive - III	Lux	N.A.	1.9	0.3	N.A.
RESIDENCE 3 III_Seg5	Obtrusive - III	Lux	N.A.	0.0	0.0	N.A.

- THE LIGHT TECHNICAL PARAMETERS COMPLY WITH THE RECOMMENDATIONS OF AS/NZS 1158.3.1:2020 CAT PC (2) FOR OUTDOOR CARPARK
CAT PC (D) FOR DISABLED CAR PARKS
- LIMITATION OF UPWARD WASTE LIGHT HAS BEEN ASSESSED AND ACHIEVED IN ACCORDANCE WITH TABLE 3.10 OF AS/NZS 1158.3.1:2020. 1% FOR SSL FOR PRIP/PC SUB CATEGORIES
- THE LIGHT LOSS FACTOR OF 0.80 IS BASED ON 1158.3.1:2020 TABLE 3.2 APPLICATION & MANUFACTURER DATA AS PER FOLLOWING EQUATION:
LLF= LDD x LLD (1.02x 0.91 x 0.86 = 0.80)
BASED ON A 75,000 HR LAMP LIFE (15+ YEARS) OPERATING IN A 15 DEGREE AVERAGE NIGHTLY AMBIENT TEMP 60 MONTH CLEANING CYCLE IN AN URBAN ENVIRONMENT.
- PHOTOMETRIC DATA WAS PROVIDED BY THE MANUFACTURER.
SOFTWARE USED FOR CALCULATIONS IS AGI32-20.6
- MOUNTING HEIGHT IS AS NOMINATED ON THE DRAWING.
- CALCULATIONS ARE SUBJECT TO ACCURACIES AND TOLERANCES NOMINATED IN AUSTRALIAN AND NEW ZEALAND STANDARDS AS/NZS 3827.1:1998 AND AS/NZS 3827.2:1998.

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ABN 98 829 437 619

20 March 2023

City of Prospect
 Attention: Ms Susan Giles, *Senior Development Officer - Planning*
 PO Box 171
 PROSPECT SA 5082

via PlanSA Portal

Dear Susan

Applicant: Mr Barry Santry – Evo Arc
Location: 85 Prospect Road, Prospect
Proposal: Construction of a two-storey commercial building incorporating up to 8 ground floor tenancies, and an upper-level indoor recreation facility together with associated signage, roof mounted solar panels and concealed plant infrastructure, car parking and landscaping.

1.0 INTRODUCTION

Ben Green & Associates has been instructed by the applicant, Mr George Velentzas to assist in the preparation, assessment and lodgement of a development application for the above-mentioned application at 85 Prospect Road, Prospect.

In preparing this report, I can confirm that I have assisted with the preparation of the plans and documentation, reviewed the relevant provisions of the Planning and Design Code (the Code) and have inspected the subject land and locality.

I provide my views and opinions on the proposal below.

2.0 BACKGROUND

Development Plan Consent was previously granted by Council in 2018 and again in 2020 on separate applications for the redevelopment of the subject land to construct a supermarket and retail specialty shops.

Subsequent to the previous applications a variation to the 2020 application was lodged to include a basement car park and a gym with associated roof top terrace on the second floor which was granted planning consent on 13 September 2021.

The proposal has since been amended further in response to a number of commercial factors.

The Applicant remains committed to developing the site and contribute to the ongoing revitalisation of the Prospect Road precinct by constructing individual retail tenancies with active frontages that reinforce the walkable elements of this main street precinct. The proposed upper-level indoor recreational facility will support an active day and evening economy with the introduction of fitness



classes typically in the early morning and evening outside of shop hours that will add to the vitality of the area.

The proposed development will amalgamate with and improve upon existing built form on the subject site and contribute to the desired improvement in streetscape characteristics by providing a two storey commercial property with articulated built elements with the provision of a central brick façade, sleek louvres and canopies and complemented with pre-cast concrete cladding components (in a variety of colours) that protrude and are setback to create an interesting façade construction.

The revised proposal has incorporated amended design, improving upon previous proposals, with new architectural elements and styling to more comprehensively accord to the desired outcomes of the Urban Corridor (Main Street) Zone.

3.0 SUBJECT LAND AND LOCALITY

Prior to the demolition of all built form in early 2022, the subject land was commonly known as Prospect Plaza located at 85 Prospect Road, Prospect and had built form frontage to Prospect Road with car park frontage to both Labrina and Kintore Avenues.

The land is predominantly flat and vacant. The now demolished commercial premises included a variety of shops, personal services establishments and a Foodland supermarket that were accessible via a centrally located arcade catering for foot traffic between Prospect Road and the car park.

The car park was situated to the rear of the commercial premises and accessible via both Labrina and Kintore Avenues. Loading and unloading of goods occurred both within this car park and to the south of the building in a loading and storage area. Both loading areas were accessible via the existing car park.

The Prospect Road façade is 'bookended' by two Local Heritage Places. The building situated to the north, 89 Prospect Road, is a former courthouse of local heritage significance listed upon significance of its front and side facades including the upper storey.

The building to the south, 83 Prospect Road, arguably contains the most visually iconic 'heritage' structure on this section of Prospect Road being the former branch of the National Bank of Australia, also listed as a place of local heritage significance, comprehensively identifying its external form, materials and decorative detailing.

The subject land is held within 5 allotments comprised of the following parcels:

Address	Formal Description	Certificate of Title
85 Prospect Road PROSPECT	Allotment 96 FP161580 Hundred: Yatala	Volume 5303 Folio 738
	Allotment 91 FP163724 Hundred: Yatala	Volume 5303 Folio 739
	Allotment 61 DP1502 Hundred: Yatala	Volume 5303 Folio 740
	Allotment 1 DP2586 Hundred: Yatala	Volume 5303 Folio 741
	Allotment 3 DP2586 Hundred: Yatala	Volume 5303 Folio 742

The approximate combined site area of the of subject land is 3600m².



The previous built form was contained to the western side of the site, with car parking to the east. The car park extended in a north to south direction behind the adjoining premises with access and egress obtained from Labrina and Kintore Avenues. The car park was formed and contained 54 car parking spaces.

Additional on-street car parking spaces are provided in both Labrina and Kintore Avenues, with the majority of space marked out with a 45-degree alignment. Labrina Avenue is a one-way street between Prospect Road and the subject land.

The locality is primarily commercial in nature with buildings and land uses oriented towards Prospect Road. Land uses include: shops, offices, consulting rooms and personal services establishments (shops).

The subject land is bordered on the east side by a residential area primarily containing single storey detached dwellings on large allotments and large areas of landscaping. In the main, buildings are predominantly older residences with heritage qualities, however other forms of dwellings are also evident.

Dwellings are orientated towards Labrina and Kintore Avenues, which are characterised by wide landscaped road verges with established tree species creating an attractive residential environment.

The eastern allotment boundary of the subject land is the interface between the Urban Corridor and Established Neighbourhood zones which necessitates development being sensitive to adjoining land in accordance with relevant criteria of the Planning and Design Code to minimise the impact on the amenity of existing residences.

4.0 THE PROPOSAL

The proposed development is for a two-storey commercial building incorporating up to eight (8) individual ground floor retail tenancies, and a first floor indoor recreation facility (gym), including the provision of seventy nine (79) parking spaces and loading facilities at ground level with access to Labrina Avenue and Kintore Avenue .

The development includes:

- Commercial premises of approximately 2100m² in floor area, consisting of
 - Retail specialty tenancy 1 – 131m²
 - Retail specialty tenancy 2 – 124m²
 - Retail specialty tenancy 3 – 126m²
 - Retail specialty tenancy 4 – 113m²
 - Retail specialty tenancy 5 – 113m²
 - Retail specialty tenancy 6 – 118m²
 - Retail specialty tenancy 7 – 107m²
 - Retail specialty tenancy 8 – 122m²
 - Outdoor dining area – 143 m²
 - First storey indoor recreation facility (gym) - 1160m²
 - First storey outdoor terrace (to gym) – 73m²
 - External loading dock
 - Screened rooftop plant area
 - Enclosed bin area – 11m²
- Continued use of 79 external on-site car park spaces
- Additional substantive landscaping to car parking area and street front trees
- Associated (indicative) Signage.



Retail tenancies presenting towards Prospect Road proposed in the development seeks to complement the existing main street precinct with modern facades and provide sufficient space for tenancies that will contribute to vibrant and active street interface.

The elevation plans identify indicative signage areas for retail tenancies, however without exact use being secured, the applicant again welcomes a condition of consent specifying that any internally illuminated signage to be subject to a separate application for approval.

The proposed building is of contemporary design featuring parapet wall-roof relationship creating variation in wall and overall heights to provide visual interest and complement other development in the locality.

The building is of a low-rise nature and in-keeping with the context of the locality. By reinstating the built form edge to Prospect Road, the footprint of the building 'gives way' somewhat to the adjoining Established Neighbourhood Zone to the east and reduces the visual bulk of the building to a reasonable degree from *that* aspect.

The Prospect Road façade exhibits glass shop fronts for the retail specialty shops, outdoor dining area and a central arcade entrance and thoroughfare on the ground level to the rear car parking area. A cantilevered awning will protrude over the footpath to provide shade to pedestrians and the building and is designed to provide further articulation to the façade.

The external walls collectively contain a range of colours, materials and variation in external materials and finishes to distinguish the various mixed uses and physical sections of the building whilst remaining harmonious and interesting in overall appearance.

Side walls exhibit significant variation in external colours and have materials arranged with vertical elements which create emphasis of a building of scale without creating an overly dominant or obtuse visual appearance. The mixture of colours within ranges of grey, browns and creams mixed with earthy external textures provide a 'clean' contemporary appearance.

Retail customers can access the building from either the central arcade from the car park area or from the Prospect Road frontage. Patrons of the gym can utilise either the stair entrance from the south-eastern corner of the building or the stair and lift entrance from the north-eastern corner of the building from the car park area or utilise the central arcade from Prospect Road.

The height of the development has been maintained to be comparable and respectful of other buildings in the locality, and particularly adjoining heritage listed buildings and the overall design is contemporary in nature and sympathetic to its setting in the streetscape. Importantly, the height of the building contributes to pursuit of the desired outcomes of the zone and therefore will amalgamate with and encourage buildings of desired scale and appearance in the locality.

Access to the car park is attained via existing crossovers in Labrina and Kintore Avenues. The car park has a total of 79 car park spaces, including three dedicated 'small car' parks and two disability access car parking spaces immediately accessible to lift infrastructure at the southeastern corner of the building.

Landscaping will be established as identified on the site landscaping plan provided with landscaping throughout the car parking area and within public access areas. Retention of street trees at the Prospect Road frontage entry to the building will further assist in providing a 'fresh' appearance to the development.

Delivery vehicles accessing the site will enter in a forward direction from Labrina Avenue and park in the loading area. Delivery vehicles will be able to reverse and then exit the car park to Kintore Avenue in a forward motion.



Waste bins will be stored within a designated bin enclosure adjoining the rear fence. Boundary fences will be retained and repaired (where necessary).

5.0 PLANNING ASSESSMENT

The subject land is located within the Urban Corridor Zone (Main Street) and relevant Overlays of the Planning and Design Code (Version 2023.02 – dated 16 February 2023 at time of writing). An assessment of the proposed development will be made against the Code policies including the relevant overlays, zone provisions and local technical and numeric variations (TNV).

The following Overlays and Local Variations (TNV) apply to the proposed development:

Advertising Near Signalised Intersections Overlay
Affordable Housing Overlay
Airport Building Heights (Regulated) Overlay
Design Overlay
Hazards (Flooding – General) Overlay
Heritage Adjacency Overlay
Noise and Air Emissions Overlay
Prescribed Wells Area Overlay
Regulated and Significant Tree Overlay
Traffic Generating Development Overlay
Urban Transport Routes Overlay

Local Variations (TNV):

Maximum Building Height (Metres) (Maximum building height is 15m)
Minimum Building Height (Levels) (Minimum building height is 2 levels)
Maximum Building Height (Levels) (Maximum building height is 4 levels)
Minimum Primary Street Setback (Minimum primary street setback is 0m)
Interface Height (Development should be constructed within a building envelope provided by a 45 degree plane, measured 3m above natural ground at the boundary of an allotment)

5.1 Nature of Development

The nature of the development includes the construction of a two-storey commercial building incorporating a number of tenancies and an upper-level indoor recreation facility. The nature of development is commercial in nature and contains elements that are consistent with the former use of the land.

5.2 Assessment Pathway and Processes

The proposed development is identified for the subject land within the Planning and Design Code as a 'shop' and 'indoor recreation facility'. Where a development comprises more than one Class of Development the relevant policies will be taken to be the sum of the applicable policies for each Class of Development.

As an indoor recreation facility is not listed in the Assessment Tables it is required to be assessed via the *Performance Assessed* planning assessment pathway as all other Code Assessed Development.

The *Assessment Provisions* (AP), *Performance Outcomes* (PO) and *Designated Performance Features* (DPF) of the Zone and the relevant Overlays are readily accommodating of the proposed development.



The Urban Corridor (Main Street) Zone designates a list of land uses within DPF 1.1 including 'shop'

The proposed development is for a 'shop or group of shops' and has a total leasable floor area of 940m² with 'indoor recreation centre' of a total leasable floor are of 1060m².

The proposed development has a maximum wall height of 11.45 metres and total height of protrusions of 12.45 metres, which does not exceed the Building Envelope – Interface Height Provisions as depicted in Principle of Development Control 15 of the Urban Corridor Zone.

The proposal is required to undergo public notification as indoor recreation centre is not listed in Column A of Table 5 – Procedural Matters.

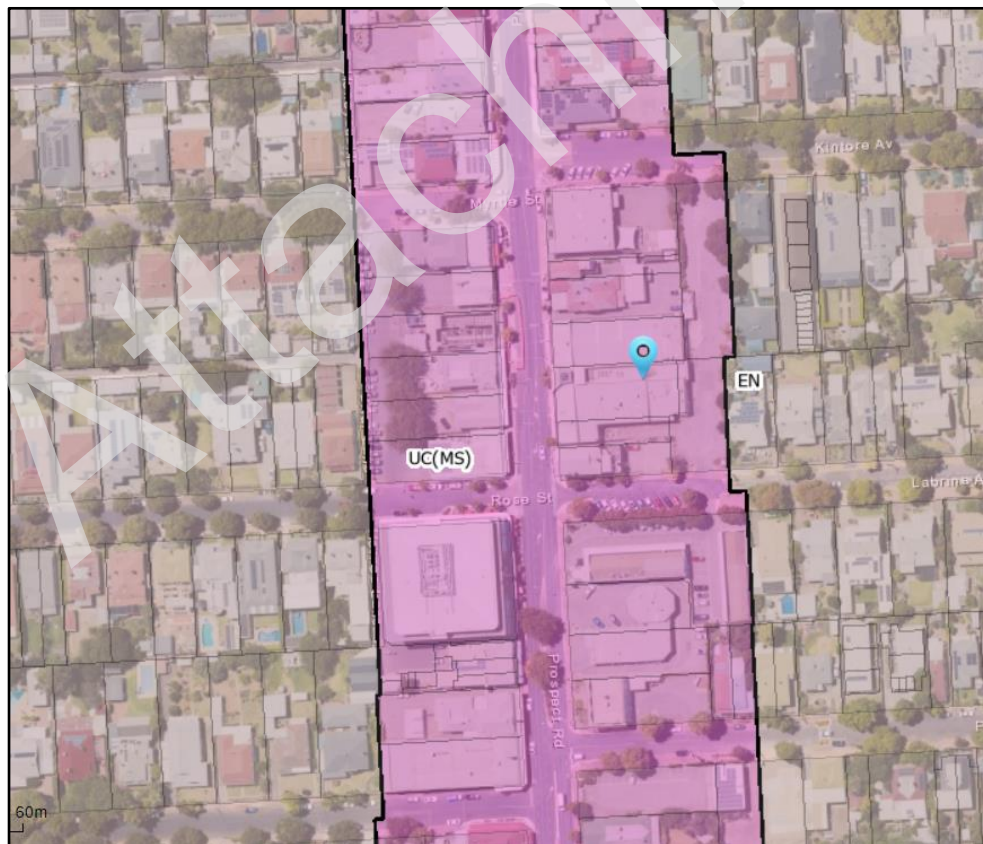
5.3 Zoning and Envisaged Land Use

The Urban Corridor (Main Street) Zone is a zone that accommodates a mix of retail, entertainment and commercial main street activities with opportunities for medium density residential development.

The subject site is located within the Zone that straddles the properties that front Prospect Road and are surrounded by neighbourhood-residential zones including the Established Neighbourhood Zone. (which is shown in Figure 1).

The zone that accommodates a range of compatible non-residential and medium to high density residential land uses orientated towards a high frequency public transport corridor.

Figure 1 – Subject land and relationship to planning zone boundaries.



Source: SAPPA



The Zone identifies several types of development that are generally anticipated within the Zone, including 'shop' and whilst it does not list an 'indoor recreation facility', PO 1.2 anticipates "...office entertainment and recreation related uses that provide a range of goods and services to the local community..." that support the economic vitality of the area.

PO 1.3 provides that ground floor uses contribute to a safe, active and vibrant main street. The proposed development accommodates retail tenancies on the ground floor level of the building that provide an active frontage to Prospect Road with the use of attractive built elements, fenestration and signage that engages with pedestrian traffic resulting in a visually interesting human scale frontage.

The proposed development incorporates a group of shops contained within a single building with a total combined gross leasable floor area of 940m² and 1060m² of proposed indoor recreation area which is additional to the retail activities and for all intents and purposes a universal space capable of re-adaption to other envisaged/anticipated uses such as consulting rooms or similar, which would be equally acceptable in the Zone.

The proposed development is therefore considered to be consistent with the envisaged and anticipated forms of development within the Urban Corridor (Main Street) Zone.

5.4 Built Form and Character

DO2 of the Zone seeks to ensure that built form positively contributes to ...*a streetscape that is visually interesting at human-scale comprising articulated buildings with a high level of fenestration and balconies oriented towards the street...* The proposed development will be recognised as being the highest quality through variation in façade treatments and building materials, as well as the use of modulated roof forms and parapets that contribute to a varied and interesting skyline.

The building is two storey which accords with the intention of the zone to develop two to four storey development in the Zone along Prospect Road and creates a pleasant retail and commercial façade with the use of large shop windows, door glazing and open central arcade that is complimentary to existing commercial buildings and the existing streetscape in the local area.

The building presents a street wall of 2 building levels which matches the existing street wall height of adjoining buildings and provides a suitable human scale for pedestrians. Further the development provides an assortment of canopies and awnings that provide shelter and shade over footpaths. This satisfies PO 2.1 and 2.4 of the Zone.

The external built form is comprised of a composite of materials with the main structure complimented by a sequence of articulation and fenestration components including vertical ribbed powder coated cladding, feature brick walls, cantilevered metal clad awnings, clear glass windows to shop fronts and prominent entry statements. The Prospect Road façade is further enhanced with the upper level consisting of pre-finished metal flat cladding, horizontal ribbed powder coated cladding texture finished fibre cement and feature brick walls. These treatments are considered to respond to the established main street character which accords with PO 2.2 of the Zone.

The proposed development has similar setbacks from the majority of allotment boundaries and continues with a hard built form edge to the Prospect Road frontage and side boundaries, which is supported by PO 2.6 and 2.8.

The ground floor frontage to Prospect Road is a predominant glass façade providing surveillance both inside and out allowing shops to offer displays to the street offering visual interest and street activation.



PO 3.1 and PO 3.2 of the Zone stipulates that buildings achieve a minimum building height of two (2) storeys with the maximum building height of four (4) storeys or 15 metres. The proposed building presents a maximum height above natural existing ground level of 10.45 metres, and a total overall height including parapet of 11.45 metres and meeting the performance features of these policies.

The built form outcome is comparable to the previously approved buildings on site and will remain consistent with and sympathetic to the immediate locality in terms of form and siting, whilst the use of contemporary design elements will enhance the overall aesthetics of the streetscape in accordance with the intent of the Code provisions.

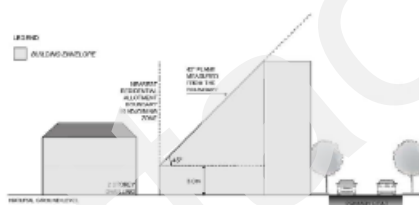
5.5 Adjoining Zone / Boundary Plane Setback

PO 4.1 of the Zone seeks built form that provides a transition down in scale and intensity at the zone boundary to mitigate impacts of building massing on residential development within a neighbourhood type zone. DPF 4.1 (image below) sets out that buildings are contained within a building envelope provided by a 45-degree plane, measured from a height of 3 metres above natural ground level at the zone boundary.

Interface Height

Buildings constructed within a building envelope provided by a:

- (a) 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary):



The above requirements are illustrated on the elevation drawings DA-030 and DA-031, which illustrate that proposed development is wholly contained within the defined envelope. The massing of the building is therefore considered appropriate in terms of its interface with the Established Neighbourhood Zone.

5.6 Car Parking, Access and Traffic Management

Car Parking Provision

The former car park was to the rear of the built form and accessible via Labrina and Kintore Avenue. In terms of size and configuration, the proposed carpark is largely consistent with the former car park, yet the proposal includes additional landscape plantings.

The configuration of the car park provides for 79 on-site car spaces, including 3 dedicated small car parks and 2 disability access car parks immediately accessible to the lifts at the north-eastern corner of the building and provides direct entry to the lift and central arcade.



Stantec Australia Pty Ltd (Traffic consultants) were engaged to undertake a transport impact assessment of the proposed development. The report assesses the anticipated transport implications of the proposed development, and considers existing conditions, parking demand and layout new traffic generation figures, access and egress, variety of transport methods and the potential impact on the surrounding road network whilst considering the relevant requirements and Australian Standards.

The Stantec traffic report notes that the proposed development is located within an Urban Corridor (Main Street) Zone which is a Designated Area in the Planning and Design Code. The car parking rates for a Designated Area are contained within *Table 2 - Off-Street Car Parking Requirements in Designated Areas for Non-residential development excluding tourist accommodation* as follows:

Minimum number of vehicle parking spaces leasable floor area	3 spaces per 100 square metres of gross leasable floor area
Maximum number of vehicle parking spaces leasable floor area	5 spaces per 100 square metres of gross leasable floor area

Based on the above rates, the proposed development will require a minimum of 63 parking spaces, or a maximum of 105 parking spaces. The proposed development will provide 79 parking spaces which is consistent with Code requirements.

The Stantec report identifies that given the location of the site within a Main Street precinct it is expected that there would be some shared trips between the proposed development and the adjacent uses along Prospect Road, i.e., people will park along or near Prospect Road and walk to multiple destinations. This would result in a lower parking demand for the proposed development when compared to other standalone stores.

The availability and frequency of public transport on Prospect Road will also assist in reducing parking demands for the proposed development with the retail and consulting room uses most likely to peak in different times of the day – retail peaking typically on weekends and weekday evenings whereas consulting rooms typically have a peak demand on weekdays.

Car Park Design

The proposed car parking layout has been assessed and found to generally meet the requirements set forth in the Australian Standard for Off-Street Car Parking (AS2890.1:2004) and the Australian Standard for Parking for People with Disabilities (AS2890.6:2009). The following is noted regarding the car parking layout:

- 90 degree car parking spaces will be provided with a width of 2.7 and length of 5.4m, set within a 6.2 – 6.6m wide aisle which meets the Australian Standard requirements for a Class 3A parking facility. Some spaces will be 4.8 metres long with overhang into garden beds.
- Some small car spaces have been provided with a width of 2.3m and length of 5.0m which meets the requirements of the Australian Standard.
- Disability parking spaces and associated shared spaces have been provided with a width of 2.4m and length of 5.4m which meets the requirements of the Australian Standard

Vehicle Access

The proposed development will retain both two-way vehicle access points to Labrina Avenue and Kintore Avenue (as was available at the former site). Given the one-way nature of Labrina Avenue,



between Prospect Road and the site access, movements out of the site to Labrina Avenue will be limited to left turns only.

Bicycle Parking

The following rates are applicable for bicycle parking in the Planning and Design Code for the nominated zone as shown in Table 2.

Table 1: Development Plan Bicycle Parking Rates

Form of Development	Employee	Visitor/Shopper
Shop	1 space for every 300m ² of gross leasable floor area	plus 1 space for every 600m ² of gross leasable floor area for customers.
Indoor recreation facility	1 space per 4 employees	plus 1 space per 200m ² of gross leasable floor area for visitors.

Based on the above, the development will require the following number of spaces.

Table 2: Bicycle Parking Requirement

Form of Development	Floor Area (GLFA)	Employee	Visitor/Shopper
Shop	940sq.m	3	2
Indoor recreation facility	1060sq.m	1	5
Total		4	7

As such, the development is required to provide a total of 11 bicycle parking spaces, 7 of which are allocated for visitor use. The proposed development will provide 12 bicycle parking spaces.

Delivery / Loading Arrangements

An assessment on the delivery requirements at the site for the largest vehicle expected was undertaken. This is based on a 10.5m rigid truck which would be the largest expected (for refuse collection) with smaller trucks typically expected given the smaller size of the proposed tenancies.

The delivery vehicles are proposed to enter the site via a left turn movement from Labrina Avenue before parking in loading dock on the eastern side of the car park. The vehicle will then exit to Kintore Avenue in a forward direction. Delivery vehicles will utilise a loading zone located in 6 parking spaces which will be managed with parking controls to suit the required loading periods.

The Stantec report identifies that a swept path assessment of the delivery route which illustrates there is sufficient area for the movement of heavy vehicles in and out of the site.

In order to minimise conflict between delivery vehicles and customer vehicles, deliveries would be scheduled to occur outside of peak trading periods and on this basis the proposed loading arrangements are considered appropriate.

Refuse Collection

Refuse collection is likely to occur outside of peak periods by up to a 10.5 metre waste collection vehicle. The new bin storage area will be located on the eastern side of the site adjacent the proposed loading zone. The car park layout will permit this vehicle to enter and exit in a forward direction.

Traffic Generation and Impact



The proposed development will generate 210 trips in the peak hour and 1,600 trips across the day and this is assuming the peak hours would coincide as a worst-case scenario. The peak hour for a gym can differ from retail with early morning and late evening use.

By way of comparison, the former use of the site is estimated to have generated in the order of 185 vehicles in a peak hour and 1,800 vehicles per day. As such the proposed redevelopment of the site will slightly increase the former site's traffic generation by some 25 trips in the peak hour and slightly reduce by 200 trips per day.

In conclusion the Stantec report indicated that...*'The proposed development is estimated to generate a similar level of traffic as the former uses on the site, and would not be noticeable within current traffic volumes on the adjacent streets'*.

Further to the above, the proposed development is considered to generally satisfy the requirements of the General Development Policies in the Planning and Design Code in relation to car parking, access, traffic generation, traffic movement and the like.

5.7 Interface with Adjoining Allotments

In preparing the proposal, consideration was given to the interface between the Urban Corridor (Main Street) Zone and the Established Neighbourhood Zone which is the eastern boundary of the subject land.

The roof top plant room has been located midway along the northern boundary to ensure a large separation from sensitive land uses to the rear.

To ensure that there are no unreasonable impacts upon adjoining land uses associated with deliveries or rubbish collection, it was recommended that this be restricted between the hours of 9:00am and 7:00pm on Sunday or public holiday, and 7:00am and 7:00pm on any other day.

It is considered that this will assist to minimise impacts upon adjoining residential allotments and satisfy the relevant provisions of the Environment Protection (Noise) Policy 2007.



6.0 OVERLAYS & GENERAL DEVELOPMENT POLICIES

An assessment of the relevant Overlays and the General Development Policies that are applicable to the proposed development is provided below.

6.1 Advertising Near Signalised Intersections Overlay

The proposed development comprises illuminated wall signage (single sided letters) to the northern, eastern and western façades of the building and under awning illuminated signage located along the Prospect Road frontage to assist with identifying retail tenancies.

The proposed signage comprises internally illuminated single sided letter or panels that are not flashing nor include any moving or changing displays or messages. It is considered appropriate for retail and commercial properties to display illuminate signage to effectively identify their business and will not cause unreasonable distraction to road users that are accessing a highly active commercial precinct.

The Procedural Matters of this Overlay identify classes of development that may require a referral to a relevant statutory agency in accordance with Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017 (the Regulations). As the proposal comprises signage (advertisement) that is within 100m of a signalised pedestrian crossing and will be internally illuminated the development will need to be referred to the Commissioner of Highways (Sch. 9 (3) (21) of the Regulations.

6.2 Design Overlay

The two-storey built form incorporates a range of architectural elements particularly to the western and eastern facades that presents Prospect Road and the rear carpark respectively, to present interesting and active facades to the local commercial area.

These elements include face brickwork, protruding concrete panels to the corner edges of facades, precast concrete panels, timber feature panels and cantilever awnings. The northern and southern facades are less active facades and are obscured from adjoining building. The elevations of these facades comprise pre-cast concrete panels in a mix of finishes.

The Prospect Road façade exhibits glass shop fronts for the retail specialty shops and a taller 'feature' glass to the central arcade on the ground level. A cantilevered awning will protrude over the footpath to provide shade to pedestrians and the building and is designed to provide further articulation to the façade.

The external walls collectively contain a range of colours, materials and variation in external materials and finishes to distinguish the various mixed uses and physical sections of the building whilst remaining harmonious and interesting in overall appearance.

It is considered that the development positively contributes to the built environment along Prospect Road through a range of quality design elements.

6.3 Heritage Adjacency Overlay

The subject land adjoins two properties that are identified as Local Heritage Places. The proposed development has been sited and designed to minimise impact on the extent of the listing of both buildings.



The building to the south is two storey in nature and holds a commanding position in the streetscape. The proposed building has been designed to not dominate or take away the importance of this building. A range of colours and materials have been chosen to ensure that the northern boundary wall provides a level of visual interest.

The proposed building is generally consistent with previous approvals on the subject land and the outcome is not considered to dominate or unduly impact on the setting of the adjoining heritage items.

6.4 Traffic Generating Development Overlay

The site of the development has access to Prospect Road which is a State Maintained Road. The proposed development will include a new building incorporating retail tenancies on the ground floor of 940m² and an indoor recreation facility (gym) of 1060m² located on the first floor, with the provision of 79 parking spaces based on ground level with access to Labrina Avenue and Kintore Avenue and loading facilities within the car park.

Stantec traffic consultants have undertaken a traffic impact assessment of the proposed development and determined that the development will generate 210 trips in the peak hour and 1,600 trips across the day. This is assuming the peak hours would coincide as a worst-case scenario. The peak hour for a gymnasium can differ from retail with early morning and late evening use.

In conclusion, Stantec have considered that the proposed development will generate traffic which will be comparable to the former use, and less than the previous development consent (which included a supermarket).

It is considered that the development will generate a similar amount of traffic to the previous supermarket development and therefore will not adversely impact on the safety and efficiency of Prospect Road being a State Maintained Road.

6.5 Urban Transport Routes Overlay

As the proposed development incorporates a development similar to the previous retail use and utilises the existing access points it is considered that the proposal does not create any new or adverse impacts on the adjoining road network.

6.6 Design – General Policies

Design policies seek to ensure development is: contextual; durable; inclusive and sustainable. In light of this and the applicable policies the following outlines the perceived merits (or otherwise) of the proposal:

External Appearance

The development has minimised negative visual impact of outdoor storage, waste management, loading and service areas as much as possible by maintaining existing arrangements within the site. This has been achieved by minimising outdoor storage areas, providing direct access between loading and storage areas and maximising storage within the building.

The proposed building includes various elements and a combination of complimenting colours to provide visual interest and minimise any perceived bulk and scale.

Landscaping

The Code anticipates soft landscaping to be established to minimise heat absorption and reflection improve the overall appearance and function of the site. The proposed development achieves this requirement, which will enhance the appearance of the development, provide stormwater infiltration and minimise heat absorption and reflection.

**Car parking appearance**

The car parking layout and appearance is a readily anticipated form and arrangement for the nature of the development proposed.

Earthworks and sloping land

The land is relatively flat given the previous use of the development area was a for a supermarket and car park. Earthworks are considered to be minimal and do not result in excessive excavation or fill and/or unacceptable gradients.

6.7 Infrastructure and Renewable Energy Facilities – General Policies

The development is to be connected to SA Water mains water and has access to full sewer and power facilities.

6.8 Interface between Land Uses – General Policies

The property will continue to maintain a compatible land use within the locality and adjoining land uses, noting there is no change to a more sensitive land use and no encroachment towards adjoining sensitive receivers, either in the same zone or a neighbourhood-type zone.

Whilst it is anticipated that the proposed development will increase the hours of operation with the inclusion of the gym, the extension of hours is supported within the Urban Corridor (Main Street) Zone.

6.9 Site Contamination – General Policies

There is no change of use proposed to a more sensitive nature. Apart from the area set aside for soft landscaping, the site will effectively be capped.

6.10 Transport, Access and Parking – General Policies

The Code seeks a *comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users*. Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are anticipated by the Code provisions to be separate from passenger vehicle parking areas to ensure efficient and safe movement and minimise potential conflict.

A Traffic and Parking Report (the Report) was prepared by Stantec Australia Pty Ltd to assess the traffic impact of the proposed development. The Report found that the development can be appropriately integrated within the existing transport system and has been designed to minimise its potential impact on the performance of local transport movements.

Further, the Report found that the proposed development can utilise the existing two way access points and has provides sufficient parking to the rear of the property. In addition, the development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads. These measures satisfy PO 1.1, PO 1.4 and PO 3.1 of the Transport, Access and Parking Module.



Based on the analysis and discussions presented within this Report, the following conclusions are made:

- The proposed development will retain both two way vehicle access points to Labrina Avenue and Kintore Avenue (as was available at the former site).
- The proposed development will provide sufficient parking which will exceed the minimum requirements of the SA Planning and Design Code with 79 spaces provided compared to 63 spaces minimum required.
- The proposed parking layout will be consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- The provision of 12 bicycle parking spaces will meet the requirements of the SA Planning and Design Code.
- The proposed loading arrangements are considered appropriate for delivery vehicles and waste collection vehicles based on medium to large rigid trucks (up to 10.5 metres), which will enter and exit the site in a forward direction. The loading zone can be designated with parking controls to apply at required times.
- The proposed development is estimated to generate a similar level of traffic as the former uses on the site, and would not be noticeable within current traffic volumes on the adjacent streets .

Overall, it is noted that the proposal generally complies with the requirements of the Code in this regard.



7.0 CONCLUSION

After careful consideration of the application in relation to the relevant planning provisions, the subject land and locality, it is my view that this application is not 'seriously at variance' with the provisions of the Planning and Design Code.

The proposed development replaces a former commercial use on site, is generally consistent with previous consents granted on site, and is of scale and bulk anticipated by the Urban Corridor (Main Street) Zone.

The proposal is not considered to result in an adverse impact on the safety or operation of the road network with the proposed car parking supply considered to meet the intent of Code requirements.

Furthermore, the built form is contained within the building envelope requirements of the zone and is unlikely to have a detrimental impact on the amenity of the adjoining Established Neighbourhood Zone.

Therefore, having regard to all the relevant performance outcomes of the Planning and Design Code, and the desired outcomes of the Urban Corridor (Main Street) Zone it is our opinion that Planning Consent for this application is warranted.

Should you wish to discuss any matters herein, please do not hesitate to contact me on 0410 506 877.

Yours faithfully

Ben Green & Associates

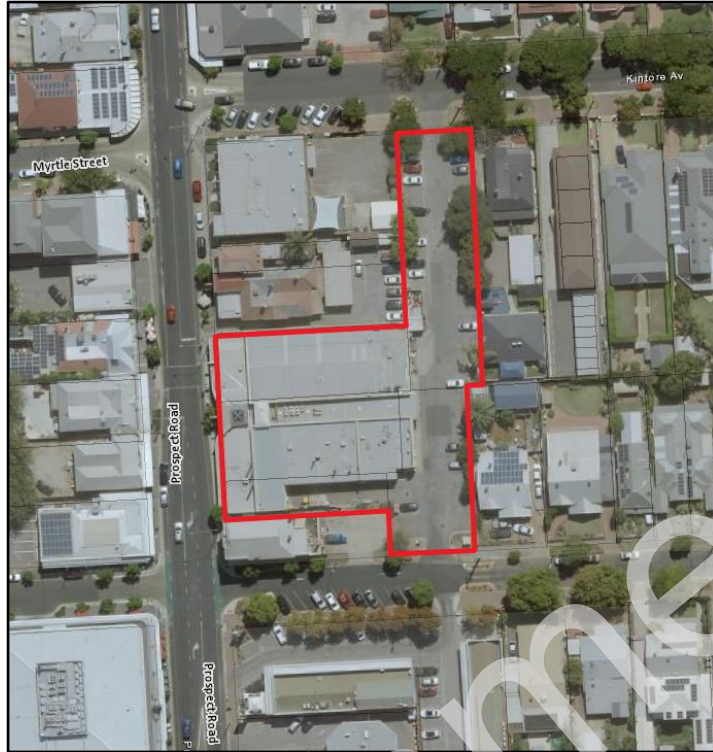
Tom Gregory, RPIA
Senior Associate

David Storey
Senior Planner

cc Mr George Velentzas
Mr Barry Santry – Evo Arc

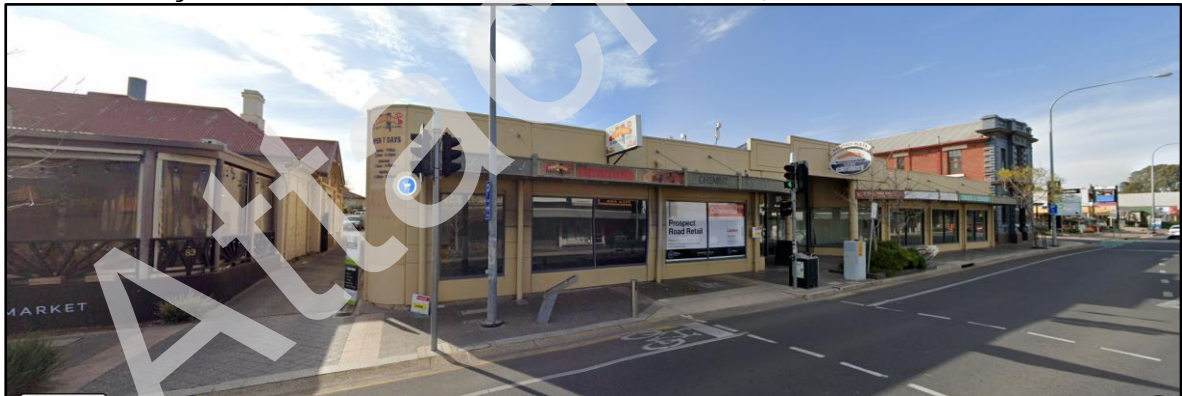


SUBJECT LAND & FORMER DEVELOPMENT – 85 PROSPECT ROAD, PROSPECT



Source: SAPPA

EXISTING FAÇADE PRESENTATION – 85 PROSPECT ROAD, PROSPECT



Source: Google Streetview

Details of Representations

Application Summary

Application ID	23008098
Proposal	Two Storey Mixed Use Building comprising 8 Ground Floor Retail Tenancies and a First Floor Indoor Recreation Facility, together with associated Advertising Displays, Solar Photovoltaic Panel System (Roof-Mounted) and car parking, landscaping, rainwater tank and roof-mounted plant infrastructure.
Location	85 PROSPECT RD PROSPECT SA 5082

Representations

Representor 1 - Jenny Wardrop

Name	Jenny Wardrop
Address	41 barker road PROSPECT SA, 5082 Australia
Submission Date	05/06/2023 11:52 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Prospect road is beautiful and has a village feel to it something you don't get everywhere in Adelaide. This building looks commercial and doesn't fit in with the feel of prospect. I don't mind the shop and work space, but would hope any new development keeps with the current style of the buildings around it and keeps with a modern but village feel.

Attached Documents

Representor 2 - Kimberly Clements

Name	Kimberly Clements
Address	24 Alexandra St PROSPECT SA, 5082 Australia
Submission Date	05/06/2023 11:53 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons

The use of the space is good, though I'd hope some emphasis could be on grocers, fruit and veg, butchers, etc because there aren't many in the area. We're lucky to have unique shops along that stretch of Prospect Rd so I'd hope that would continue rather than brand names. The design is very ugly though and doesn't seem in keeping with the feel of the area at all. It has no character, looks cheap and will age poorly.

Attached Documents

Representor 3 - Kosta Koutsonas

Name	Kosta Koutsonas
Address	49 Labrina Ave PROSPECT SA, 5082 Australia
Submission Date	05/06/2023 11:57 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I support the site being developed into a mix of Commercial Tenancies (Retail or food) and residential apartments of a high standard. The concerns that I have for this development are as follows. - Architectural design is not of a high standard, creating low-quality commercial stock (of which we already have plenty on prospect rd.) -The design doesn't engage with the Street. For example, it doesn't provide community space, outdoor dining options, a gathering spot or a point of interest. -Poor material choice externally, and poor layout internally. -it does not make efficient use of the site. -Tenancies are too small, and of low amenities, so will only attract low-quality tenants. -This site deserves a flagship tenancy, such as a Foodland, Country Rd retail store or similar, or large restaurant/bar.

Attached Documents

Representations

Representor 4 - Janet Weightman

Name	Janet Weightman
Address	75 Kintore Ave PROSPECT SA, 5082 Australia
Submission Date	05/06/2023 03:41 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
<p>Reasons</p> <p>The plans are very bland and look like concrete boxes with no personality as they are shown. Prospect needs character buildings - not boxes. An upper floor is not required - there is already an oversupply of gyms in the area. Keep it single story and add some heritage flair. This will, in turn, attract tenants as well that will have more chance of success.</p>	

Attached Documents

Representations

Representor 5 - Christina Borg

Name	Christina Borg
Address	8 Airlie Avenue PROSPECT SA, 5082 Australia
Submission Date	05/06/2023 04:19 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
<p>Reasons</p> <p>The development is not in keeping with the Villiage Heart aesthetic. It is of low quality frontage that will attract low quality tenancy. We want to strive to attract high quality flagship stores that help Prospect continue to thrive. This is just another pre cast boring block of nothingness.</p>	

Attached Documents

Representations

Representor 6 - Donna Read

Name	Donna Read
Address	16 Olive St PROSPECT SA, 5082 Australia
Submission Date	05/06/2023 04:30 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

The proposed building does not fit in with the local amenity being the Village Heart of Prospect. It is unattractive and looks cheap. This space is deserving of a vibrant building designed to service residents of the area and bring people to Prospect. This proposal does neither of those things and it is my verdant hope council reject this proposal.

Attached Documents

Representations

Representor 7 - Hannah Wardill

Name	Hannah Wardill
Address	6 gordon road PROSPECT SA, 5082 Australia
Submission Date	05/06/2023 04:48 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons

As an enthusiastic and proud Prospect resident, I welcome any upgrades to our Main Street with open arms. Prospect is in a period of intense improvement - driving down Prospect road on the weekend shows a thriving Main Street and a warm/friendly vibe to the area. However, this is undermined by a high number of empty venues along the street and low quality buildings scattered throughout. As such, new developments to Prospect road should be carefully considered and prioritise quality amenities to continue to bring vibrant occupants to our street and avoid saturating the street with low quality occupants that do not continue to build the vibrancy of our community. Critical in this decision making is the type of venues/occupants we attract which is ultimately dictated by the quality and amenities of new developments. We have a huge number of hairdressers, ophthalmologists, gyms, dentists and quick food options. These do not draw people to the street in the way I envisage we want to ... I imagine we want to draw people to the street to wander, eat and drink... to linger and meet with friends. Ideally, we also want to be attracting people from beyond the Prospect area. I fear that the current proposal is missing the mark and will not bring value to our thriving street and work towards creating our village heart. Firstly, visually it is not very pleasing. This may not be the most important feature in developments, but it is critical in the overall vision of our area and elevating it so it can compete with other suburban areas such as Hyde Park, Queen Street, Henley Beach. There is negligible integration of nature, i.e. trees and landscaping is limited to keeping an existing tree and adding some small planter beds. This is a missed opportunity "greenify" our suburb and therefore goes against our Tree Strategy. I am not sure about the upper floor, but it seems it has been ear marked as a gym. This seems like a wasted opportunity for a building in the absolute prime location on the Main Street. Currently in Prospect we have REVL, BTF, Vfit, BodyFit, Purpose Fitness... I dont think another gym is a good use of space. Downstairs, there are 6 retail spots. This seems sensible, however, I would encourage more space outside and perhaps for the building to be pushed back to allow for more seating out the front. Perhaps 50% should be purposely built for restaurants and the other 50% purpose built for high end, retail - something that will draw people here and keep them on the street for longer. Having these ground floor options not built for purpose means they will ultimately be dysfunctional for versatile end users. The community are craving a high quality supermarket/market experience (e.g. Plant4!) - this spot would be a perfect opportunity to provide that to the people. Do not provide more of what we currently have. Ultimately, Prospect has an opportunity to become a hub for its residents and people from other suburbs. We need to think carefully about the types of building we support, and ensure they are beautiful, functional, environmentally-focused and built on a vision of providing something new for the community.

Attached Documents

Representor 8 - Emelia Manisalis

Name	Emelia Manisalis
Address	75 Farrant Street PROSPECT SA, 5082 Australia
Submission Date	05/06/2023 05:06 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Attachment

Representor 9 - Chloe Moore

Name	Chloe Moore
Address	13 Charles Street PROSPECT SA, 5082 Australia
Submission Date	05/06/2023 06:56 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Attachment

Representor 10 - Jacqui Smith

Name	Jacqui Smith
Address	12 Olive St PROSPECT T SA, 5082 Australia
Submission Date	05/06/2023 07:34 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
The current design does not seem sympathetic to the surrounds, particularly being located between two historical buildings. The external presentation should be in keeping with the surrounds and in keeping to the heritage feel Prospect is known for.	

Attached Documents

Representations

Representor 11 - Nicole Chladek

Name	Nicole Chladek
Address	68 labrina ave PROSPECT SA, 5082 Australia
Submission Date	05/06/2023 08:42 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
<p>Reasons</p> <p>Definitely not in keeping with the vision of the Village Heart or Prospect heritage. Rosemont Hall has recreated the original facade after much debate to keep in line with heritage feel. Would be appalling to then build such a poor construction right across the road. Surely this end of Prospect Rd deserves better finishings, design looks cheap and cold with no village feel. Disappointing. Please do not approve this design proposal.</p>	

Attached Documents

Representor 12 - David Tieppo

Name	David Tieppo
Address	56 Gloucester st PROSPECT SA, 5082 Australia
Submission Date	05/06/2023 09:52 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Attachment

Representor 13 - Jacqueline Nelson

Name	Jacqueline Nelson
Address	57 Marian Place PROSPECT SA, 5082 Australia
Submission Date	05/06/2023 10:17 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
<p>Reasons The proposal does nothing to enhance Prospect or the community. other similar ugly tenancies are vacant, no need to build more. look at King William Rd for inspiration, build something that will promote a village atmosphere not a cheap ugly building that will not attract businesses.</p>	

Attached Documents

Attachment

Representations

Representor 14 - Jessica Knoblauch

Name	Jessica Knoblauch
Address	62b Alexandra St PROSPECT SA, 5082 Australia
Submission Date	06/06/2023 03:22 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
<p>Reasons</p> <p>I am concerned that the outside facade does not fit with the wonderful warmth, heritage and character that the village heart has to offer. I am also very unexcited about the prospect of yet another gym in the area. I hope this offers an innovative solution for car parking as it is a huge problem on the Main Street.</p>	

Attached Documents

Representor 15 - Ellie Nelson

Name	Ellie Nelson
Address	25 Albert street PROSPECT SA, 5082 Australia
Submission Date	06/06/2023 06:08 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Attachment

Representations

Representor 16 - Paul Doecke

Name	Paul Doecke
Address	C/o Level 10, 25 Grenfell Street, Adelaide 5000 PROSPECT SA, 5082 Australia
Submission Date	06/06/2023 06:39 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Having reviewed the submission in detail as a concerned resident of Prospect who lives less than 1km away from the proposed development on Olive St, I do not consider that it could on any objective assessment be assessed as meeting Desired Outcome 2. The performance outcome 2.1 which is relevant to the built form character is manifestly not met as the proposed structure doesn't "sensitively frame the Main Street" rather it is monolithic and lacks aesthetic appeal. Likewise the performance outcome 2.2 is not met as this proposed structure doesn't complement the Main Street character. The building alongside has an Art Deco facade which the proposed structure does not complement. Further, the construction materials selected, in particular the proposed use of predominantly precast concrete, makes me concerned as a resident living nearby who visits the Main Street at least 5 times a week and travels along with at least 10 times a week, that the developer is seeking to achieve maximum economic return at the cost of giving proper consideration to Desired Outcome 2 and performance outcomes 2.1 and 2.2. This development MUST NOT be approved and the developer must be directed to resubmit a proposal which enhances the Prospect Main Street and doesn't detract from it, which the present proposal does.

Attached Documents

Representations

Representor 17 - Lauren Gauci

Name	Lauren Gauci
Address	28 Labrina Avenue PROSPECT SA, 5082 Australia
Submission Date	06/06/2023 09:22 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
<p>Reasons</p> <p>My main concern is with the entire exterior facade. This block is essentially the heart of Prospect Road - it should represent Prospect much better than the current proposed images do. The style does not fit the amazing history with have as one of SA's oldest suburbs - that cosy village style, not the cheap flashy suburb</p>	

Attached Documents

Representor 18 - Caitlin McManus

Name	Caitlin McManus
Address	44 Charles Street PROSPECT SA, 5082 Australia
Submission Date	06/06/2023 09:13 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
Reasons	
Whilst I'm thrilled to see development plans being tabled for this site, the designs and plans are in my view not respecting the local and heritage facade of Prospect Road. The design of this building is not in keeping with the surrounding property and does nothing to address the historic architecture of the area.	

Attached Documents

Representations

Representor 19 - Ben Kirchner

Name	Ben Kirchner
Address	24 Hudson st PROSPECT SA, 5082 Australia
Submission Date	06/06/2023 09:53 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

It doesn't support desired outcome where it visually interesting nor quality active frontages that ties in with the history, rhythm of prospect rd where this is central hub of activity surrounded by quality mixed use activities. It's unclear how this poor design outcome would foster quality tenants in the long term or evening activity. Active frontages could include significant set backs offering on street dining and the opportunity for both artificial and natural shade with plantings. More thoughtful design which helps heroes the importance of the sites location in the hub of prospect is needed.

Attached Documents

Representations

Representor 20 - Paul Berryman

Name	Paul Berryman
Address	12 Daphne St PROSPECT SA, 5082 Australia
Submission Date	07/06/2023 08:54 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
<p>Reasons</p> <p>It is a very cheap and unimaginative streetscape which will degrade the attractiveness of Propsect Road rather than add to it. The facade looks like it is being built as cheaply as possible. Why wouldn't the character sandstone of Prospect feature with other elements that would tie this into the heritage of Prospect Rd? It is a significant street frontage which needs better integration with the surrounding character buildings. The facade looks worse than the previous characterless building which was demolished.</p>	

Attached Documents

Representor 21 - Sofia Michailov

Name	Sofia Michailov
Address	1a vine st PROSPECT SA, 508/ Australia
Submission Date	08/06/2023 03:34 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
I think that the building looks grotesque and not in line with Prospect Village	

Attached Documents

Attachment

Representations

Representor 22 - George Ashby

Name	George Ashby
Address	76 Churchill Road PROSPECT SA, 5082 Australia
Submission Date	11/06/2023 12:08 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
<p>Reasons</p> <p>What is being provided is absolutely fine, but the external architecture is totally hideous and as inspirational as some Eastern bloc buildings from the 70s. It looks nothing like the Advertiser's picture from a couple of years ago. It will be a real eyesore to the area. Please get a real architect to redesign it.</p>	

Attached Documents

Representor 23 - Taylor Peplow Ball

Name	Taylor Peplow Ball
Address	1 Graham Place PROSPECT SA, 5082 Australia
Submission Date	12/06/2023 08:52 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
<p>From what I can see from the plans it will create commercial tenancies of low amenity which will attract low-quality tenants. We have heaps of low-quality stock on Prospect Rd (eg Coles building) we don't need more of that. I don't think this is keeping within the vision for the Village Heart. This site deserves a flagship tenant, and to be a point of interest/meeting point for our community. The design looks cheap and tacky, and not fitting for the heart of Prospect Road.</p>	

Attached Documents

Representor 24 - Linda Pirie

Name	Linda Pirie
Address	14 Vine St PROSPECT SA, 5082 Australia
Submission Date	14/06/2023 07:59 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
We need an alternate supermarket. The original proposal for a new gourmet supermarket suits the needs and demographic of Prospect much better than a group of small retail spaces and gym.	

Attached Documents

Representations

Representor 25 - Steve Pirie

Name	Steve Pirie
Address	14 Vine Street PROSPECT SA, 5082 Australia
Submission Date	15/06/2023 03:31 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
<p>Reasons</p> <p>This is the centre hub in the middle of Prospect and it has gone from a classy Foodland development to a few quirky shops and another gym. What a total disappointment and flop for the middle of town. Have you noticed how many little shops in Prospect and North Adelaide are sitting vacant. This is a white elephant development! Get back to a decent quality supermarket and some specialty shops around that. It's needs a lot more vision than this current thinking.</p>	

Attached Documents

Representations

Representor 26 - Therese McNamara

Name	Therese McNamara
Address	4 Labrina ave PROSPECT SA, 5082 Australia
Submission Date	16/06/2023 04:51 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns

Reasons

I have issue with the bin /waste area placement. This proposal places it next to my property and will be smelly and attract rodents where another location not along the neighbouring property would keep the issues directly with the property managers of the building. Placing the bin at a location next to the main building will allow for wash area and proper runoff on cleaning that area out which is not something I want flooding the corner of my yard. And I question the believability of getting the bins collected after 7am as advised in the application. Being the areas are now being designed for restaurant use, it will also mean more noise, music being played and people hanging out in the carpark til all hours. The previous application had provisions for a 3mtr acoustic fence along the boundary to help curb some of this being an issue and the current application allowing only a 1.8mtr fence is not satisfactory. Having had the fence rammed numerous times with people mounting the curb and driving over garden beds into my fence, more needs to be done than a simple concrete block in front of the car along the boundary, I've had issue getting the fence fixed in the past from someone driving into it and the response from the owner of 85 prospect Rd was that he didn't cause the issue and expected me to pay for the customers damage. So this said, bollards or something substantial is needed so that doesn't continue. In the 15yrs we've lived here the condition of the carpark (potholes and cracking) has been beyond bad having this area as a known thoughfare and now using it as a restraurant and fitness facility will have more cars than ever drive through and i have concerns over the owners maintenance of the carpark based on years of prior lack carefactor in fixing things. I have issue with there being no screens on the level one. Knowing this will be a gym open til all hours and having my yard permanently in light. And having people see into my yard 24/7 is concerning. The current position on lights is already an issue. More lights will be on in the restaurant areas and the street light is already causing problems with lighting up my house at night. I'd like to know the steel trellis discussed isn't strong enough for someone to climb. And I'd like to know how the development will further deal with times when the restraurants close but gym is open and stopping people from loitering in the carpark and playing music after hours. And that gym or occupant of any of the retail spaces do not turn the space into a pub type venue of any discription. The roof area also need screens and no way to over look my yard.

Attached Documents

Representor 27 - Anna Graves

Name	Anna Graves
Address	PO Box 2059 PROSPECT SA, 5082 Australia
Submission Date	20/06/2023 03:06 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons See attached comments.	

Attached Documents

Representation_on_application_-_performance_assessed_development-5813699.docx

Attachment

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	Evo Arc Adelaide <i>[applicant name]</i>
Development Number:	Application 23008098 <i>[development application number]</i>
Nature of Development:	Two Storey Mixed Use Building comprising 8 Ground Floor Retail Tenancies and a First Floor Indoor Recreation Facility, together with associated Advertising Displays, Solar Photovoltaic Panel System (Roof-Mounted) and car parking, landscaping, rainwater tank and roof-mounted plant infrastructure <i>[development description of performance assessed elements]</i>
Zone/Sub-zone/Overlay:	Urban Corridor (Main Street) <i>[zone/sub-zone/overlay of subject land]</i>
Subject Land:	85 PROSPECT RD PROSPECT SA 5082 <i>[street number, street name, suburb, postcode]</i> <i>[lot number, plan number, certificate of title number, volume & folio]</i>
Contact Officer:	Scott McLuskey, City of Prospect <i>[relevant authority name]</i>
Phone Number:	8269 5355 <i>[authority phone]</i>
Close Date:	16 June 2023 <i>[closing date for submissions]</i>

My name*: Anna Graves	My phone number: 0412 687 115
My postal address*: PO Box 2059 Prospect 5082	My email: apgraves71@gmail.com

* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development <input type="checkbox"/> I support the development with some concerns (detail below) <input checked="" type="checkbox"/> I oppose the development
-----------------	--



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Submission

I make this representation on behalf of the Prospect Local History Group. The Prospect Local History Group aims to preserve, promote and protect the cultural and built heritage of the local area by recording its history and telling its stories. The Group was formed in 2005.

The specific reasons we believe that planning consent should be refused are:

1. With reference to the Urban Corridor (Main Street) Zone Assessment Provisions, the desired outcomes are not met.

The proposed development does not achieve DO1 desired outcome of:

A safe, walkable and vibrant shopping, entertainment and commercial main street precinct with an active day and evening economy supported by medium density residential development.

The proposed development does not achieve DO2 desired outcome of:

Built form positively contributing to:

1. ***a streetscape that is visually interesting at human-scale comprising articulated buildings with a high level of fenestration and balconies oriented towards the street***
2. ***a fine-grain public realm comprising buildings with active frontages that are designed to reinforce the street rhythm, that consider the facades, articulation and massing of existing buildings and any spaces between them, and provide narrow tenancy footprints at ground level.***

2. With reference to the Urban Corridor (Main Street) Zone Performance Outcomes, the desired outcomes are not met.

The proposed development does not meet Performance Outcome 2.1 of:

Buildings sensitively frame the main street and public spaces, provide overall visual relief from building height and mass, and maintain a human scale for pedestrians.

The proposed development does not meet Performance Outcome 2.2 of:

Buildings and structures designed to complement and respond to the established finegrained main street character by:

- a) ***ensuring the verandah profile and materials of construction are consistent with and positively respond to adjacent traditional main street buildings***
- b) ***complementing the traditional shop-front elements, such as narrow buildings and tenancy footprints, with frequently repeated frontages, and clear-glazed narrow shop front displays above raised display levels [base stall boards] and recessed entries.***

3. The proposed development is entirely at odds with the objectives of the City of Prospect to promote the surrounding area as a "Village Heart".
4. The facades of the buildings on Prospect Road are significant elements of the locality and the enjoyment of the public space. The proposed development, with its stark, box like facades, does nothing to enhance the character of the streetscape.
5. The facades of the planned development are not diverse in character and fail to provide a fine grain reflecting the character of the locality.

6. The proposed development lacks richness in detail or points of architectural interest to hold the public's attention.
7. The proposed development has no story to tell.
8. The proposed development does not complement the existing traditional shop-front elements on Prospect Road, many of which are of historical significance.
9. Rather than enliven the area, the frontages of the proposed development are uninspiring and will reduce the character of the streetscape. The design is more in keeping with an industrial estate or a Home Maker Centre.
10. The site for the proposed development is in close proximity to a number of local heritage places including:
 - a. The former National Bank of Australia building at 83 Prospect Road which is local heritage listed -
https://maps.sa.gov.au/heritagesearch/HeritageItem.aspx?p_heritageno=27042.



Former National Bank of Australia <https://www.flickr.com/photos/82134796@N03/49594575498>

- b. The former Courthouse building (now Mekko) at 89 Prospect Road – https://maps.sa.gov.au/heritagesearch/HeritageItem.aspx?p_heritageno=3162.



Former Courthouse building <https://www.realcommercial.com.au/leased/property-1-89-prospect-road-prospect-sa-5082-502673882>

- c. The planned reconstruction of Rosemont Buildings, opposite, which provide significant context - https://maps.sa.gov.au/heritagesearch/HeritageItem.aspx?p_heritageno=3167



Original Rosemont Buildings, currently being reconstructed <https://glamadelaide.com.au/re-build-begins-at-rosemont-hall-after-devastating-fire/>

11. Any proposed development could reasonably be informed by the original building on the site, the Ozone Theatre built in 1924, which was designed by Architect and Prospect local Chris Smith.



Ozone Theatre, Prospect [B 61181]

<https://collections.slsa.sa.gov.au/resource/B+61181?fbclid=IwAR2r5FPRi9LY-luPPKeZXWXKcQoKE0DA0KP5sYGZEgQPNuuv6lFBkXjPRY>

Smith designed over 25 cinemas throughout South Australia, including the Capri Cinema. He also designed several Town Halls, including Brighton, Hindmarsh, Port Adelaide, Peterborough, and Clare.

Indeed, the Peterborough Town Hall is an excellent representative of Smith's work and would not be out of character on Prospect Road in the subject location.



Peterborough Town Hall

[https://commons.wikimedia.org/wiki/File:Peterborough_Town_Hall,_South_Australia,_2017_\(02\).jpg](https://commons.wikimedia.org/wiki/File:Peterborough_Town_Hall,_South_Australia,_2017_(02).jpg)

Smith also built and lived in the Art Deco house at 3 Prospect Rd. He is buried in North Road Cemetery.

See the record on Smith in the UniSA Architects Database for a list of his many designs. https://architectsdatabase.unisa.edu.au/arch_full.asp?Arch_ID=39 and the thesis by Antoinette Hennesy [Entertaining the Classes: An archaeological investigation of historic cinemas in Metropolitan Adelaide, South Australia, and their development in relation to social class, 1896-1949](#)

12. The Planning Report by Ben Green and Associates does nothing to inspire the reader. Rather than evoke imagination and enthusiasm, commensurate with an opportunity of this scale, comments such as

“this application is not ‘seriously at variance’ with the provisions of the Planning and Design Code”;

“The proposed development ..., is generally consistent with previous consents granted on site, and is of scale and bulk anticipated by the Urban Corridor (Main Street) Zone”;

“The proposal is not considered to result in an adverse impact...”; and

“the built form is ... unlikely to have a detrimental impact on the amenity of the adjoining Established Neighbourhood Zone”.

do not engender confidence in the motivation behind the build. Rather than proclaim pride in a positive contribution to the location, with an awareness of the extraordinary responsibility given to this developer, the language leads one to consider that the designers have done no more than is expedient, in order to get this development over the line.

13. The Prospect Local History Group is not opposed to development of the site. Indeed, we welcome it. However, the proposed development is entirely unsuitable. An opportunity to construct a property in such a prominent location does not arise every day and the residents of the City of Prospect rightly have expectations that their city and the main thoroughfare will be treated with respect and not cheapened by an expedient construction that does not seek to integrate itself into or enhance the wider thematic elements of Prospect Road.
14. The application should be withdrawn and re-cast with a more imaginative and impressive design which acknowledges the history of the site, builds on the character of the Village Heart of Prospect and complements the historic streetscape of Prospect Road.
15. In the event that this does not occur, we reserve the right to address the CAP in regard to further issues with the proposed development.

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and

- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
 - [Click here to enter text.](#) *[list any accepted or deemed-to-satisfy elements of the development].*

I:	<input checked="" type="checkbox"/> wish to be heard in support of my submission*
	<input type="checkbox"/> do not wish to be heard in support of my submission
By:	<input checked="" type="checkbox"/> appearing personally
	<input type="checkbox"/> being represented by the following person: Click here to enter text.

*You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission

Signature: 

Date: 16 June 2023

Return Address: [Click here to enter text.](#) *[relevant authority postal address]* or

Email: [Click here to enter text.](#) *[relevant authority email address]* or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

Susan Giles

From: Amy Barratt <amy.barratt25@gmail.com>
Sent: Saturday, 17 June 2023 7:50 AM
To: Administration
Subject: Representation on Application ID 23008098
Attachments: Representation_on_Application_23008098.docx

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Please accept the attached representation against development application ID 23008098 for 85 Prospect Road.

Kind regards, Amy

Attachment

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	Evo Arc Adelaide
Development Number:	23008098
Nature of Development:	Two Storey Mixed Use Building comprising 8 Ground Floor Retail Tenancies and a First Floor Indoor Recreation Facility, together with associated Advertising Displays, Solar Photovoltaic Panel System (Roof-Mounted) and car parking, landscaping, rainwater tank and roof-mounted plant infrastructure.
Subject Land:	85 PROSPECT RD PROSPECT SA 5082

My name*: Amy Barratt	My phone number: Click here to enter text.
My postal address*: 20A James Street Prospect	My email: amy.barratt25@gmail.com

* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development <input type="checkbox"/> I support the development with some concerns (detail below) <input checked="" type="checkbox"/> I oppose the development
-----------------	--

Dear Assessment Panel and Applicant, Evo Arc Adelaide

Thank you for the opportunity to comment on application ID 23008098.

It is great to see that the proposed development includes an area dedicated to outdoor dining - providing a space that integrates with the public realm - a quality and character enjoyed and sought along Prospect Road.

Further, a dedicated and generous vehicle parking area is much needed and appreciated. I am however concerned that more could be done to provide a contextually responsive development and my concerns relate to the stark northern boundary wall, and a lack of fine grain main street character as follows:

- *The proposed building is located between two Local Heritage Buildings, both of which are circa 1920s and include decorative detail elements, balustrading, window details and brickwork. The proposed development benefits from the scale of the southern Local Heritage Building and the separation / sitting of the northern Local Heritage Building. However, it does not complement the prevailing building scale, window proportions, detailing or materiality. Further, it doesn't complement the traditional shop-front elements such as raised display levels (base stall boards) - such that is predominant and valued along Prospect Road.*
- *The development will be highly visible from the north (it will not be obscured by the neighbouring building). The view includes a stark two storey wall with little articulation (it is not visually interesting as called for by the Code). It is fair to say that the neighbouring property will not be building against this wall in the future (being local heritage).*
- *The northern boundary wall presents not only a lost opportunity to maximise environmental performance (northern orientation) but also an opportunity to provide greater articulation of the upper*



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level including balconies, windows and fenestration. This would also assist in providing a pleasant northern outlook, including improving the ground level area (as proposed it will be recessed undercover and shielded from natural light by the northern wing wall).

- I query wrapping the 'verandah' element around the existing stobie pole. This seems odd and may detract from the building's appearance.
- Also, I query the number and location of advertisement. Particularly, advertising on the rear elevation seems unnecessary and would detract from the visual amenity of the adjoining residential zone / properties.

Regarding the carpark, we implore the developer to provide direct and accessible pedestrian connections and undertake gold standard stormwater management techniques (as proposed the site is predominantly impermeable). Not having had time to review the stormwater management plan, apologies if the proposal does already incorporate water sensitive techniques.

I hope that the development will be a success and that it will contribute positively to the character of the area (not be a reminder of an opportunity lost).

I hope the above feedback can positively shape our community, thank you again.

[attach additional pages as needed]

- I: wish to be heard in support of my submission*
 do not wish to be heard in support of my submission

- By: appearing personally
 being represented by the following person: [Click here to enter text.](#)

*You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission

Signature: Amy Barratt

Date: 16/6/23

Susan Giles

From: Leana Coleman <leanakaz@hotmail.com>
Sent: Saturday, 17 June 2023 9:16 AM
To: Administration
Subject: Proposed development 81-87 Prospect Road

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Prospect Council Officers,

Re Plan SA Application 23008098

Please find below my submission to Plan SA regarding the proposed development at 81-87 Prospect Road. For some reason it did not successfully submit last night and so, according to the Plan SA instruction message, I am forwarding this to you in the hope that my views, as a Prospect resident, will be presented and heard.

Given that the purpose of the proposed complex at this site has completely changed from a Foodland supermarket (which I believe the immediate area still greatly needs) to a collection of smaller specialty retail outlets, more thought needs to be considered to attract potential customers and foot traffic to that side of the road.

The lack of green infrastructure on the Western facing side of the development is a major concern. The paucity of heat-mitigating greenery on the western side of the building, as indicated in the landscaping plans will not shield incoming light and heat, nor reduce the effects of re-radiated heat, making these spaces uncomfortable, not only for pedestrians walking past the building but for people inside the building in the warmer months.

As is the case with non-climate-sensitive building designs erected in recent years at other locations along the eastern side of Prospect road, retail outlets, restaurants and high-rise residences regularly need to close their blinds against the low Western sun from late afternoon in the summer and these shops and West-facing businesses in this proposed complex will be no exception.

While the retention of the Gingko tree on the street side of the footpath in the landscape design is a positive aspect of the plan, there needs to be many more shade trees on that side, and these need to be sensitively incorporated into the building and landscape design to mitigate the effect of direct radiant light and heat from the sun and re-radiated heat effects. Exposed walls and a lack of tree canopy will make the footpath on the western side exceedingly hot and thus pedestrians (and potential consumers for the businesses) will not choose to walk on the that side of the road, unless there is a clear purpose. Further the unmitigated heat will place strain on the businesses to control the incoming direct light and internal temperatures.

State and local government planning approval should be dependent on developers reflecting modern climate-sensitive and sustainable design principles, that consider the unique microclimatic conditions of the site location: namely aspect and green infrastructure (or lack of). Rising temperatures are inevitable even in the best case scenario climate projections over the next 10-20 years and therefore any proposed plans need to ensure that the streetscape along that strip of Prospect Road becomes more, and not less hospitable for pedestrians, businesses and the community.

I would appreciate your forwarding my concerns to Plan SA, and take the above into consideration as part of your own planning and approval protocol for the site in question, for the benefit of the proposed businesses and the Prospect community. I would be most grateful if you could confirm that this has been submitted to the relevant Plan SA personnel as part of this consultation process.

With thanks and good wishes,

Dr Leana Coleman
18 Labrina Ave
Prospect SA 5082

Attachment

PO Box 392
 Brighton SA 5048

Office
 53a Broadway
 Glenelg South SA 5045

M 0410 147 541
E bengreen@bengreen.com.au
 www.bengreen.com.au
 ABN 98 829 437 619

21 July 2023

City of Prospect
 Attention: Susan Giles, *Senior Development Officer - Planning*
 PO Box 171
 PROSPECT SA 5082

via email & PlanSA Portal

Dear Susan

RESPONSE TO REPRESENTATIONS / ADDITIONAL INFORMATION

Application ID: 23008098
Applicant: Evo Arc Design
Location: 85-87 Prospect Road, Prospect
Proposal: Two (2) storey mixed use building comprising ground floor retail tenancies and first floor indoor recreation facility together with advertising displays, solar photovoltaic panel system (roof mounted) and car parking, landscaping, rainwater tank and roof mounted plant infrastructure

1.0 INTRODUCTION

I refer to the recent correspondence advising of the representations received during the public notification period for the above application.

We acknowledge that 27 submissions were received in relation to the proposed development, 20 of which are opposed to the development, 6 expressed support with concerns. Two (2) additional submissions were received following the conclusion of the public notification period and have been deemed as late. Whilst these submissions would normally be precluded from requiring a response, we note the issues raised are similar to those raised by others.

The following outlines the issues raised in the representations and provides a response where warranted.

2.0 CONSIDERATION OF THE REPRESENTATIONS

All representors identified as being located within the Council area, with only one (1) representor identifying as being within (our defined) locality. This representor is an adjoining landowner located directly to the east of the site.

It is evident that there is a degree of commonality in the matters raised, principally these are based on the design of the proposed building and its compatibility with the streetscape and character of Prospect Road.



The location of each Representor (where known) was reviewed and plotted on the following aerial image.

The Representors opposed to the development is illustrated by the red dot, whereas the yellow dot represents the Representors in support with concerns.

Listing of Representors

Representor	Name	Support	To Be Heard
1	Jenny Wardrop	No	No
2	Kimberly Clements	Yes, with some concerns	No
3	Kosta Koutsonas	No	No
4	Janet Weightman	No	No
5	Christina Borg	No	No
6	Donna Read	No	No
7	Hannah Wardill	Yes, with some concerns	No
8	Emilia Manisalis	No	No
9	Chloe Moore	No	No
10	Jacqui Smith	No	No
11	Nicole Chladek	No	No
12	David Tieppo	No	No
13	Jacqueline Nelson	No	No
14	Jessica Knoblauch	No	No
15	Ellie Nelson	No	No
16	Paul Doecke	No	No
17	Lauren Gauci	Yes, with some concerns	No
18	Caitlin McManus	Yes, with some concerns	No
19	Ben Kirchner	No	No
20	Paul Berryman	Yes, with some concerns	No
21	Sofia Michailov	No	No
22	George Ashby	No	No
23	Taylor Peplow Ball	No	No
24	Linda Pirie	No	No
25	Steve Pirie	No	No
26	Therese McNamara	Yes, with some concerns	Yes
27	Anna Graves (Prospect Local History Group)	No	Yes



28 (late)	Amy Barratt	No	No
29 (late)	Leana Coleman	Yes, with some concerns	No

Locality Map – Location of Representors



The Representors have raised a number of concerns and points for clarification. The comments are summarised as follows:

1. Design – the architectural design of the building is not of a high standard.
2. Amenity & Character – development is not in keeping with the modern village feel that is displayed along Prospect Road.
3. Land Use & Intensity – the development for small specialty shops and gymnasium is not appropriate. The site deserves a flagship tenancy such as a supermarket and high-end fashion store.
4. Impacts to adjoining heritage buildings – the proposal does not address and complement the adjoining heritage listed buildings.
5. Car Park Layout and Waste Management – The proposal does not address the poor state of the car park and the development incorporates services and waste management elements that will result in adverse impacts to the adjoining residences.
6. Lightspill and Noise Impacts – The proposal will generate unacceptable levels of lighting and create excessive noise.
7. Overlooking – the two storey component of the development will create overlooking issues into adjoining residences.

A response to the issues raised is provided below.



2.1 Design

Issue: *The architectural design of the proposed development is not of a high standard and the development will create low quality commercial buildings. Representors seek a more interesting design that creates vibrancy for the local community and is in keeping with the heritage feel of Prospect Road.*

Issue: *The proposed development lacks aesthetic appeal and does not complement the main street character or the adjoining heritage listed buildings.*

Response: The proposed development has been redesigned to positively relate to the style, materiality, scale, massing, and grain of the adjoining heritage buildings by incorporating new design elements to respond to the predominant form of the streetscape.

Careful consideration of height and setback has been undertaken to ensure a better fit including new design work to respond to and re-establish meaningful urban connections with Prospect Road and the adjoining heritage buildings.

It is considered that the built form of the proposed development positively contributes to the streetscape and is visually interesting by presenting an articulated primary façade design with the use of fenestration and canopies and balconies oriented towards the street. This supports the desired outcome (DO 2) of the Urban Corridor (Main Street) Zone.

Issue: *The proposed development should be single storey.*

Response: The height of the proposed development has been reduced and will be lower in height than the adjoining local heritage listed building located immediately to the south of the subject land. This will assist in reducing the scale of the building and to conform with the height levels of the adjoining heritage buildings.

2.2 Amenity and Character

Issue: *The proposed development is not in keeping with the 'Village Heart' character and streetscape of Prospect Road. The development presents a front façade that detracts from the attractive streetscape, is not diverse in character and fails to provide a 'fine grain' public realm.*

Issue: *The proposed development does not accord with key character and built form elements outlined in the desired outcomes and performance outcomes of the Urban Corridor (Main Street) Zone.*

Response:

The development reinforces the fine-grain public realm that exists along Prospect Road comprising a range of built elements with active frontages by incorporating individual retail shop fronts to the ground floor that present narrow tenancy footprints which complements the traditional shop-front elements and provides opportunities for increased pedestrian spaces and areas for outdoor dining.

The proposed development has been designed to complement the scale and massing of existing buildings by complementing the existing heights of the adjoining buildings and with the use of varying heritage style materials and modern architectural elements.

Further, the proposal adopts a range of design elements that complements the amenity of this section of Prospect Road with the use of canopies, louvres and shelters that contribute to pedestrian comfort.



It is considered that the proposed development responds to the established built form of the streetscape and satisfies the performance outcomes of the Zone (PO 2.2 and PO 2.3)

2.3 Land Use and Intensity

Issue: *The proposed land uses includes a gymnasium and small retail tenancies. Representors have indicated that there is an oversupply of gymnasiums in the local area and would prefer to see a supermarket or small food retail stores that will create a 'market' or 'village' experience.*

Response: The subject land is located within the Urban Corridor (Main Street) Zone of the Planning and Design Code (the Code), which encourages a vibrant mix of land uses including restaurants, educational, community and cultural facilities and visitor and residential accommodation that add to the vitality of the area and support activities outside shop hours.

It is our view that the proposal for retail tenancies and a gymnasium are types of development that can add vitality to and support activities outside shop hours thus reinforcing Prospect Road as a vibrant shopping, entertainment and commercial main street precinct. It is considered that the proposed development satisfies the performance outcomes of the Zone (PO 1.1 and PO 1.2).

2.4 Heritage

Issue: *The proposed development does not complement the design elements and built features of the adjoining heritage listed buildings.*

Issue: *The proposed development does not complement the existing traditional shop-front elements located along Prospect Road, many of which are of historical significance.*

Response: The proposed building has been redesigned to be complement the design elements of the adjoining heritage listed buildings and to sensitively frame the main street by incorporating rendered banding and brick corbelling to the parapets of the building.

The development will adopt a variety of heritage style materials and modern design elements to the built form including face brickwork, slimline tiled surfaces, louvres, butressing blade walls and fibre cement sheeting.

The development seeks to provide overall visual relief from building height and mass and maintain a human scale for pedestrians. It is considered that the alterations to the proposed development does not dominate, encroach on or unduly impact on the setting of the adjoining local heritage listed places. It is considered the proposed development supports the desired outcome of the Heritage Adjacency Overlay (DO1).

2.5 Car Park Design and Waste Management

Issue: *The proposed development should incorporate an innovative car parking design solution that effectively caters for the anticipated levels of vehicles accessing the site and that existing on street parking along Prospect Road is at capacity.*

Response: The proposed development provides seventy-eight (78) vehicular parking spaces to the rear of the site. Traffic engineers have been engaged by the applicant to assess the traffic impacts of the development and the design of the car park area and they consider that there are sufficient spaces for the proposed development.



Table 2 - Off-Street Car Parking Requirements in Designated Areas provides the parking rates that apply in the Urban Corridor (Main Street) Zone. The table seeks a minimum of 3 spaces per 100 sqm of gross leasable area maximum number of 5 spaces per 100 sqm of gross leasable area.

Based on the above rates, the proposed development will require a minimum of 63 parking spaces, or a maximum of 105 parking spaces. Therefore the provision of 78 parking spaces is consistent with the Code requirements.

In addition, the assessment of the traffic engineer confirms that given the location of the site within a Main Street precinct it is expected that there would be some shared trips between the proposed development and the adjacent uses along Prospect Road ie people will park along or near Prospect Road and walk to multiple destinations. This would result in a lower parking demand for the proposed development when compared to other standalone stores.

Issue: *The placement of the bin/waste area within the car park to the eastern boundary wall is too close to adjoining neighbour. Representor has requested it be relocated next the main building to limit the impacts of odour and vermin to adjoining properties. Concerns raised that rubbish collection times (after 7am) will not be adhered to.*

Response: The applicant has noted the concerns of the adjoining neighbour (4 Labrina Avenue) and has relocated the bin/waste area to be sited next to the building (no longer next to the eastern boundary).

Waste management contractors are required to comply with collection schedules and are provided with a detailed site brief that details the approved collection times for the site. The applicant has also prepared a Waste Management Plan which addresses the management of waste generated from the retail tenancies and gymnasium.

Issue: *Additional bollards or safety features should be installed to limit cars hitting the boundary fence.*

Response: The use of concrete plinths to parking bays along the eastern boundary wall will act as a barrier in restricting vehicles parking too close to boundary fences.

2.6 Lightspill and Noise Impacts

Issue: *Representor raised concerns as to lightspill into adjoining residences from the proposed development*

Response: The applicant has engaged with BSE Building Services Engineers to undertake an analysis of the boundary lighting of the proposed development and to determine if any of the lighting emitting from the building and car parking areas would have any adverse impact onto adjoining neighbours.

BSE confirmed that all lighting located externally at 85 Prospect Road is in accordance with Australian Standard AS4282 – Outdoor lighting Obtrusive Effect and does not create disturbance to neighbouring properties as designed.



Issue: Representor has raised concerns that the proposed development will enable small retail tenancies such as restaurants that will generate more noise and music and greater activity within the rear car park area over extended hours. The previous application had provisions for a 3 metre high acoustic fence along the rear car park boundary to limit the impact of noise, however the current application only provides for a 1.8 metre high fence.

Response: The proposed development will incorporate a 2100mm acoustic high fence along the eastern boundary that adjoins the neighbouring residences to mitigate any noise impacts that can emit from the retail tenancies and gymnasium.

The acoustic fence has been recommended and supported by an independent acoustic engineer to limit any adverse noise impacts to the adjoining residences.

Issue: Condition of bitumen area within car park has deteriorated thus creating potholes and cracking that will exacerbate further with additional vehicles using the car park area.

Response: The proposed development will involve the resurfacing of bitumen within the proposed car park and also incorporate permeable paving to the car park area that adjoins the rear façade of the building.

2.7 Overlooking

Issue: Concerns raised by the eastern neighbour regarding potential overlooking from the second level of the building and light spill.

Response: Since lodgement of the development application the State Planning Commission introduced its Miscellaneous Technical Enhancement Code Amendment proposes a series of technical amendments which aim to enhance the general performance and operation of the Planning and Design Code (the Code) including how 'direct overlooking' is defined and measured. Clarification has been sought specifically on the distance and/or angle to which overlooking was 'direct' and the policy needs to be taken into consideration in an assessment. The definition from an 'overlooking window' has been updated as follows:

"In relation to direct overlooking from a window, is limited to an area that falls within a horizontal distance of 15 metres measured from the centre line of the overlooking window and not less than 45 degree angle from the plane of the wall containing the overlooking window."

It is considered that the potential for overlooking from the upper level windows of the proposed development is limited with the adjoining residences to the east are located approximately 75 metres from the building. Along with the inclusion of a 2.1 metre high acoustic fence along the boundary the extent of overlooking is considered tolerable satisfies the relevant 'overlooking definition' of the Code.



3.0 ADDITIONAL INFORMATION

Following the public notification period, the applicant sought to revise the proposed development and provide additional advice in support.

The following is a summary of the revised documentation and independent consultant advice:

1. Planning Drawings – Evo Arc Design (dated July 2023)

- Revised drawings – various changes as outlined in Architect's Design Response.
- Visual Booklet
- Street Analysis

2. Design Statement – Evo Arc Design (dated 19 July 2023)

Design Response to Heritage Report, Architectural Review and Public Notice Representors Comments as supplied by City of Prospect.

3. ESD Sustainability Management Plan – BSE Building Services Engineers (dated 11 July 2023)

This document outlines the sustainable initiatives and schemes that will be adopted during the design of the development.

The schemes aims to achieve great outcomes for energy performance are as follows:

- Reduce the building energy loads.
- Enhanced the thermal performance.
- To improve the efficient use of energy.
- To reduce total operating greenhouse gas emissions.

4. Updated Landscaping Masterplan and Schedule – Adam Littlefield Landscape Architects (dated 17 July 2023)

5. Additional Traffic Advice – Paul Morris Empirical Traffic Advisory (dated 13 July 2023)

- Email response to Council Engineer comments
- Provision of turn path diagrams for 10.5m rigid truck (entry/exit)

6. Waste Management Plan – Colby Phillips Advisory (dated 17 July 2023)

The Waste Management Plan explains how the proposed development can manage waste effectively to achieve regulatory requirements and desired design and operating objectives.

7. Environmental Noise Impact Assessment (Acoustic Advice) – Bestec Pty Ltd (dated 14 July 2023)

This document presents the proposed acoustic design criteria and environmental noise assessment of the activities on the proposed development against the requirements of the Environmental Protection (Noise) Policy.

In summary the revised acoustic and noise impact assessment is as follows:

- Appropriate design criteria for environmental noise have been nominated;
- The environmental noise impact at the nearest noise sensitive receivers resulting from operation of the proposed development has been assessed against the selected design criteria.



8. Lighting Analysis – BSE Building Services Engineers

BSE has undertaken a boundary analysis to eliminate direct spill of external lighting to neighbouring properties. The report confirms that all lighting located externally at 85 Prospect Road is in accordance with Australian Standard AS4282 – Outdoor lighting Obtrusive Effect and does not create disturbance to neighbouring properties as designed.

It is considered that the additional advice and independent review of the proposed development provides favourable support to the application and suitably responds to the matters raised during the notification, and by others in the heritage review.

4.0 CONCLUSION

After careful consideration of the issues raised within the representations, it is our view that the application is not 'seriously at variance' with the relevant assessment provisions of the Planning and Design Code.

In our view the proposed development exhibits sufficient merit to warrant the issuing of Planning Consent.

I confirm that I, together with the Applicant and Mr Barry Santry, will be in attendance at the Council Assessment Panel meeting to respond to any verbal submissions or question from Panel members.

Yours faithfully

Ben Green & Associates

Tom Gregory, RPIA
Senior Associate

David Storey
Senior Planner

cc Mr George Velentzas
Mr Barry Santry – Evo Arc

3rd June 2023

City of Prospect
Development Services
128 Prospect Road
Prospect SA 5082

Attention: Susan Giles

Dear Susan

DA 23008098
85 – 87 Prospect Road, Prospect.
Urban Corridor (Main Street) Zone – Planning and Design Code

This Design Review has been prepared following an observational site visit undertaken from the street and detailed analysis of the drawings supplied. Comments made relate to design quality in the context of the ten criteria outlined by the City of Prospect Council.

Context

“Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area.”

The site is situated in the Urban Corridor (Main Street) Zone with, amongst others, the Heritage Adjacency and Design Overlays applied. It is located on the eastern side of Prospect Road with its main frontage to Prospect Road and vehicular (and pedestrian) access to Kintore Avenue and Labrina Avenue. With single storey shops and businesses opposite, Local Heritage Places immediately to the north and south (and opposite), the four storey cinema complex on the corner of Rose Street and Prospect Road which references art deco architecture, and the Character Area PrC2 immediately to the east, there is a strong sense of history and character. Shops have awnings which extend over the footpath and there are areas of landscaping, seating and artwork which enhance the amenity for pedestrians.

The Urban Corridor (Main Street) Zone, within which the proposal sits, seeks buildings which offer a mix of complementary land uses and, “...a streetscape that is visually interesting at human-scale...” as well as “...a fine-grain public realm comprising buildings with active frontages that are designed to reinforce the street rhythm.”

There is reference to the local context in the design with the incorporation of narrow retail tenancies; a recessed main façade at ground level with awnings projecting over the footpath; the incorporation of brickwork; the provision of a pedestrian route through the development which allows for permeability; the incorporation of retail tenancies fronting the rear car park which activate the eastern side of the development; and the articulation of some of the building elements which assists in breaking down the scale of the development.

The approach is generally commended, however to further integrate with the context, the applicant is encouraged to ensure that the height of the development fronting Prospect Road (which is directly on this street boundary with no setbacks) does not exceed the height of the adjacent National Bank building. This Local Heritage Place assumes a corner block position and as such should, in my view, be afforded greater prominence in the streetscape than the new development. Furthermore, to ensure the fine-grained

nature of the surrounding architecture is referenced, it is suggested that the following are addressed:

- colours are selected to ensure they are contextual (and durable) – whilst it is acknowledged that many of the colours are creams, beiges and greys, some precast concrete is proposed to be white which is likely to make the proposal stand out in the local area. (particularly when used alongside other darker tones). Furthermore applied colours are generally not considered to be as durable as colours or textures which are integral to the building material (pigments and aggregate colouring for example) – as encouraged by the Code.
- Signage – although final details of the signage have not been provided and the general approach appears to be well considered, the placement of a sign on the north west corner of the development (facing north) is not supported as it is likely to stand out in the streetscape, create unnecessary visual clutter and detract from the adjacent Local Heritage Place.

Scale

“Good design provides an appropriate scale in terms of building height relative to width of the street and height of surrounding buildings.”

At two storeys, the development generally provides an appropriate scale:

- demonstrating compatibility with the immediately surrounding architecture (the adjacent single and two storey buildings and the Cinema building nearby); and
- incorporating articulated forms (as viewed from Prospect Road) which break down the sense of scale proposed along this street edge.

However the proportions of the upper level (the floor to ceiling heights) appear greater than those of the ground level giving the sense that the development is “top heavy,” and due to the alignment of this upper level which sits directly on the street boundary, its prominence is increased. It is suggested that if the height is reduced (as recommended previously for contextual reasons) this unbalanced sense of scale would also be better addressed.

Built Form

“Good design achieves an appropriate built form for a site and the building’s purpose, in terms of building alignments, proportions, building type and the manipulation of building elements.”

The form is simple and allows pedestrian access through the site and vehicular access from the side streets whilst presenting its main frontage to Prospect Road. As mentioned above the parapet height on the Prospect Road boundary is not supported but generally the following is commended:

- the incorporation of awnings over the footpath;
- the accommodation of narrow retail tenancies fronting Prospect Road;
- the articulation of the western façade indicating the entry through to Prospect Road from the car park;
- the location of retail tenancies on both the east and west sides of the development – activating both facades;
- recessing the ground floor tenancies back from the street boundary increasing the area of “public realm” – and space for seating and landscaping etc; and
- providing visual interest to the northern and southern walls by way of a change in colour – although it is recommended that the colour / texture is integral to the building materials and not surface applied to ensure durability and longevity.

Density

“Good design has a density appropriate for a site and its context in terms of dwelling yields (or number of units or residents).”

The proposal sits within the Urban Corridor (Main Street) Zone which encourages a range of uses. Whilst density of residential units is not a relevant consideration in this application, from a land use perspective the proposal for retail and indoor recreation is, in my view, compatible with the zone’s intent and is deemed appropriate.

Resource, Energy and Water Efficiency

“Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction.”

The following is acknowledged and supported:

- extensive rooftop solar is proposed;
- darker material colours have generally been restricted;
- ground level west facing windows are provided with shade (by way of awnings and the fact they are recessed) - although additional shade to upper level west (and to an extent east) facing windows would be recommended; and
- windows are provided to most spaces which does allow for natural ventilation (if they are openable) and allows for good natural light levels.

However it is noted that:

- the nature of the development is such that there will likely be a high demand on mechanical ventilation;
- the high site coverage, extensive hard surfaced areas and minimal soft landscaping zones, are likely to contribute to the urban heat island effect;
- there appears to be minimal detention / retention of water; and
- it is suggested that additional sustainable measures are considered as the design is detailed such as:
 - the selection of high performing, energy efficient, durable and robust materials and equipment – such as high performing glass and window and door frames, recycled materials, materials with low embodied energy, energy and water efficient appliances;
 - providing water tanks for detention and / or retention (above and beyond the NCC minimum requirements) and adopting grey water re-use; and / or
 - adopting smart technologies.

Landscape

“Good design recognises that together landscape and buildings operate as integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain.”

Whilst the high site coverage and provision for car parking limit the space available for substantial landscaping areas, the proposed landscape design incorporates varied planting options which improve the visual amenity of the development – the planting boxes, hanging linear planters as well as trees and shrubs.

The approach is generally supported although it is recommended the applicant consider incorporating additional trees in the car park (for shade and visual amenity), increasing the area for soft landscaping and garden beds and proposing permeable paving.

Amenity

“Good design provides amenity through the physical, spatial and environmental quality of a development.”

With regards the amenity of the development for future shoppers and building users the following is supported:

- providing a pedestrian connection between Prospect Road and Kintore and Labrina Avenues – and the simple and easily navigable nature of the plan;
- activation of both the east and west facades;
- outlook is provided from the tenancies whilst protecting overlooking with upper level eastern windows some distance from the eastern boundary; and
- the awning and the recession of the ground level tenancies fronting Prospect Road create a shaded, covered area and improved amenity for the public realm.

However, the following is noted:

- the absence of shading from the upper level west facing windows may result in glare and / or potentially uncomfortable internal temperatures; and
- the minimal area set aside for soft landscaping reduces the visual amenity of the development.

Safety and Security

“Good design optimises safety and security both internal to the development and for the public domain.”

Passive surveillance is encouraged as part of good safety design and in this proposal the opportunity for surveillance of both Prospect Road and the car park is provided from both ground and upper levels. The car park is also relatively open and does not incorporate entrapment spaces - although it is recommended the applicant confirm how, and if, the site will be secured after opening hours. This extends to the “outdoor passageway” which it is suggested is either closed off at both ends to secure the site out of hours, or left open at both ends. It is suggested the applicant confirms that it is not the intent to close off one access to the outdoor passageway, forming a “dead-end.”

To further enhance the safety of the design, it is recommended that good lighting levels be provided to the car park and that the hard landscaping design incorporates a clearly delineated pedestrian path through the site.

Furthermore it appears that a 1.8m high Colorbond fence is proposed on the northern and southern boundaries (although these are only apparent on the elevations and may need to be confirmed by the applicant) and it is suggested not only for improved contextual design but also to address CPTED principles that where they are not visually screening the bins or other infrastructure, they are substituted for visually permeable fencing solutions (and / or are solid to 1m in height and open above).

Social dimensions

“Good design responds to the social context and needs of the local community in terms of lifestyles, affordability and access to social facilities.”

The proposal responds to its social context by providing additional small scale retail tenancies, recreation space (gym) and car parking. This development would, in my view, meet the needs of the local community in terms of lifestyle and access to social facilities.

Aesthetics

“Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development.”

Considering the existing context, the modulation of the form and the functions proposed, the development is acceptable aesthetically. The proposal presents clearly to Prospect Road responding to the streetscape and neighbouring buildings (subject to the reduction in parapet height as noted previously under “context”) and the inclusion of covered external spaces and awnings over the footpath; the expressed entry to the passageway link; the proportion of solid: void ratio (glazing to solid walling); and the overall articulation all contribute to a positive design outcome.

However, whilst the materials and colour palette are also generally supported, it is suggested that the strongly contrasting colours – and it is commented that there are not many of these (it appears only to be some white precast panels) - are substituted for soft colour tones and that wherever possible, colours and finishes are integral to the material to ensure durability and longevity (pigments and aggregates etc). It may be preferable for the northern and southern boundary walls to be provided with visual interest by way of textural changes rather than colour to avoid a contrasting “stripey” appearance. Furthermore, it is suggested the applicant confirm the detailed design of the signage to ensure that these elements do not dominate – noting the previously made comment regarding the sign on the northern west corner of the building.

To conclude, having reviewed the drawings and assessed the architectural merits of the proposal against the parameters of Council’s design review policy, I have support for the provision of a two-storey development on the site and acknowledge that the proposal represents a well resolved and considered design outcome. Whilst supportive overall however, due to the sensitive nature of the site and prominent location on Prospect Road, I have suggested some minor improvements as outlined above.

Yours sincerely



Jenny Newman
BA (Hons) Dip Arch (dist) MA S(Cert)Ag
Registered Architect South Australia APBSA No. 3538

This report has been prepared for general information purposes and provides comment to the City of Prospect Council only, solely on design aesthetics. No assessment has been made against the NCC (National Construction Code of Australia) or any other relevant code, requirement, legislation or Australian Standard, nor have comments been made considering the aforementioned standards, codes and requirements or any compliance related matter. No legal liability is assumed for any technical, detail or material related matter now or arising in relation to this commentary. While every care has been taken in relation to its accuracy, no warranty, representation or undertaking is given or implied in this commentary. Nor is any legal liability assumed whether direct or indirect, or responsibility taken, for the accuracy or completeness of any information in the report. Recipients should obtain their own independent professional advice before making any decisions that rely on this information.

HERITAGE IMPACT REPORT

bbarchitects

PROPERTY ADDRESS: **85-87 Prospect Road, Prospect.**
 APPLICATION NUMBER: **23008098**
 DATE: 6 June 2023
 PROPOSAL: Two Storey Mixed Use Building
 HERITAGE STATUS: HERITAGE ADJACENCY
 HERITAGE ADVISOR: David Brown, BB Architects
 PLANNER: Susan Giles



The former bank at 83 Prospect Road



The former Courthouse at 89 Prospect Road

ADVICE SOUGHT

No pre lodgement advice has been sought from Council's Heritage Advisor.

DESCRIPTION

The site at 85-87 Prospect Road Prospect is located in the Urban Corridor (Main Street) Zone, on the east side of Prospect Road. The property is set between two Local Heritage Places, the former Courthouse to the north and the former State Bank to the south. Both these heritage places are quite distinctive in the streetscape. The Courthouse for its unusual combination of an 1890s cottage combined with a 1930s Art Deco Court building. The bank is an Interwar classical two level bank built in 1922 and one of the most visually dominant buildings on Prospect Road in this area.

PROPOSAL

The proposal is to remove the existing building on the site and construct a new two-level building with commercial tenancies for shops or restaurants on the ground level. At the upper level is a gymnasium.

The proposed new building appears to be made up of four smaller scale façade designs that cover the six shop fronts at the ground level, and gym at the upper level. The ground floor shopfronts are set back from the street boundary evidently to allow for outdoor dining, while the main façade line and upper level are still on the street boundary.

HERITAGE ADJACENCY OVERLAY

The desired outcome for the Heritage Adjacency Overlay states:

"Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places".

The Performance Outcome states:

"Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place."

The proposed building generally satisfies the Desired Outcome noted above as it does not directly or physically impact the two Local Heritage places at all. The proposed design does not entirely satisfy the Performance Outcome, as the proposed building seemingly ignores the context of the two adjacent heritage places, is taller than both, and references neither in any way that is noticeable.

FAÇADE TREATMENT

The glazed shopfronts are an expected outcome for a context like this, and where the solid portions of the façade hit the ground, the introduction of some of these solid elements is a welcome addition to the overall presentation of the building to the street. The set back shopfronts are not a typical arrangement in the area, but also understandable given the narrowness of the footpath. Potentially this set back at ground level allows better views through to the heritage places on either side, so can be seen in a positive light.

The proposed awning over the footpath is noted as 3.8m above ground level which is a little out of context with the adjacent Local Heritage Place and with general human scale. I understand with the ceiling heights of the shops to lower this structure will be problematic, but as it is so high it doesn't relate to anything in the area.

The building is tall at 10.88m, making it not quite 1m taller than the former bank building to the south. A better outcome for the front façade would have been to have the lower section adjacent to the Local Heritage Place to pick up on the parapet height, and not be taller than the old bank building. Ideally the former bank should be the more visually dominant building in the streetscape, whereas with the current proposal it is somewhat subservient to the new building proposed.

The breaking up of the front façade into separate elements is a good outcome, but as with the height noted above, there is a missed opportunity with none of these sections relating to the rhythm of the Local Heritage Places. If the southern portion of the building was a similar height and width to the bank building, then the rest of the sections could progressively be different heights and widths. But then at least then the immediate context and setting of the Local Heritage Place would be emphasised rather than ignored.

SIGNAGE:

The proposed amount of signage on the building seems quite conservative, which in this context is a good outcome.

CONCLUSION

Overall, the proposed design would benefit from some modifications to assist with its streetscape contribution and relationship to the heritage buildings. I don't see these changes as major or significant as they are merely adjusting some elements and the façade to Prospect Road to make it suit its context better.

Referral Snapshot

Development Application number:
23008098

Consent:
Planning Consent

Relevant authority:
City of Prospect

Consent type for distribution:

Referral body:
Commissioner of Highways

Response type:
Schedule 9 (3)(21) Advertising Near Signalised Intersections Overlay

Referral type:
Advice

Response date:
16 Jun 2023

Advice:
With comments, conditions and/or notes

Condition 1

The illuminated signs visible from Prospect Road shall be permitted to use LED lighting for internal illumination of a light box only.

Condition 2

The illuminated signs visible from Prospect Road shall not flash, scroll or move. Furthermore, the signs shall not be permitted to display or imitate a traffic control device in any way.

Condition 3

The illuminated visible from Prospect Road signs shall be limited to a low level of illumination so as to minimise distraction to motorists ($\leq 150\text{cd/m}^2$).

Advisory Note 1

In the event that the construction of the development results in impacts to traffic on Prospect Road, a 'Traffic Management Plan (TMP)' shall be submitted to DIT's Traffic Management Centre (TMC) – Roadworks for approval. The TMP shall include all traffic devices and controls to be utilised and any proposed traffic restrictions on Lincoln Highway. The company engaged for traffic control will need to provide the TMC Roadworks with a copy of the traffic management plan and seek approval of any temporary traffic control/signage. The Traffic Management Centre Roadworks team can be contacted on 1800 434 058 or email dit.roadworks@sa.gov.au.

Issued 19th July 2023

Development:

85 Prospect Road Mixed-use Development

Design Response to Heritage Report, Architectural Review
and Public Notice Representator's Comments as supplied by Council.

On behalf of Evo Arc Adelaide

Barry Santry

0414 855 762

barrys@evoarc.com.au

Attachment

PART I

HERITAGE IMPACT REPORT

Prepared by David Brown, BB Architects

1. SUMMARY

DESCRIPTION

The site at 85-87 Prospect Road Prospect is located in the Urban Corridor (Main Street) Zone, on the east side of Prospect Road. The property is set between two Local Heritage Places, the former Courthouse to the north and the former State Bank to the south. Both these heritage places are quite distinctive in the streetscape. The Courthouse for its unusual combination of an 1890s cottage combined with a 1930s Art Deco Court building. The bank is an Interwar classical two-level bank built in 1922 and one of the most visually dominant buildings on Prospect Road in this area.

PROPOSAL

The proposal is to remove the existing building on the site and construct a new two-level building with commercial tenancies for shops or restaurants on the ground level. At the upper level is a gymnasium.

The proposed new building appears to be made up of four smaller scale façade designs that cover the six shop fronts at the ground level, and gym at the upper level. The ground floor shopfronts are set back from the street boundary evidently to allow for outdoor dining, while the main façade line and upper level are still on the street boundary.

2. HERITAGE ADJACENCY OVERLAY

a. Positive:

- I. Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places, does not dominate, encroach, or unduly impact on the setting of the Place.

b. Yet to be addressed:

- II. The proposed building seemingly ignores the context of the two adjacent heritage places, is taller than both, and references neither in any way that is noticeable.

III. Response:

- a. We acknowledge the constructive feedback from Mr David Brown and having further consideration of the streetscape massing. The height of the proposed new façade has been modified such that the heritage building on 83 Prospect Rd (further: 83 PR), compounding the corner of Prospect Rd and Labrina Av, is now the dominant built form and architectural statement. Resulting in the new proposed development being subservient to 83 PR.
- b. In addition, the elevation banding on the proposed development at 85 PR has now been amended such that horizontal elements of 83 PR now carry through to 85 PR in the form of parapet heights, banding heights, awning heights, window cills and head heights, as indicated on the new architectural elevations.

- c. The heritage building on 89 PR is somewhat isolated from the proposed new development, with a negative rebate formed by the existence of a driveway. In addition, the built form of 89 PR is located on the northern side of the allotment and its architectural form is divorced from the proposed new development. Thus, it is viewed that the relationship between 89 PR and 85 PR is less of a primary factor than the relationship between 85 PR versus 83 PR.

3. FAÇADE TREATMENT

a. Positive:

- I. Solid elements as addition to the glazed shopfronts are a welcome addition to the overall presentation of the building to the street. The set back shopfronts at ground level allow better views through to the heritage places on either side.
- II. The breaking up of the front façade into separate elements.

b. Yet to be addressed:

- I. The proposed awning over the footpath (3.8m above ground level) is a little out of context with the adjacent Local Heritage Place and it doesn't relate to anything in the area.
- II. The building is 10.88m high i.e., approximately 1m taller than the former bank building to the south. Heritage proposed a better outcome for the front façade:
 - i. the lower section adjacent to the Local Heritage Place to pick up on the parapet height,
 - ii. former bank should be the more visually dominant building and taller than proposed new building.
- III. Sectioned façade to relate to the rhythm of the Local Heritage Places:
 - i. the southern portion of the building to be of similar height and width to the bank building, then the rest of the sections could progressively be different heights and widths.

IV. Response:

- i. On the modified architectural drawings, the awning height has been amended such that its height is +- 3.0 meters above the footpath level on Prospect Rd.
- ii. The proposed building height has been amended as outlined in **2b** above.
- iii. The widths of the various proposed building elements on 85 PR relate to the building mass width of 83 PR as identified on the new drawing DA 033.

4. SIGNAGE

a. Positive:

- I. The proposed amount of signage on the building seems quite conservative, which in this context is a good outcome.

b. Yet to be addressed:

- I. Nil, but note the below.
- II. Response:
 - i. While the positive commentary is welcomed, it should be noted that the architectural drawings have been updated to remove the signage on the northern elevation, such as to be reflective of the local heritage building on 89 PR, as suggested by Ms Jenny Newman

PART II

ARCHITECTURAL REVIEW

Prepared by Jenny Newman, BA (Hons) Dip Arch (dist) MA S(Cert)Ag

Registered Architect South Australia APBSA No. 3538

5. SUMMARY

Having reviewed the drawings and assessed the architectural merits of the proposal against the parameters of Council's design review policy, I have support for the provision of a two-storey development on the site and acknowledge that the proposal represents a well resolved and considered design outcome. Whilst supportive overall however, due to the sensitive nature of the site and prominent location on Prospect Road, I have suggested some minor improvements as outlined above.

The Urban Corridor (Main Street) Zone, within which the proposal sits, seeks buildings which offer a mix of complementary land uses and, "...a streetscape that is visually interesting at human-scale..." as well as "...a fine-grain public realm comprising buildings with active frontages that are designed to reinforce the street rhythm."

6. REFERENCE TO THE LOCAL CONTEX

a. Positive:

- I. *There is reference to the local context in the design:*
 - i. *a recessed main façade at ground level with awnings projecting over the footpath;*
 - ii. *the incorporation of brickwork;*
 - iii. *the provision of a pedestrian route through the development which allows for permeability;*
 - iv. *the incorporation of retail tenancies fronting the rear car park which activate the eastern side of the development;*
 - v. *and the articulation of some of the building elements which assists in breaking down the scale of the development.*

b. Yet to be addressed:

- I. *It is encouraged to ensure that the height of the development fronting Prospect Road does not exceed the height of the adjacent National Bank building.*

II. Response

- i. **Please, refer to statements made above 2b above.**

III. *Many of the colours are creams, beiges and greys, some precast concrete is proposed to be white which is likely to make the proposal stand out in the local area. The applied colours are generally not considered to be as durable as colours or textures which are integral to the building material (pigments and aggregate colouring for example) – as encouraged by the Code.*

i. **Response:**

1. Again, the commentary from Ms Jenny Newman is welcomed. As such as thorough design review/assessment has been undertaken resulting in the architectural designs of the Prospect Rd elevations being modified as summarised below:
 - a. No on-site applied colours or renders or textures included within the Prospect Rd elevation. Revised finishes specified consist of:
 - b. Red square edge brick -- Nubrik Chappel Red or similar.
 - c. Sand shade porcelain tile, with 3D textured surface – Shale Ribbed – Sand or similar.
 - d. Prefinished compact fibre cement board, graphite shade -- Cemintel Barestone External.
 - e. Powder-coated window shading louvres. Dark grey.

7. SIGNAGE

a. Positive:

I. *The general approach appears to be well considered.*

b. Yet to be addressed:

I. *The placement of a sign on the N-W corner of the development is not supported as it is likely to stand out in the streetscape, create unnecessary visual clutter and detract from the adjacent Local Heritage Place.*

II. **Response:**

- i. Please refer to item 4b above.

8. SCALE

a. Positive:

I. *At two storeys, the development generally provides an appropriate scale:*

- i. *demonstrating compatibility with the immediately surrounding architecture (the adjacent single and two storey buildings and the Cinema building nearby); and*
- ii. *incorporating articulated forms (as viewed from Prospect Road) which break down the sense of scale proposed along this street edge.*

b. Yet to be addressed:

I. *The proportions of the upper level appear greater than those of the ground level giving the sense that the development is “top heavy,”. It is suggested that if the height is reduced.*

II. **Response:**

Within the revised architectural drawings, the whole proportions of the Prospect Rd have been constructively revised, resulting in the below improvements:

- i. Building mass and height reduced.
- ii. Level 1 upper floor “heavy mass” reduced, emphasising the ground floor being the podium and the upper floor being the lightweight sitting element.
- iii. To strengthen the verticality of the building and reduce the somewhat horizontal heavy element on level 1, the colour scheme on the elevations has been swapped, with the elegant sandy vertical tiles placed on the verticals and the graphite shade Cemintel Barestone FC band cladding located around the windows on level 1.
- iv. The heights of the banding around the level 1 windows were reduced to again lighten any remaining ‘heavy’ appearance.
- v. Resulting in a balanced, well-proportional elevation, with elegant vertical elements breaking down the horizontal mass into building ‘mass’ more appropriate to Prospect Rd.

9. BUILT FORM

a. Positive:

I. *The form is simple and allows pedestrian access through the site and vehicular access from the side streets whilst presenting its main frontage to Prospect Road.*

II. *..... generally the following is commended:*

- i. *the incorporation of awnings over the footpath;*
- ii. *the accommodation of narrow retail tenancies fronting Prospect Road;*
- iii. *the articulation of the western façade indicating the entry through to Prospect Road from the car park;*
- iv. *the location of retail tenancies on both the east and west sides of the development – activating both facades;*
- v. *recessing the ground floor tenancies back from the street boundary increasing the area of “public realm” – and space for seating and landscaping etc; and*
- vi. *providing visual interest to the northern and southern walls by way of a change in colour – although it is recommended that the colour / texture is integral to the building materials and not surface applied to ensure durability and longevity.*

b. Yet to be addressed:

I. **Response:**

- i. For the northern and southern elevations, it is noted that a vast amount of these surfaces will not be visible, especially from Prospect Rd. In addition, with these walls being located on the boundary, they must be fire-resistant. As such for cost efficiency, practical reasons, structural and fire rating reasons, these walls need to be precast concrete.

- ii. While a texture/colour integral to the precast walling may visually be appealing on the day of completion, there is some concern for the ongoing durability and longevity of any pre-finish integral to the precast walling. The Component has no control over vandalism to these walls on the neighbouring properties, north and south. In addition, the two such properties are now secured out of hours and may generally be unoccupied and with little natural surveillance in the evenings, at night, and on weekends. Thus, vandalism and undesirable activities could be attracted to these spaces. Leading to graffiti on these walls. The best and perhaps sometimes the only manner to remove graffiti is to paint over it regularly.
- iii. Thus, it is proposed to have the north and south elevations constructed with precast panels, and paint finishes applied.
- iv. Please refer to the updated architectural drawings for details of the colour scheme.

10. DENSITY

a. Positive:

- I. *The proposal sits within the Urban Corridor (Main Street) Zone which encourages a range of uses. The proposal for retail and indoor recreation is compatible with the zone's intent and is deemed appropriate.*
- II. **Response:**
 - i. Nil required.

11. RESOURCE, ENERGY AND WATER EFFICIENCY

a. Positive:

- I. The following is acknowledged and supported:
 - i. extensive rooftop solar is proposed;
 - ii. darker material colours have generally been restricted;
 - iii. ground level west facing windows are provided with shade (by way of awnings and the fact they are recessed) - although additional shade to upper level west (and to an extent east) facing windows would be recommended; and
 - iv. windows are provided to most spaces which does allow for natural ventilation (if they are openable) and allows for good natural light levels.

b. Yet to be addressed:

I. *The nature of the development is such that there will likely be a high demand on mechanical ventilation;*

i. Response

1. The mechanical provisions for the restaurants and gym will be normal demand, with controlled heat gains through perimeter windows and insulated walls and roofing. It will not be a high demand.
2. In addition in response to the commentary supplied, the applicant has commissioned our services engineers to prepare a report of the Ecologically Sustainable Development principles that are being adopted as part of this development

II. *the high site coverage, extensive hard surfaced areas and minimal soft landscaping zones, are likely to contribute to the urban heat island effect;*

i. Response

1. We refer you to item 12 b below.
2. A significant amount of shading trees have been added to the landscape design.

III. *there appears to be minimal detention / retention of water; and*

i. Response

1. Stormwater detention is included in the submitted application by the applicant, as prepared by Zafiris Civil engineers.
2. Stormwater retention tanks have been added to the updated architectural drawings for use for landscaping irrigation.
3. Also refer to the ESD report referred to in item (ii) above.

IV. *it is suggested that additional sustainable measures are considered as the design is detailed such as:*

- i. *the selection of high performing, energy efficient, durable and robust materials and equipment – such as high performing glass and window and door frames, recycled materials, materials with low embodied energy, energy and water efficient appliances;*
- ii. *providing water tanks for detention and / or retention (above and beyond the NCC minimum requirements) and adopting grey water re-use; and / or*
- iii. *adopting smart technologies.*

1. Response

- a. Please refer to the ESD report referred to in item (ii) above.

12. LANDSCAPE

a. Positive:

- I. The proposed landscape design incorporates varied planting options which improve the visual amenity of the development – the planting boxes, hanging linear planters as well as trees and shrubs.

b. Yet to be addressed:

- I. The approach is generally supported although it is recommended the applicant consider incorporating additional trees in the car park (for shade and visual amenity), increasing the area for soft landscaping and garden beds and proposing permeable paving.

II. Response:

- i. All of the constructive feedback from Ms Jenny Newman is valued and as such, all of the above have been taken on board, including more trees with shade, more landscaping in general, and the inclusion of permeable paving.

13. AMENITY

a. Positive:

- I. *With regards the amenity of the development for future shoppers and building users the following is supported:*
 - i. *providing a pedestrian connection between Prospect Road and Kintore and Labrina Avenues – and the simple and easily navigable nature of the plan;*
 - ii. *activation of both the east and west facades;*
 - iii. *outlook is provided from the tenancies whilst protecting overlooking with upper level eastern windows some distance from the eastern boundary; and*
 - iv. *the awning and the recession of the ground level tenancies fronting Prospect Road create a shaded, covered area and improved amenity for the public realm.*

b. Yet to be addressed:

- I. *The absence of shading from the upper-level west facing windows may result in glare and / or potentially uncomfortable internal temperatures; and*
- II. *The minimal area set aside for soft landscaping reduces the visual amenity of the development.*

III. Response:

- i. The design of the façade of the upper floors has been enhanced, by incorporating window shade louvres to shade from the horizontal glare and heat onto the western windows from the summer sun. Refer to the updated architectural drawings.
- ii. In addition, the glazing will be from an energy efficient selection with Low E attributes which also reduces the rate of UV light entering the interior. For example, Viridian Comfort Plus or similar.
- iii. In relation to the area set aside for soft landscaping for shading purposes, refer to item 12b above.

14. SAFETY AND SECURITY

a. Positive:

- I. *The car park is also relatively open and does not incorporate entrapment spaces.*

b. Yet to be addressed:

- I. *It needs to be confirmed how, and if, the site will be secured after opening hours (including outdoor passageway which it is suggested is either closed off at both ends to secure the site out of hours or left open at both ends).*
 - i. **Response**
 1. We confirm the east-west passageway will be closed out after trading hours, via pull down transparent roller grills. This is now notated on the updated architectural drawings.
 2. We confirm the vehicle entry / exit points in the north and south side will not have any security barricades.
- II. *Good lighting levels be provided to the car park.*
 - i. **Response**
 1. In light of the reasonable queries raised above, the applicant has commissioned an Engineering report to address carpark lighting levels. This report confirms lighting levels / lighting spill complies to Australian Standards & Codes
 2. The lighting in the carpark is being designed with a time clock control such that it switches off 30 minutes after the restaurant trading hours. In addition, for the 24 hr gym operation, the same lighting is controlled by motion detection.
- III. *Hard landscaping design should incorporate a clearly delineated pedestrian path through the site.*
 - i. **Response**
 1. The speed limitation within the site will be nominated as 10km/hr.
 2. In addition, the roadway will be posted as shared use zone for pedestrians and vehicles.
 3. A dedicated pedestrian pathway is not supported by the applicant as the zone is in fact a shared use zone.
- IV. *If possible the proposed 1.8m high Colorbond fence on the northern and southern boundaries where they are not visually screening the bins or other infrastructure, they are substituted for visually permeable fencing solutions (and / or are solid to 1m in height and open above).*
 - i. **Response**
 1. The fencing on the north side, interfacing 89 Prospect Rd, overlooks the neighbouring rear end of their property. As such, for safety in design reasons, a 1.8m high fence is proposed and recommended.
 2. Likewise, for the southern fence, interfacing with 83 Prospect Rd.

15. SOCIAL DIMENSIONS

a. Positive:

- I. *The proposal responds to its social context by providing additional small scale retail tenancies, recreation space (gym) and car parking and would as such meet the needs of the local community in terms of lifestyle and access to social facilities.*
- II. **Response:**
 - i. **Nil required.**

16. AESTHETICS

a. Positive:

- I. *Considering the existing context, the modulation of the form and the functions proposed, the development is acceptable aesthetically.*
- II. *The proposal presents clearly to Prospect Road:*
 - i. *responding to the streetscape and neighbouring buildings (subject to the reduction in parapet height as noted previously under “context”) and the inclusion of covered external spaces and awnings over the footpath;*
 - ii. *the expressed entry to the passageway link;*
 - iii. *the proportion of solid: void ratio (glazing to solid walling);*
 - iv. *and the overall articulation all contribute to a positive design outcome.*
- III. *However, whilst the materials and colour palette are also generally supported, it is suggested that the strongly contrasting colours – and it is commented that there are not many of these (it appears only to be some white precast panels) – are substituted for soft colour tones and that wherever possible, colours and finishes are integral to the material to ensure durability and longevity (pigments and aggregates etc).*
 - i. **Response**
 1. **We refer you to the design changes implemented as outlined in items 6b(iii) and 8b above.**
- IV. *It may be preferable for the northern and southern boundary walls to be provided with visual interest by way of textural changes rather than colour to avoid a contrasting “stripey” appearance.*
 - i. **Response**
 1. **All of the above comments in (iii) have been addressed in earlier responses above in 9b.**
 2. **In addition, we refer you to the updated architectural drawings, which the paint colour scheme as been revised on the northern and southern elevations**
- V. *It is suggested the applicant confirm the detailed design of the signage to ensure that these elements do not dominate – noting the previously made comment regarding the sign on the northern west corner of the building.*
 - i. **Response**
 1. **Please refer to the earlier above notes stating that signage on the northern elevation has been removed, as part of this Planning Application**
 2. **For the limited remaining signage, please refer to the attached updated architectural drawings with description of the signage intent.**

PART III

Public Notice Representations

Representor 26 – Therese McNamara (supporting with concerns)

4 Labrina Ave PROSPECT SA, 5082

17. CONCERNS RAISED

a. Bin / waste area placement

I. *This proposal places it next to my property and will be smelly and attract rodents where another location not along the neighbouring property would keep the issues directly with the property managers of the building.*

II. Response

i. *The feedback from Ms McNamara is acknowledged. As a result, please refer to the updated architectural drawings where the bin enclosure has now been relocated west, so that it now no longer interface with the boundary of 4 Labrina Ave. In addition, the corresponding waste collection zone has been moved further west, away from the boundary*

b. Acoustic barrier

I. *Being the areas are now being designed for restaurant use, it will also mean more noise, music being played and people hanging out in the carpark till late.*

II. *The previous application had provisions for a 3mtr acoustic fence along the boundary to help curb some of this issue. The current application allowing only a 1.8mtr fence is not satisfactory. Having had the fence rammed numerous times with people mounting the curb and driving over garden beds into my fence, more needs to be done than a simple concrete block in front of the car along the boundary.*

III. Response

i. *In light of the reasonable queries raised on the submission, the applicant has commissioned an Acoustic report to address the above and other acoustic potential matters. This report has / is being submitted to Council through applicant's Planner. As a result, the revised architectural drawings have been updated to incorporate a 2.1m high acoustic to reflect the acoustic report.*

c. Level 1 screens

I. *Having people see into my yard 24/7 is concerning.*

II. Response

i. *The level 1 eastern windows on the gym are in excess of 30m from the eastern boundary. Thus overlooking is not deemed an issue.*

ii. *Refer to the corresponding response from the applicants Planner*

d. External lighting

I. *The current position of lights is already an issue. More lights will be on in the restaurant areas and the streetlight is already causing problems with lighting up my house at night.*

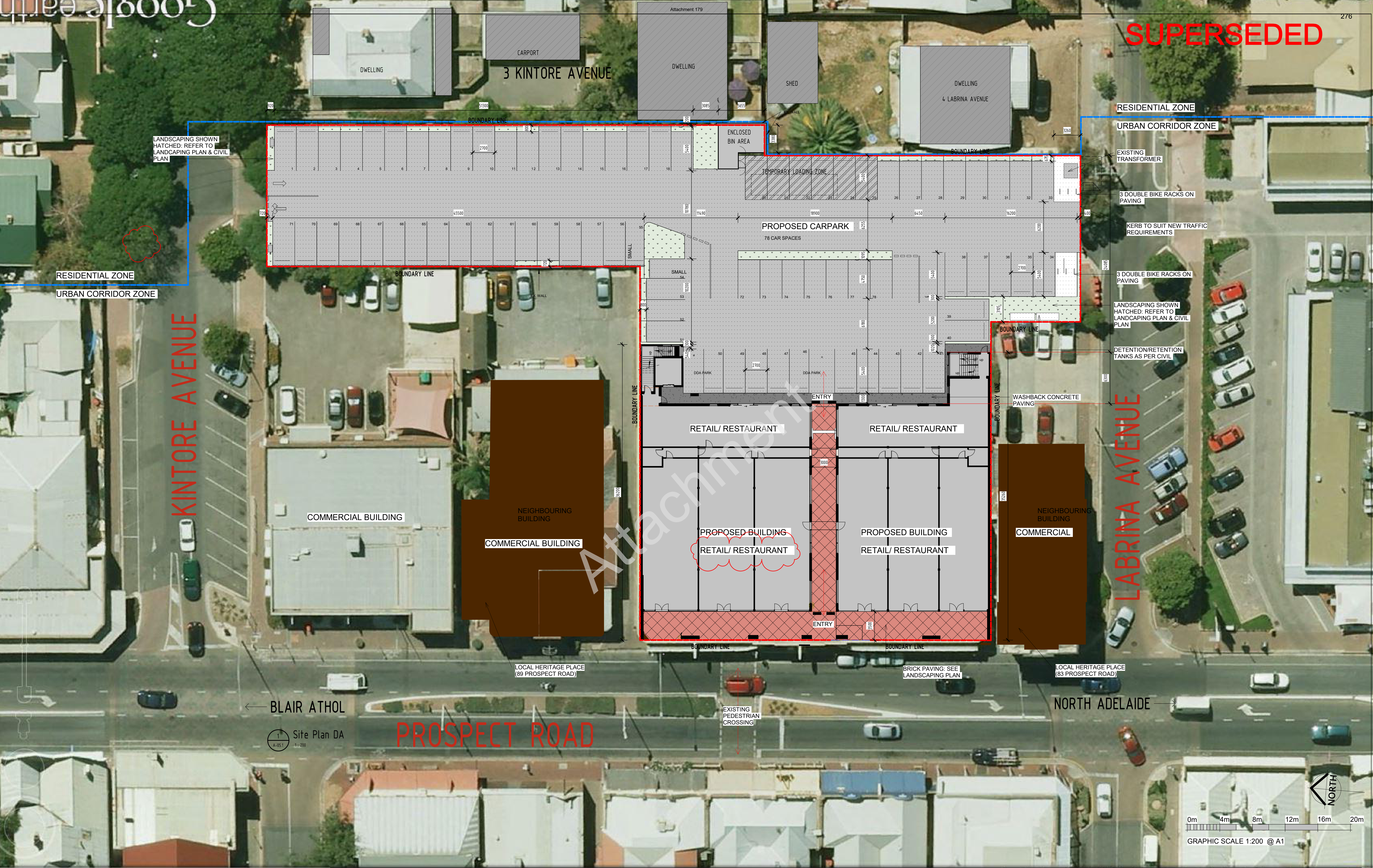
II. **Response**

i. In light of the reasonable queries raised on the submission, the applicant has commissioned an Engineering report to address the above. (Which is normally undertaken in the technical engineering phase). This report has / is being submitted to Council through applicant's Planner, which identifies that the lighting design of the eastern carpark complies to Australian Standard Codes, especially in relation to light spill to adjoining properties.

***** end of report *****

Attachment

SUPERSEDED



BLAIR ATHOL

NORTH ADELAIDE

Site Plan DA
A-051 1:200

PROSPECT ROAD

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ABN: 68161951908

Client Name:
HALKIDIKIS PTY LTD

54 Frederick Street, Maylands SA 5069

Date	Rev	Description	By
2023-02-28	A	SUBMISSION FOR PLANNING	MK
2023-03-29	1	PLANNING AMENDMENT; PARAPET HEIGHTS REDUCED, BALCONY DELETED	MK
2023-05-01	2	ADDED DIMENSIONS/TEXT & REMOVED WALL CAPPING	MK

GENERAL NOTES:

ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITIES REGULATIONS. EXECUTE ALL WORK IN THE BEST TRADESMAN LIKE MANNER AND TO THE SATISFACTION OF THE SUPERINTENDENT.

- Contractors are to verify all dimensions on site before commencing any work or shop drawings.
- All dimensions in millimetres unless stated otherwise.
- Written dimensions take preference over scaled dimensions.
- Drawings are not to be scaled.
- Any discrepancy shall be reported to evo arc in writing immediately.

Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD

PROSPECT, ADELAIDE

Drawing Title:
PROPOSED SITE PLAN

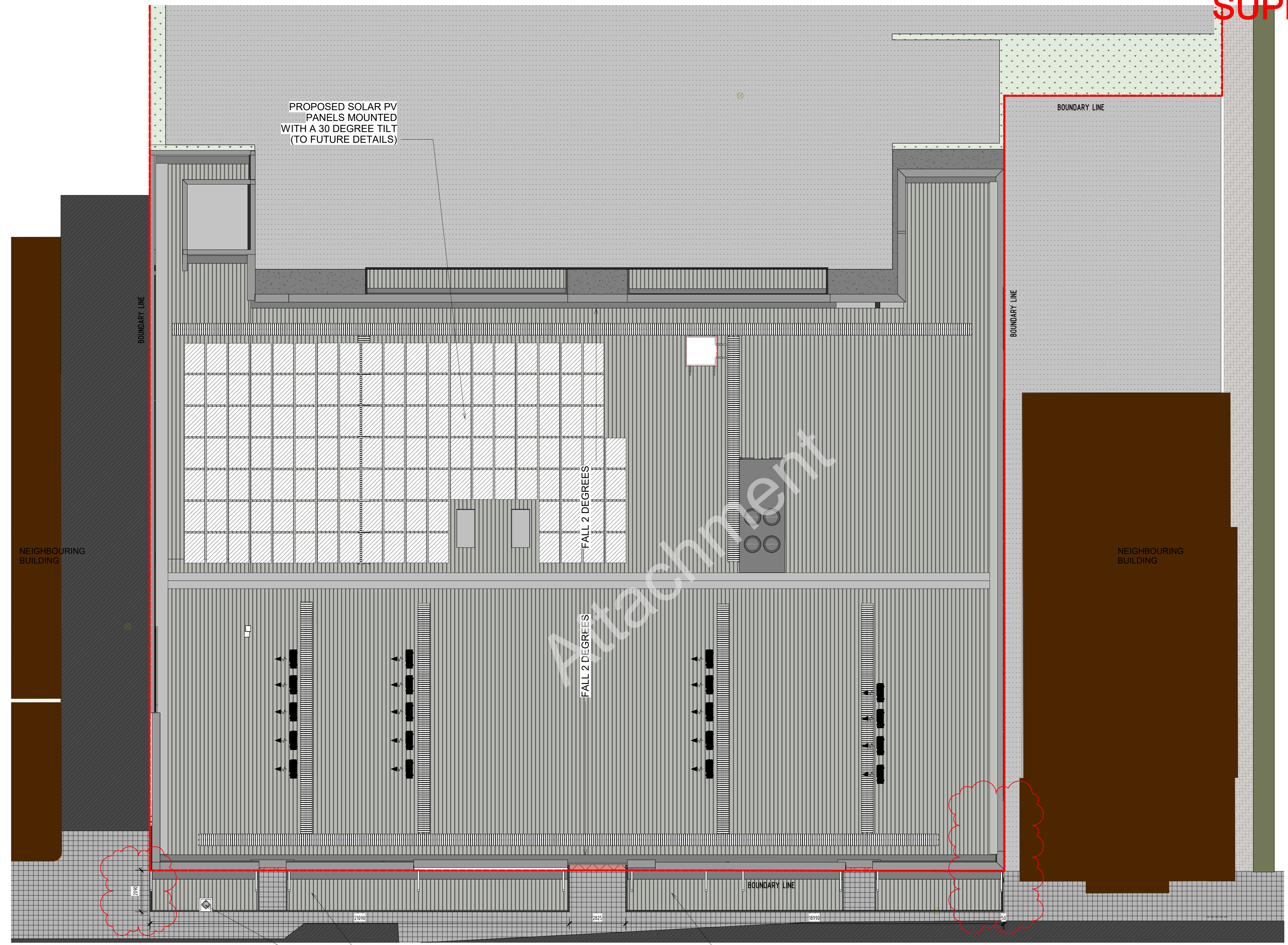
Drawing Details:
Drawn By: Author
Checked: Checker
Scale:

Project No:
2015-222

Drawing No:
DA-011

Date: 13/02/2022
Size: A1
Issue: A
Revision: 2

SUPERSEDED



1 Roof Plan DA
A-05.1
1:100

NOTE: ALL DOWNPIPES TO BE LOCATED WITHIN WALLS

0m 2m 4m 6m 8m 10m
GRAPHIC SCALE 1:100 @ A1

NORTH

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PROSPECT, ADELAIDE

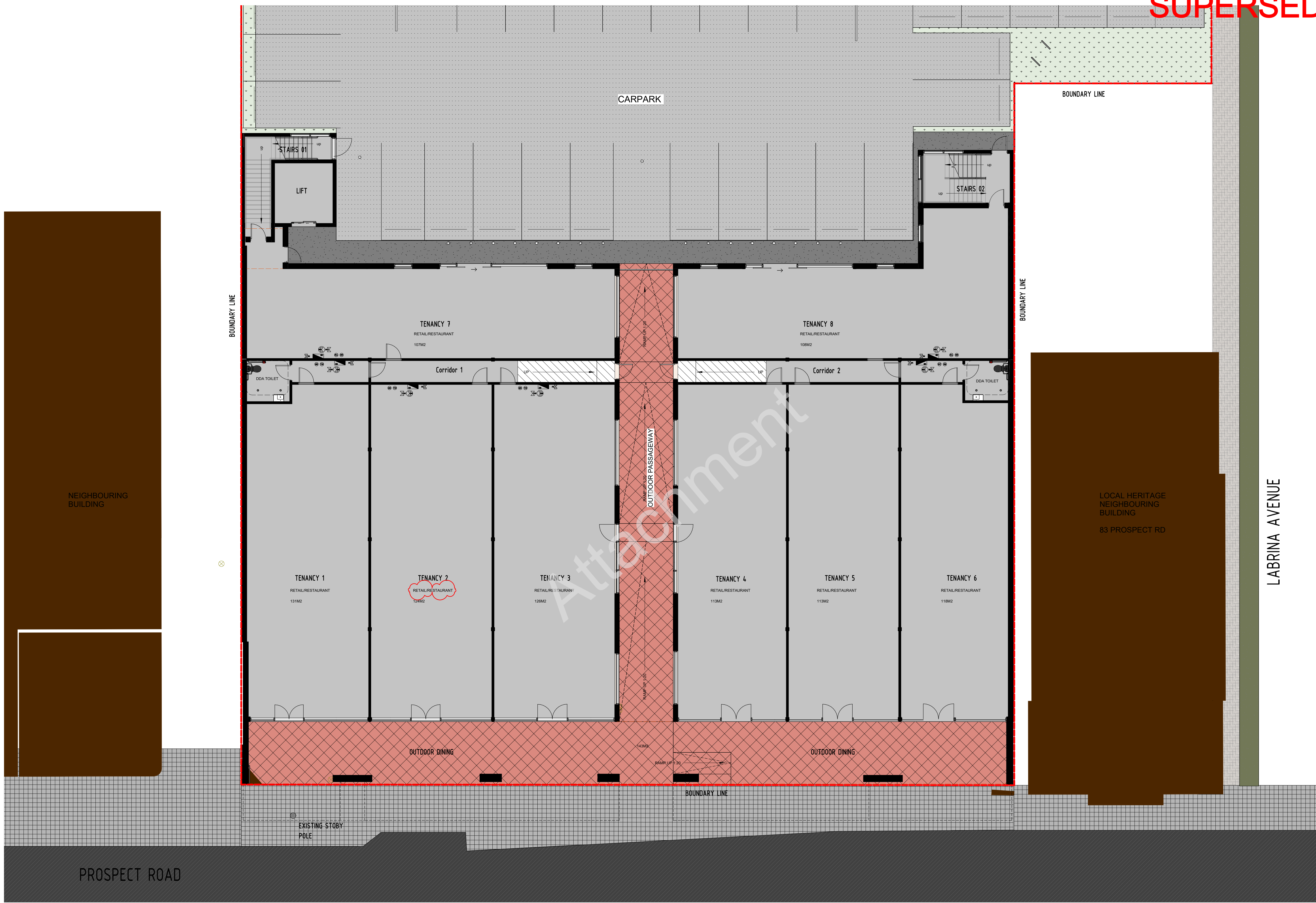
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ROOF PLAN

Drawing Details:
Drawn By:
Author
Checked:
Checker
Scale:

Project No:
2015-222
Drawing No:
DA-020

Date: 13/02/2022
Size: A1
Issue: A
Revision: 2

SUPERSEDED



① Ground Floor DA
1 : 100

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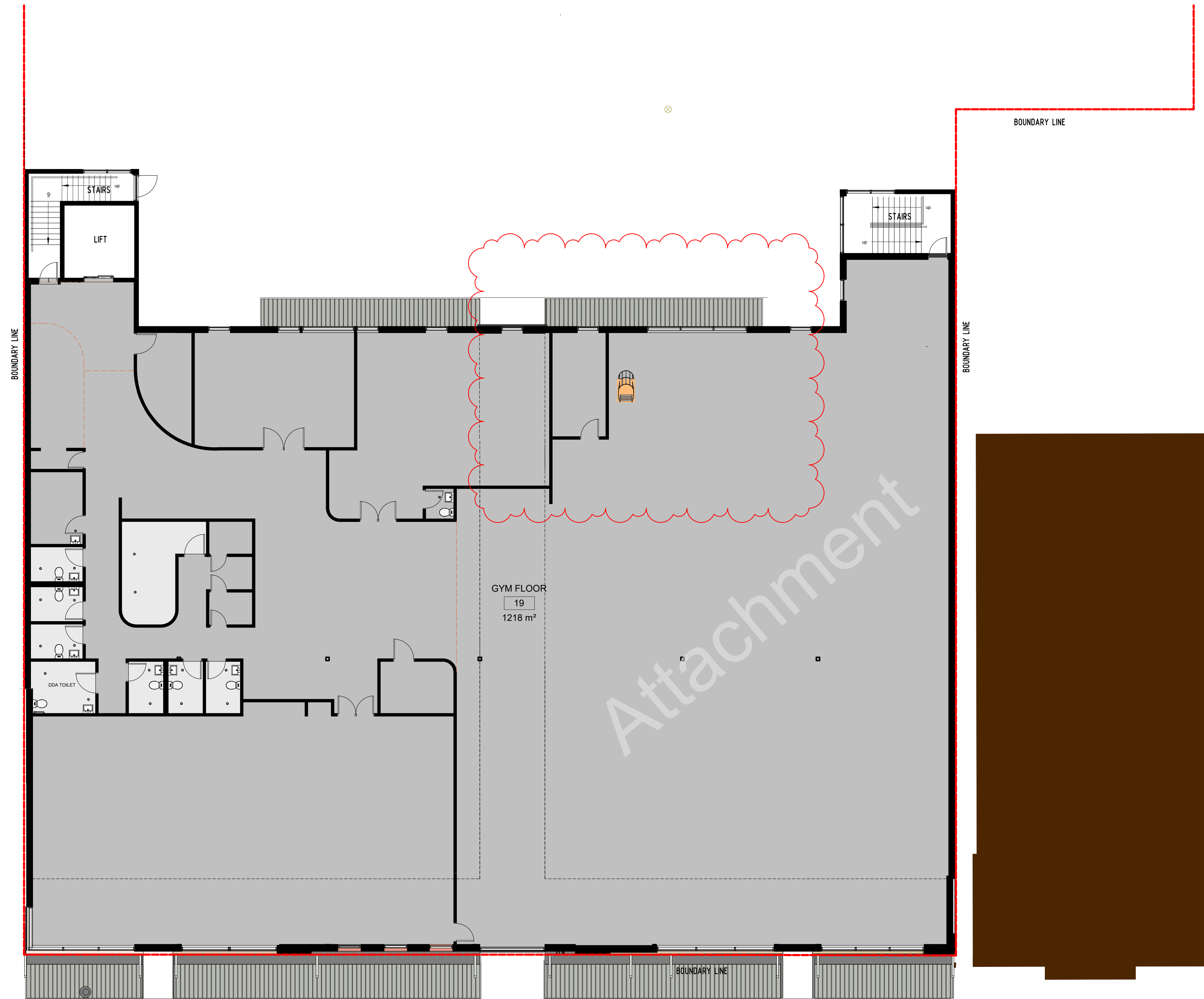
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Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
 PROSPECT, ADELAIDE

Drawing Title:
GROUND FLOOR PLAN

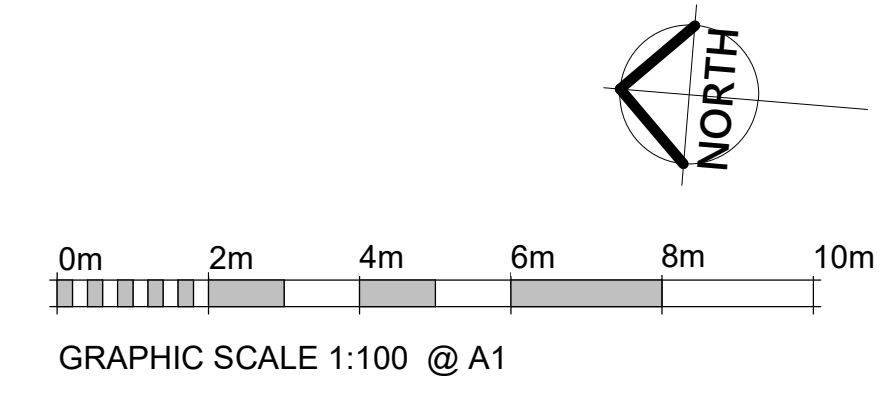
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Checked:	Checker	Drawing No:
Scale:	Scale:	DA-021
Date:	Size:	Issue:
05/01/23	A1	A
		Revision:
		2

SUPERSEDED



1 Level 1 DA
A-951 1:100

FIRST FLOOR
BUILDING: 1271M2
COMMON AREAS: 35M2
(TOTAL: 2650)



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54 Frederick Street, Maylands SA 5069

Revision:			
Date	Rev	Description	By
2023-02-28	A	SUBMISSION FOR PLANNING	MK
2023-03-29	1	PLANNING AMENDMENT: PARAPET HEIGHTS REDUCED, BALCONY DELETED	MK

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MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
PROSPECT, ADELAIDE

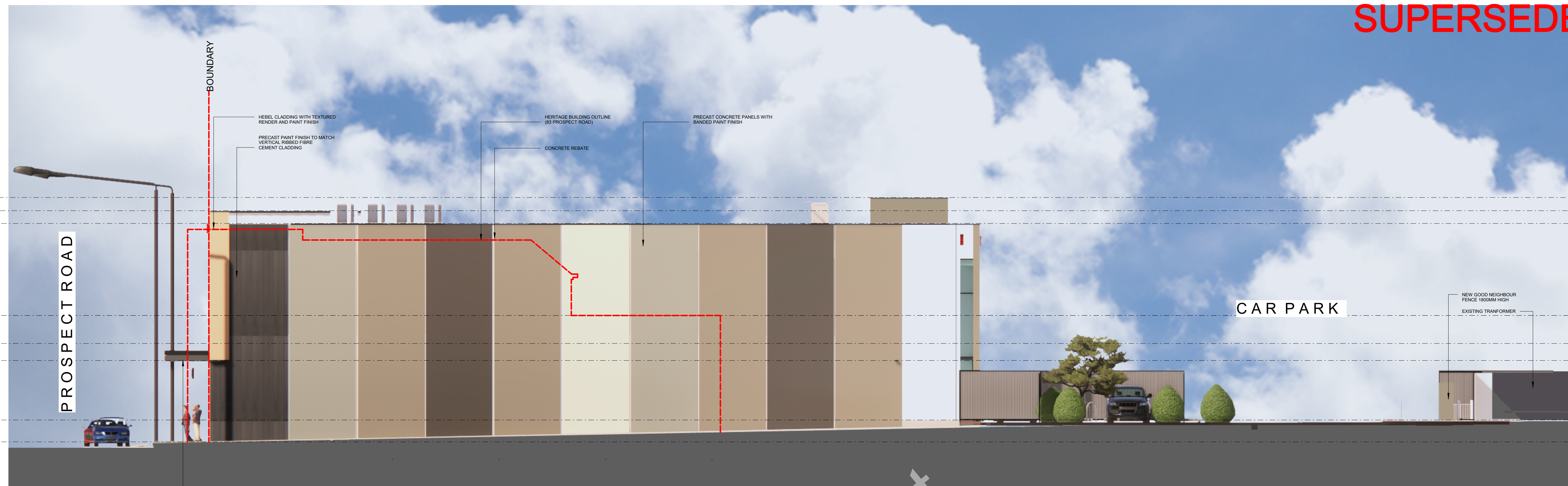
Drawing Title:
FIRST FLOOR

Drawing Details:
Drawn By: Author
Checked: Checker
Scale: 1:100

Project No:
2015-222
Drawing No:
DA-022

Date: 13/02/2022 Size: A1 Issue: A Revision: 1.

SUPERSEDED



01 SOUTH ELEVATION

SCALE 1:100 @ A1



02 WEST ELEVATION

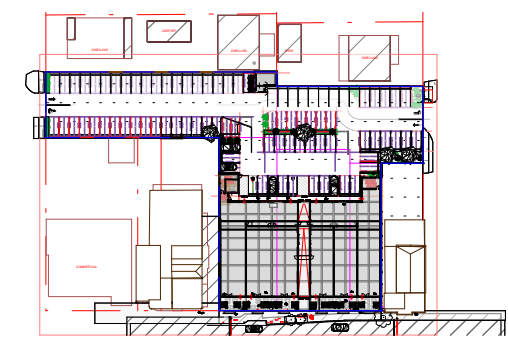
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0m 2m 4m 6m 8m 10m

GRAPHIC SCALE 1:100 @ A1

SIGNAGE SCHEDULE

CODE	TYPE	SIZE	NO
S1-S6	BOXED SIGN	3000X500X250	6
FS1	INDIVIDUAL INTERNAL LIT LETTERS	6500X400X50	1
FS2	INDIVIDUAL INTERNAL LIT LETTERS	4500X500X50	3
LS1	LASER CUT LETTERS	5000X500X50	1
LS2	LASER CUT LETTERS	4500X600X50	2
LS3	LASER CUT LETTERS	3000X500X50	2



1 Location Plan.
4-25.1 1: 2000

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Revision:

Date	Rev	Description	By
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2023-03-29	1	PLANNING AMENDMENT: PARAPET HEIGHTS REDUCED, BALCONY DELETED	MK

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Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD

PROSPECT, ADELAIDE

Drawing Title:
ELEVATIONS 01 PROPOSED

Drawing Details:
Drawn By: AP
Checked: BS
Scale:

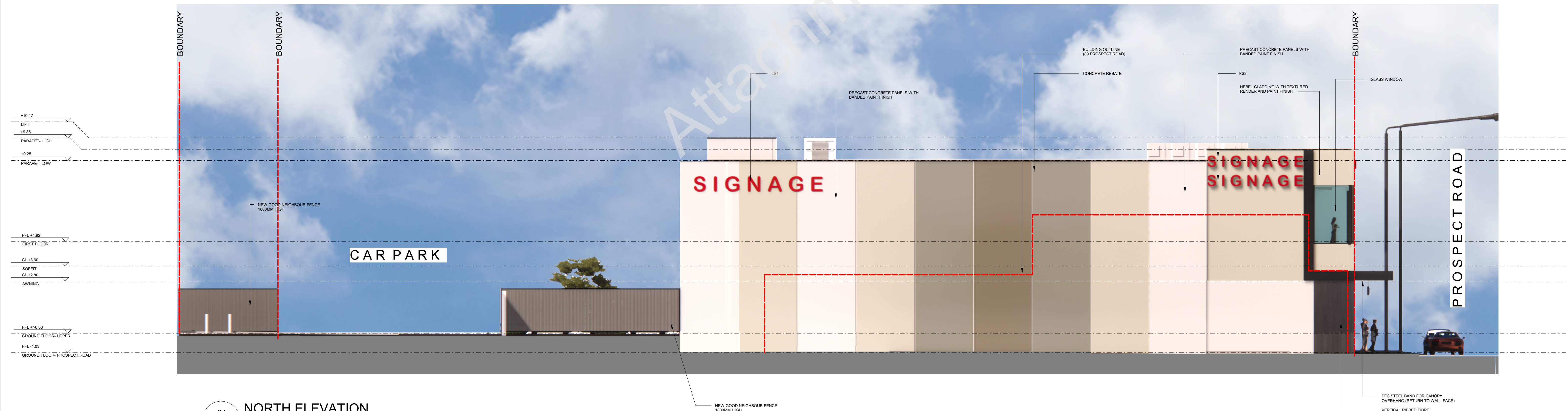
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2015-222
Drawing No:
DA-030

Date: 1:200/2022 Size: A1 Issue: A Revision: A

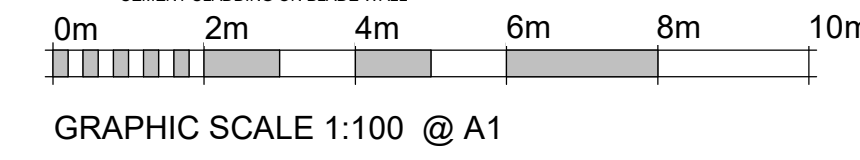
SUPERSEDED



03 EAST ELEVATION
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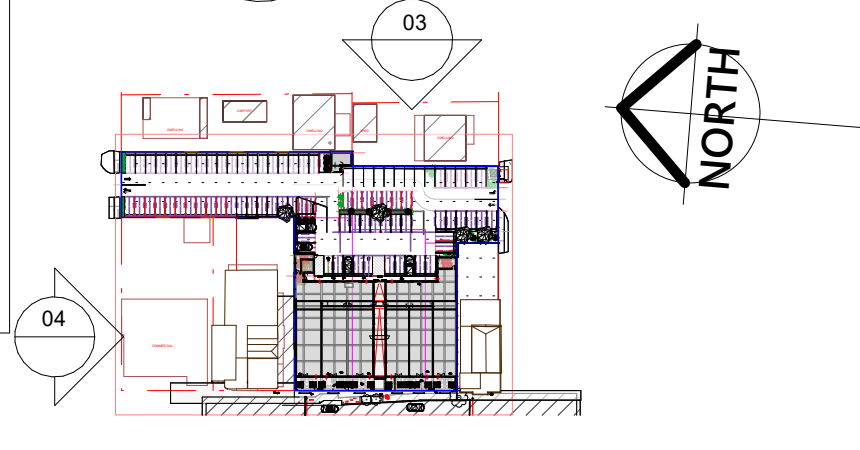


04 NORTH ELEVATION
SCALE 1:100 @ A1



SIGNAGE SCHEDULE

CODE	TYPE	SIZE	NO
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FS2	INDIVIDUAL INTERNAL LIT LETTERS	4500X5000X50	3
LS1	LASER CUT LETTERS	5000X5000X50	1
LS2	LASER CUT LETTERS	4500X5000X50	2
LS3	LASER CUT LETTERS	3000X5000X50	2



1 Location Plan
A-051 1:2000

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Revision:

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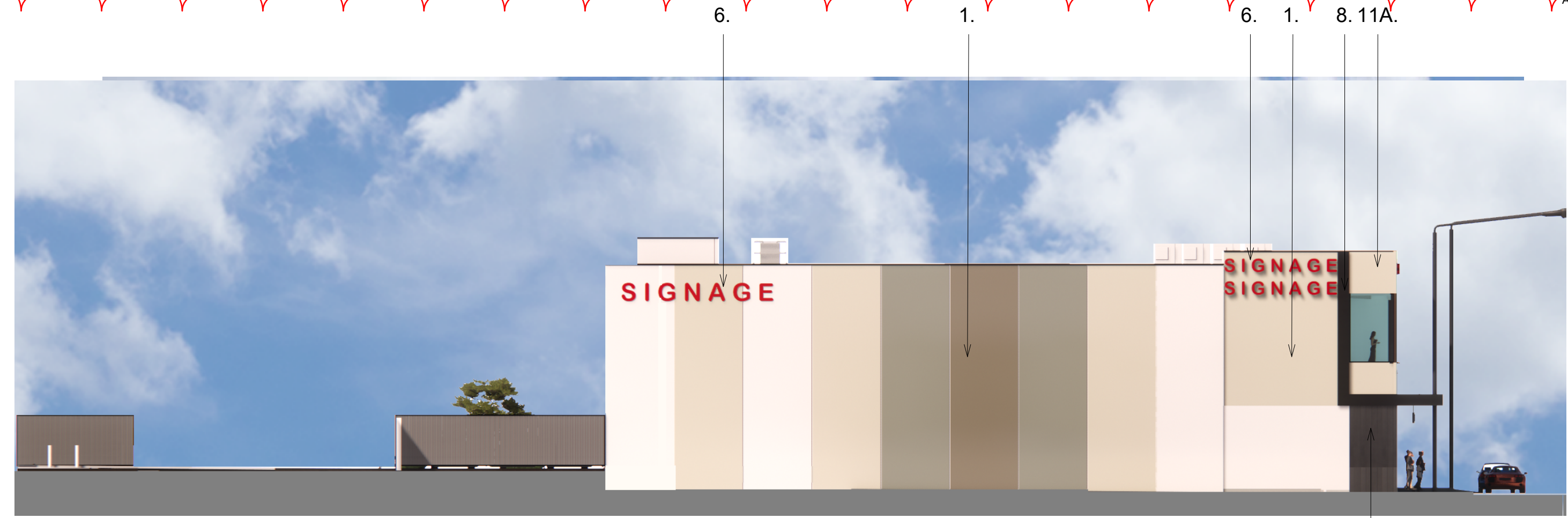
Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
PROSPECT, ADELAIDE

Drawing Title:
ELEVATIONS 02 PROPOSED

Drawing Details:
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Checked: BS
Scale: 1:200
Date: 13/02/2022
Size: A1
Issue: A
Revision: A

Project No:
2015-222
Drawing No:
DA-031

SUPERSEDED



NORTH ELEVATION

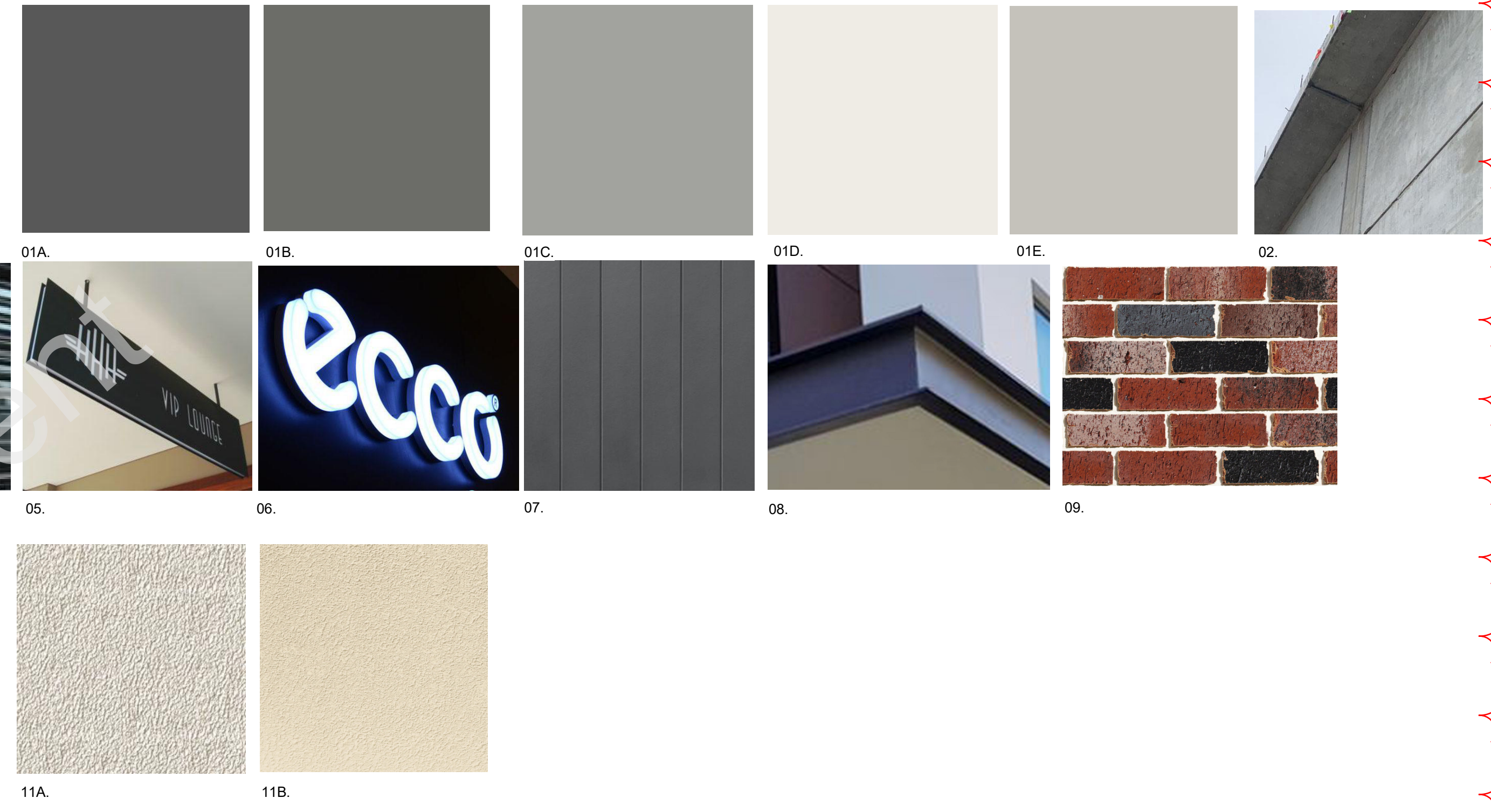
WEST ELEVATION

SCALE 1:200

SCALE 1:200

MATERIALS

- 1. PRECAST CONCRETE PANELS WITH PAINT FINISH. COLOURS: DULUX RAKU, PEWTER FRAME, FLOODED GUM, TAUPE & NATURAL WHITE
- 2. EXPRESS JOINTS WITH PAINT FINISH
- 3. POWDERCOATED ALUMINIUM DOORS & WINDOWS. COLOUR: WAYWARD GREY
- 4. POWDERCOATED ALUMINIUM LOUVRE SCREEN. COLOUR: WAYWARD GREY
- 5. UNDER AWNING SIGNAGE BOX: INTERNALLY LIT
- 6. SINGLE SIDED SIGNAGE LETTERS: INTERNALLY LIT
- 7. VERTICAL RIBBED LIGHTWEIGHT CLADDING. COLOUR: DULUX RAKU
- 8. EXPOSED PFC FRAME WITH PAINT FINISH. COLOUR: BLACK
- 9. FEATURE BRICK WALL. COLOUR: AUSTRAL FRINGE CABARET
- 10. FENCING GOOD NEIGHBOUR WITH POWDER-COATED FINISH. COLOUR: WOODLAND GREY
- 11. TEXTURED ACRYLIC RENDER WITH PAINT FINISH. COLOUR: TAUPE WHITE (11A) & ECRU (11B)



EAST ELEVATION

SOUTH ELEVATION

SCALE 1:200

SCALE 1:200



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P: (08) 8223 1222

ABN: 68161951908

Client Name:
HALKIDIKIS PTY LTD
54 Frederick Street, Maylands SA 5069

Revision:			
Date	Rev	Description	By
2023-02-28	A	SUBMISSION FOR PLANNING	MK
2023-03-29	1	PLANNING AMENDMENT: PARAPET HEIGHTS REDUCED, BALCONY DELETED	MK

GENERAL NOTES:

ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITIES REGULATIONS. EXECUTE ALL WORK IN THE BEST TRADESMAN LIKE MANNER AND TO THE SATISFACTION OF THE SUPERINTENDENT.

1. Contractors are to verify all dimensions on site before commencing any work or shop drawings.
2. All dimensions in millimetres unless stated otherwise.
3. Written dimensions take preference over scaled dimensions.
4. Drawings are not to be scaled.
5. Any discrepancy shall be reported to evo arc in writing immediately.

Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD
PROSPECT, ADELAIDE

Drawing Title:
PROPOSED MATERIALS SCHEDULE

Drawing Details:
Drawn By: Author
Checked: Checker
Scale:
Date: 02/28/23
Size: A1
Issue: A
Revision: 1.

Project No:
2015-222
Drawing No:
DA-050

SUPERSEDED



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Revision:

Date	Rev	Description	By
2023-02-28	A	SUBMISSION FOR PLANNING	MK

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Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD

PROSPECT, ADELAIDE

Drawing Title:
ARTISTS IMPRESSION 01

Drawing Details: Drawn By: AP Checked: BS Scale:	Project No: 2015-222 Drawing No: DA-040
Date: 13/02/2021	Size: A1
Issue: A	Revision: A

SUPERSEDED



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Client Name:
HALKIDIKIS PTY LTD
54 Frederick Street, Maylands SA 5069

Revision:

Date	Rev	Description	By
2023-02-28	A	SUBMISSION FOR PLANNING	MK

GENERAL NOTES:
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- All dimensions in millimetres unless stated otherwise.
- Written dimensions take preference over scaled dimensions.
- Drawings are not to be scaled.
- Any discrepancy shall be reported to evo arc in writing immediately.

Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD

PROSPECT, ADELAIDE

Drawing Title:
ARTISTS IMPRESSION 02

Drawing Details: Drawn By: Checked: BS Scale:	Project No: 2015-222 Drawing No: DA-041
Date: 13/02/2021	Size: A1 Issue: A Revision: A

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Client Name:
HALKIDIKIS PTY LTD

54 Frederick Street, Maylands SA 5069

Revision:				
Date	Rev	Description	By	Mk
2023-02-28	A	SUBMISSION FOR PLANNING		MK
2023-03-29	1	PLANNING AMENDMENT: PARAPET HEIGHTS REDUCED, BALCONY DELETED		MK

GENERAL NOTES:

ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITIES REGULATIONS. EXECUTE ALL WORK IN THE BEST TRADESMAN LIKE MANNER AND TO THE SATISFACTION OF THE SUPERINTENDENT.

- Contractors are to verify all dimensions on site before commencing any work or shop drawings.
- All dimensions in millimetres unless stated otherwise.
- Written dimensions take preference over scaled dimensions.
- Drawings are not to be scaled.
- Any discrepancy shall be reported to evo arc in writing immediately.

Project Title:
MIXED USE DEVELOPMENT @ 85 PROSPECT ROAD

PROSPECT, ADELAIDE

Drawing Title:
ARTISTS IMPRESSION 03

Drawing Details:
Drawn By: AP
Checked: BS
Scale:

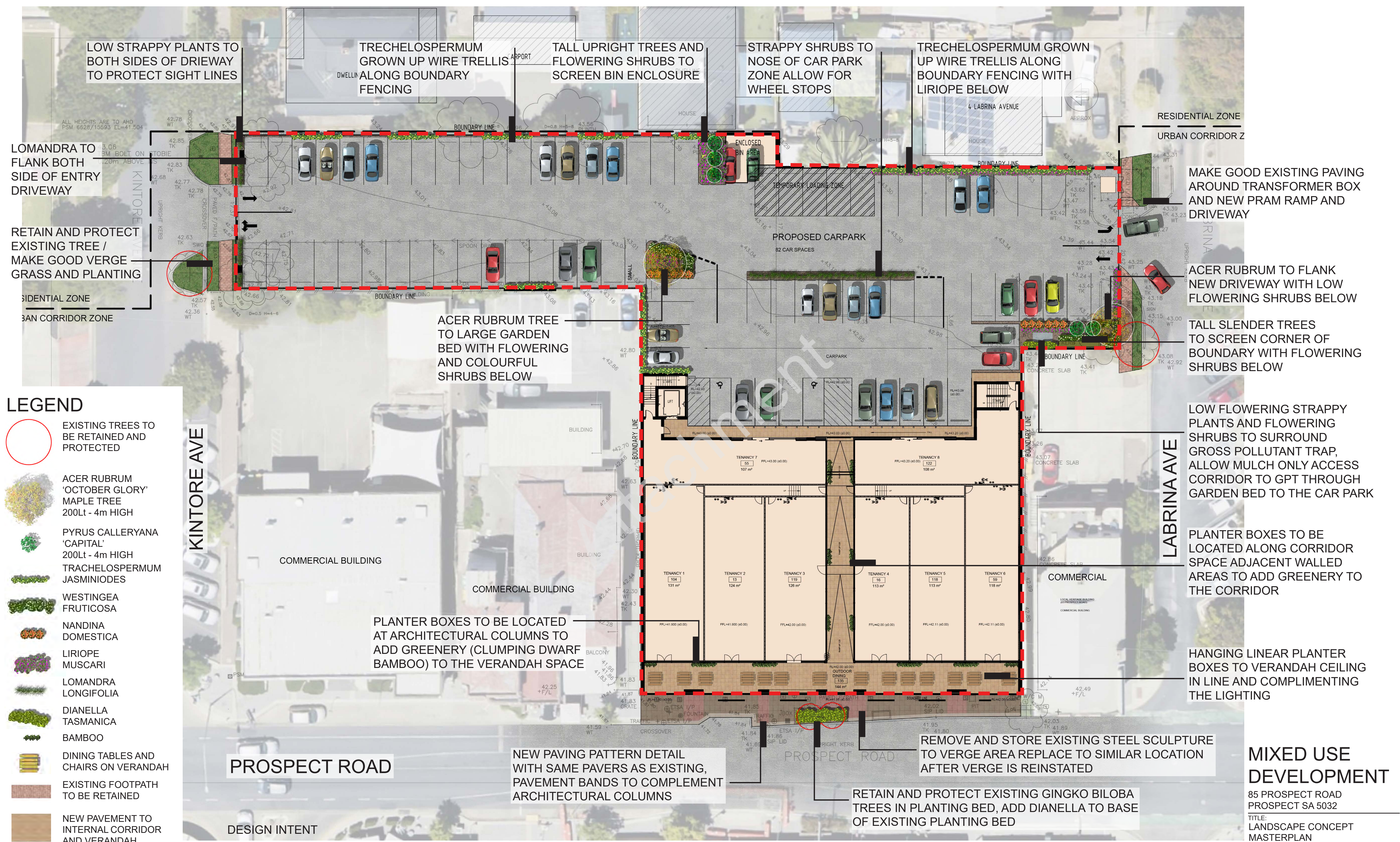
Project No:
2015-222

Drawing No:
DA-042

Date: 13/02/2021 Size: A1 Issue: A Revision: 1.

SUPERSEDED

LANDSCAPE CONCEPT MASTERPLAN



LEGEND

- EXISTING TREES TO BE RETAINED AND PROTECTED
- ACER RUBRUM 'OCTOBER GLORY' MAPLE TREE 200Lt - 4m HIGH
- PYRUS CALLERYANA 'CAPITAL' 200Lt - 4m HIGH
- TRACHELOSPERMUM JASMINIODES
- WESTINGEA FRUTICOSA
- NANDINA DOMESTICA
- LIRIOPE MUSCARI
- LOMANDRA LONGIFOLIA
- DIANELLA TASMANICA
- BAMBOO
- DINING TABLES AND CHAIRS ON VERANDAH
- EXISTING FOOTPATH TO BE RETAINED
- NEW PAVEMENT TO INTERNAL CORRIDOR AND VERANDAH
- NEW VERGE PAVEMENT TO MATCH EXISTING TREATMENT WITH NEW BAND ALIGNMENT TO INTEGRATE WITH ARCHITECTURAL COLUMNS

DESIGN INTENT

- PLANTS HAVE BEEN SELECTED TO GIVE A STRONG IDENTITY TO THE DEVELOPMENT
- THE STREET FRONTAGE GARDEN BEDS ARE TO BE LOW GROWING MASS PLANTED AREAS TO DISTRACT PEDESTRIANS FROM CREATING SHORTCUTS.
- FEATURE PLANTING IS LOCATED AT VEHICLE AND PEDESTRIAN ENTRIES PROVIDING AN INSTANT IMPACT FOR SHOPPERS EBERING THE CAR PARK. THIS WILL BE ACHIEVED THROUGH CONTRASTING COLOURS AND TEXTURES.
- TREES ARE PROPOSED TO BE CLEAN TRUNKED SPECIES THAT PROVIDE SHADE TO THE CAR PARK WHERE POSSIBLE WHILE STILL ENABLING SIGHTLINES FOR PEDESTRIAN SAFETY.

MIXED USE DEVELOPMENT

85 PROSPECT ROAD
 PROSPECT SA 5032
 TITLE: LANDSCAPE CONCEPT MASTERPLAN
 CLIENT: HALKIDIKIS PTY LTD

SCALE: 1:200 @ A1 PAGE: 2 DATE: 01/03/23 REV: A

ADAM LITTLEFIELD LANDSCAPE ARCHITECTS

PLANTING SELECTIONS

- PLEASE NOTE:
- CONTRACTOR TO ALLOW FOR IRRIGATION TO ALL PLANTING BEDS, PLANTER BOXES AND TURF AREAS INCLUDING CONNECTIONS TO MAINS WATER, BACKFLOW PREVENTION DEVICES, PRESSURE REGULATORS IF REQUIRED AS WELL AS IRRIGATION CONTROLLER BOXES, LOCATION TO BE COORDINATED WITH OWNER
 - SOIL TESTS SHOULD BE UNDERTAKEN TO UNDERSTAND THE SOIL SUITABILITY WITH THE TREE SPECIES

SUPERSEDED

COLOURFUL SHRUBS



WESTRINGEA FRUTICOSA 'ZENA'
COASTAL ROSEMARY
H = 0.9m x W = 0.9m
PLANT @ 900mm SPACING
140mm POTS



NANDINA DOMESTICA
'BLUSH'
H = 0.7m x W = 0.7m
PLANT @ 600mm SPACING
140mm POTS

STRAPPY PLANTS



DIANELLA TASMANICA
TASMAN FLAX LILY
H = 0.5m x W = 0.5m
PLANT @ 500mm SPACING
140mm POTS



LIRIOPE MUSCARI
TURF LILY
H = 0.4m x W = 0.4m
PLANT @ 400mm SPACING
140mm POTS



LOMANDRA LONGIFOLIA
TANIKA - DWARF MATT RUSH
H = 0.6m x W = 0.6m
PLANT @ 600mm SPACING
140mm POTS

DECIDUOUS TREES



ACER RUBRUM
'OCTOBER GLORY'
H = 10m x W = 7m
200Lt POT SIZE



PYRUS CALLERYANA 'CAPITAL'
CAPITAL PEAR
H = 8m x W = 3m
200Lt POT SIZE

CLIMBER



TRACHELOSPERMUM JASMINOIDES (STAR JASMIN GROWN UP TRELLIS ON THE PERIMETER BOUNDARY AND EDGE OF CARPARK, ALLOW FOR MINIMUM 400mm CUTOUT IN BITUMEN CAR PARK TO ALLOW FOR PLANT GROWTH

HANGING PLANTER BOX



HANGING PLANTER BOX CHARACTER TO FRONT VERANDAH, ALIGN PLANTER BOXES TO COMPLIMENT THE LIGHTING ARRANGEMENT

FLOOR PLANTER BOX

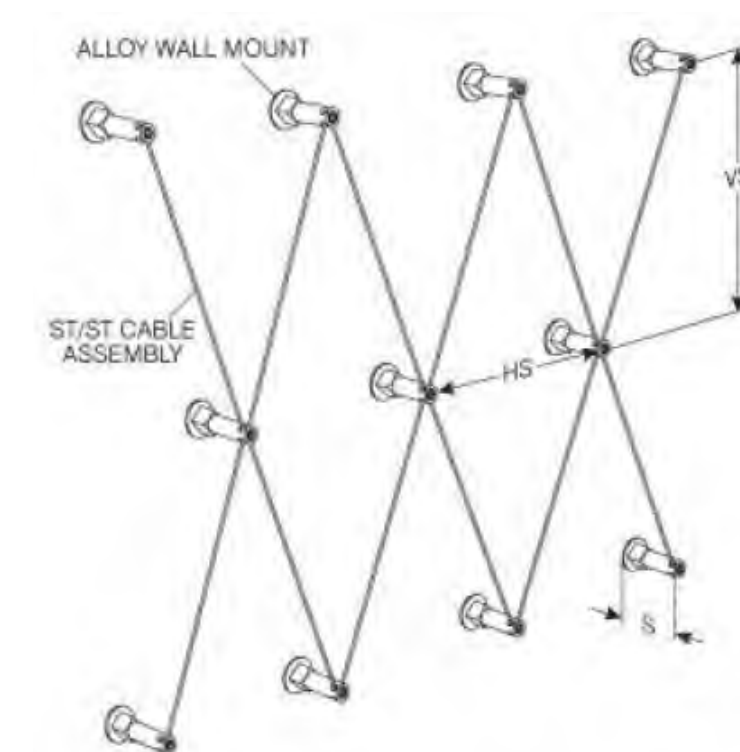


CLUMPING BAMBOO IN POT CHARACTER

BAMBOO



BAMBUSA COMPACTA
CLUMPING BAMBOO
H = 2m x W = 0.5m



RONSTAN TENSILE TRELLIS AGS3i-600



TRELLIS CHARACTER

RONSTAN CABLE TRELLIS

AGS3i-600
A CABLE TRELLIS SYSTEM IS PROPOSED TO SOFTEN THE WESTERN BOUNDARY WALL OF THE BUILDING WITH CLIMBING PLANTS. THE SELECTED TRELLIS CONSISTS OF ELONGATED DIAMONDS OF STAINLESS STEEL CABLES WHICH PROVIDE A GOOD VALUE-TO-COVERAGE RATIO. THE OFF-VERTICAL ARRANGEMENT ENCOURAGES PLANTS TO SPREAD FASTER THAN OTHER ARRANGEMENTS AND IS SUITED TO HIGH WALLS, PROMOTING GOOD VERTICAL PLANT GROWTH.
STAR JASMINE TO BE TRAINED UP WIRES.



GSR PLANTER POT 1000Lx450Hx400W WITHIN INTERNAL CORRIDOR VERANDAH SIZES TO MATCH ARCHITECTURAL FEATURE COLUMNS ALLOW FOR DRAINAGE TO STORMWATER WITHIN VERANDAH AND INTERNAL CORRIDOR

MIXED USE DEVELOPMENT

85 PROSPECT ROAD
PROSPECT SA 5032

TITLE:
PLANTING SELECTIONS

CLIENT:
HALKIDIKIS PTY LTD

SCALE: NTS PAGE: 3 DATE: 01/03/23 REV: A

ADAM LITTLEFIELD LANDSCAPE ARCHITECTS



Zone

Zone

Urban Corridor (Main Street)

Overlay

Zone

Urban Corridor (Main Street)

Overlay

Airport Building Heights (Regulated) (*All structures over 45 metres*)

Advertising Near Signalised Intersections

Affordable Housing

Design

Heritage Adjacency

Hazards (Flooding - General)

Noise and Air Emissions

Prescribed Wells Area

Regulated and Significant Tree

Traffic Generating Development

Urban Transport Routes

Local
Variation
(TNV)

Interface Height (*Development should be constructed within a building envelope provided by a 45 degree plane, measured 3m above natural ground at the boundary of an allotment*)

Selected Development(s)

Advertisement

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.

If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

Property Policy Information for above selection

Advertisement - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Urban Corridor (Main Street) Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A safe, walkable and vibrant shopping, entertainment and commercial main street precinct with an active day and evening economy supported by medium density residential development.
DO 2	<p>Built form positively contributing to:</p> <ul style="list-style-type: none"> (a) a streetscape that is visually interesting at human-scale comprising articulated buildings with a high level of fenestration and balconies oriented towards the street (b) a fine-grain public realm comprising buildings with active frontages that are designed to reinforce the street rhythm, that consider the facades, articulation and massing of existing buildings and any spaces between them, and provide narrow tenancy footprints at ground level.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Advertisements	
PO 7.1 Advertisements are sited and designed to achieve an overall consistency of appearance along individual street frontages.	DTS/DPF 7.1 None are applicable.
PO 7.2 Freestanding advertisements: <ul style="list-style-type: none"> (a) identify the associated business(es) (b) are of a size that is commensurate with the scale of the centre and the street frontage (c) avoid visual clutter (d) positively respond to the context without dominating the locality (e) are sited and designed to not detract from the main street character. 	DTS/DPF 7.2 Freestanding advertisements: <ul style="list-style-type: none"> (a) do not exceed 8m in height, the adjacent building wall height, or the zone's height allowance (whichever is the lesser) (b) do not have a sign face that exceeds 6m² per side.

Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will

be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: <ol style="list-style-type: none"> 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): <ol style="list-style-type: none"> (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) deck (d) dwelling (e) fence (f) office (g) residential flat building (h) retaining wall (i) shade sail (j) shop (k) solar photovoltaic panels (roof mounted) (l) water tank. 	Except development that: <ol style="list-style-type: none"> 1. exceeds the maximum building height specified in Urban Corridor (Main Street) DTS/DPF 3.1 or 2. does not satisfy Urban Corridor (Main Street) DTS/DPF 4.1 or 3. involves the construction of a building of 4 or more building levels and the site of the development is: <ol style="list-style-type: none"> (a) adjacent land to a neighbourhood-type zone and (b) adjoins an allotment containing an existing low-rise building used for residential purposes.
4. Any development involving any of the following (or of any combination of any of the following): <ol style="list-style-type: none"> (a) internal building works (b) replacement building (c) tree damaging activity. 	None specified.
5. Demolition.	Except any of the following: <ol style="list-style-type: none"> 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Advertising Near Signalised Intersections Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Provision of a safe road environment by reducing driver distraction at key points of conflict on the road.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Advertisements Near Signalised Intersections	
PO 1.1 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 1.1 Advertising: <ul style="list-style-type: none"> (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Advertisement or advertising hoarding that: <ul style="list-style-type: none"> (a) is within 100m of a: 	Commissioner of Highways.	To provide expert technical assessment on potential risks	Development of a class to which

<ul style="list-style-type: none"> (i) signalised intersection or (ii) signalised pedestrian crossing and <p>(b) will:</p> <ul style="list-style-type: none"> (i) be internally illuminated or (ii) incorporate a moving or changing display or message or (iii) incorporate a flashing light. 		<p>relating to pedestrian and road safety which may arise from advertisements near intersections.</p>	<p>Schedule 9 clause 3 item 21 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.</p>
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Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
<p>PO 1.1</p> <p>Building height does not pose a hazard to the operation of a certified or registered aerodrome.</p>	<p>DTS/DPF 1.1</p> <p>Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas.</p> <p>In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.</p>

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
---------------------------------	---------------	---------------------	---------------------

<p>Any of the following classes of development:</p> <p>(a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the <i>Airport Building Heights (Regulated) Overlay</i></p> <p>(b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the <i>Airport Building Heights (Regulated) Overlay</i>.</p>	<p>The airport-operator company for the relevant airport within the meaning of the <i>Airports Act 1996</i> of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the <i>Airports Act 1996</i> of the Commonwealth.</p>	<p>To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities.</p>	<p>Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.</p>
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Heritage Adjacency Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
<p>PO 1.1</p> <p>Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development that may materially affect the context of a State Heritage Place .	Minister responsible for the administration of the	To provide expert assessment and direction to	Development of a class to

	<i>Heritage Places Act 1993.</i>	the relevant authority on the potential impacts of development adjacent State Heritage Places.	which Schedule 9 clause 3 item 17 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
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Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

Desired Outcome (DO)

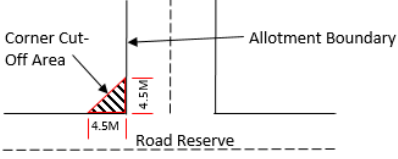
Desired Outcome	
DO 1	Advertisements and advertising hoardings are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter, and do not create hazard.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Appearance	
PO 1.1 Advertisements are compatible and integrated with the design of the building and/or land they are located on.	DTS/DPF 1.1 Advertisements attached to a building satisfy all of the following: <ul style="list-style-type: none"> (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: <ul style="list-style-type: none"> (i) if located at canopy level, are in the form of a fascia sign (ii) if located above canopy level: <ul style="list-style-type: none"> A. do not have any part rising above parapet height B. are not attached to the roof of the building (c) where they are not flush with a wall:

	<ul style="list-style-type: none"> (i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (ii) if attached to a two-storey building: <ul style="list-style-type: none"> A. has no part located above the finished floor level of the second storey of the building B. does not protrude beyond the outer limits of any verandah structure below C. does not have a sign face that exceeds 1m² per side. (d) if located below canopy level, are flush with a wall (e) if located at canopy level, are in the form of a fascia sign (f) if located above a canopy: <ul style="list-style-type: none"> (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building (i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.
<p>PO 1.2</p> <p>Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.</p>	<p>DTS/DPF 1.2</p> <p>Where development comprises an advertising hoarding, the supporting structure is:</p> <ul style="list-style-type: none"> (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
<p>PO 1.3</p> <p>Advertising does not encroach on public land or the land of an adjacent allotment.</p>	<p>DTS/DPF 1.3</p> <p>Advertisements and/or advertising hoardings are contained within the boundaries of the site.</p>
<p>PO 1.4</p> <p>Where possible, advertisements on public land are integrated with existing structures and infrastructure.</p>	<p>DTS/DPF 1.4</p> <p>Advertisements on public land that meet at least one of the following:</p> <ul style="list-style-type: none"> (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
<p>PO 1.5</p> <p>Advertisements and/or advertising hoardings are of a scale and</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>

Policy24		P&D Code (in effect) Version 2023.6 27/04/2023	
size appropriate to the character of the locality.			
Proliferation of Advertisements			
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.		
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.		
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.		
Advertising Content			
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.		
Amenity Impacts			
PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.	DTS/DPF 4.1 Advertisements do not incorporate any illumination.		
Safety			
PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.	DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.		
PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2 No advertisement illumination is proposed.		
PO 5.3 Advertisements and/or advertising hoardings do not create a	DTS/DPF 5.3 Advertisements satisfy all of the following:		

<p>Policy24</p> <p>hazard to drivers by:</p> <ul style="list-style-type: none"> (a) being liable to interpretation by drivers as an official traffic sign or signal (b) obscuring or impairing drivers' view of official traffic signs or signals (c) obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings. 	<p>(a) are not located in a public road or rail reserve</p> <p>(b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram</p> 
<p>PO 5.4</p> <p>Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.</p>	<p>DTS/DPF 5.4</p> <p>Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.</p>
<p>PO 5.5</p> <p>Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.</p>	<p>DTS/DPF 5.5</p> <p>Where the advertisement or advertising hoarding is:</p> <ul style="list-style-type: none"> (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb (b) on an unkerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following distance from the roadside edge of the kerb or the seal: <ul style="list-style-type: none"> (a) 110 km/h road - 14m (b) 100 km/h road - 13m (c) 90 km/h road - 10m (d) 70 or 80 km/h road - 8.5m.
<p>PO 5.6</p> <p>Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.</p>	<p>DTS/DPF 5.6</p> <p>Advertising:</p> <ul style="list-style-type: none"> (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: <ul style="list-style-type: none"> (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i> (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Wastewater Services	
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.

Zone

Zone

Urban Corridor (Main Street)

Overlay

Zone

Urban Corridor (Main Street)

Overlay

Airport Building Heights (Regulated) *(All structures over 45 metres)*

Advertising Near Signalised Intersections

Affordable Housing

Design

Heritage Adjacency

Hazards (Flooding - General)

Noise and Air Emissions

Prescribed Wells Area

Regulated and Significant Tree

Traffic Generating Development

Urban Transport Routes

Local
Variation
(TNV)

Interface Height *(Development should be constructed within a building envelope provided by a 45 degree plane, measured 3m above natural ground at the boundary of an allotment)*

Selected Development(s)

Shop

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.

If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

Property Policy Information for above selection

Shop - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Urban Corridor (Main Street) Zone

Assessment Provisions (AP)

Desired Outcome (DO)

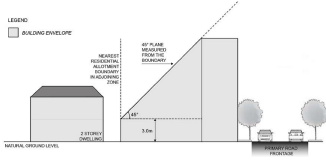
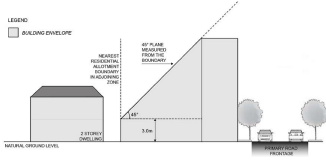
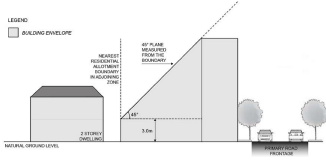
Desired Outcome	
DO 1	A safe, walkable and vibrant shopping, entertainment and commercial main street precinct with an active day and evening economy supported by medium density residential development.
DO 2	<p>Built form positively contributing to:</p> <ul style="list-style-type: none"> (a) a streetscape that is visually interesting at human-scale comprising articulated buildings with a high level of fenestration and balconies oriented towards the street (b) a fine-grain public realm comprising buildings with active frontages that are designed to reinforce the street rhythm, that consider the facades, articulation and massing of existing buildings and any spaces between them, and provide narrow tenancy footprints at ground level.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>A vibrant mix of land uses adding to the vitality of the area and extending activities outside shop hours including restaurants, educational, community and cultural facilities and visitor and residential accommodation.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> (a) Advertisement (b) Consulting Room (c) Dwelling (d) Hotel (e) Educational Establishment (f) Licensed Premises (g) Office (h) Pre-school (i) Residential Flat Building (j) Retirement Facility (k) Shop (l) Student Accommodation (m) Supported Accommodation (n) Tourist Accommodation
<p>PO 1.2</p> <p>Retail, office, entertainment and recreation related uses that provide a range of goods and services to the local community and the surrounding district.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>Ground floor uses contribute to a safe, active and vibrant main street.</p>	<p>DTS/DPF 1.3</p> <p>Shop, office, or consulting room uses located on the ground floor level of buildings fronting the primary road corridor.</p>

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<p>PO 1.4</p> <p>Dwellings developed in conjunction with non-residential uses to support business, entertainment and recreational activities that contribute to making the main street locality and pedestrian thoroughfares safe, walkable, comfortable, pleasant and vibrant places.</p>	<p>DTS/DPF 1.4</p> <p>Dwellings developed in conjunction with non-residential uses, and sited:</p> <ul style="list-style-type: none"> (a) at upper levels of buildings with non-residential uses located at ground level or (b) behind non-residential uses on the same allotment.
<p>PO 1.5</p> <p>Development of diverse medium density accommodation options either as part of a mixed use development or wholly residential development.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
Built Form and Character	
<p>PO 2.1</p> <p>Buildings sensitively frame the main street and public spaces, provide overall visual relief from building height and mass, and maintain a human scale for pedestrians.</p>	<p>DTS/DPF 2.1</p> <p>Buildings:</p> <ul style="list-style-type: none"> (a) include a clearly defined podium or street wall with a maximum building height of 2 building levels or 8m, or higher where it matches the existing street wall of adjoining buildings (b) have levels above the defined podium or street wall setback a minimum of 2m from that wall.
<p>PO 2.2</p> <p>Buildings and structures designed to complement and respond to the established fine-grained main street character by:</p> <ul style="list-style-type: none"> (a) ensuring the verandah profile and materials of construction are consistent with and positively respond to adjacent traditional main street buildings (b) complementing the traditional shop-front elements, such as narrow buildings and tenancy footprints, with frequently repeated frontages, and clear-glazed narrow shop front displays above raised display levels [base stall boards] and recessed entries. 	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Buildings designed to create visual connection between the public realm and ground level interior, to ensure an active interface with the main street and maximise passive surveillance.</p>	<p>DTS/DPF 2.3</p> <p>The ground floor primary frontage of buildings provides at least 60% of the street frontage as an entry / foyer or display window to a shop or other community or commercial use that provides pedestrian interest and activation.</p>
<p>PO 2.4</p> <p>Buildings provide a high amenity pedestrian environment by providing shelter and shade over footpaths.</p>	<p>DTS/DPF 2.4</p> <p>Buildings that provide a continuity of verandahs, canopies, awnings or other pedestrian shelters to contribute to pedestrian comfort.</p>
<p>PO 2.5</p> <p>Buildings are adaptable and flexible to accommodate a range of residential and non-residential land uses on the ground floor.</p>	<p>DTS/DPF 2.5</p> <p>The ground floor of buildings contains a minimum floor to ceiling height of 3.5m.</p>
<p>PO 2.6</p>	<p>DTS/DPF 2.6</p>

Policy24	P&D Code (in effect) Version 2023.6 27/04/2023				
Buildings sited on the primary street boundary to achieve a continuity of built form frontage to the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate but vibrant spaces.	Buildings with a 0m setback from the primary street boundary, with the exception of minor setbacks to accommodate outdoor dining areas.				
PO 2.7 Buildings with no setback from the secondary street boundary to contribute to a consistent established streetscape.	DTS/DPF 2.7 Buildings with a 0m setback from the secondary street boundary.				
PO 2.8 Buildings with no side boundaries setback to achieve a continuity of street façade to the main street.	DTS/DPF 2.8 Buildings with a 0m setback from the side boundary.				
PO 2.9 Buildings set back from rear boundaries (other than street boundaries) to minimise negative impacts on neighbouring properties, including access to natural sunlight and ventilation.	DTS/DPF 2.9 Buildings setback from rear boundaries as follows: (a) 5m or more where the subject land directly abuts an allotment of a different zone or (b) 3m or more in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.				
PO 2.10 Buildings set back from street boundaries (in the case of rear access ways) to provide adequate manoeuvrability for vehicles.	DTS/DPF 2.10 Buildings setback from the rear access way: (a) no requirement where the access way is not less than 6.5m wide or (b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide.				
Building Height					
PO 3.1 Building height is consistent with the form expressed in the Maximum Building Height (Levels) Technical and Numeric Variation layer and the Maximum Building Height (Metres) Technical and Numeric Variation layer and otherwise positively responds to the local context including the site's frontage, depth, and adjacent primary corridor or street width.	DTS/DPF 3.1 Except where a Concept Plan specifies otherwise, development does not exceed the following building height(s): <table border="1" data-bbox="833 1500 1519 1657" style="margin-left: 20px;"><tr><td style="text-align: center;">Maximum Building Height (Levels)</td></tr><tr><td>Maximum building height is 4 levels</td></tr><tr><td style="text-align: center;">Maximum Building Height (Metres)</td></tr><tr><td>Maximum building height is 15m</td></tr></table> In relation to DTS/DPF 3.1, in instances where: (a) more than one value is returned in the same field, refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> or <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development (b) only one value is returned (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other	Maximum Building Height (Levels)	Maximum building height is 4 levels	Maximum Building Height (Metres)	Maximum building height is 15m
Maximum Building Height (Levels)					
Maximum building height is 4 levels					
Maximum Building Height (Metres)					
Maximum building height is 15m					

	<p>(c) no value is returned (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.</p>			
<p>PO 3.2 Buildings designed to achieve optimal height and floor space yields, and maintain traditional main street form.</p>	<p>DTS/DPF 3.2 New development is not less than the following building height:</p> <table border="1" data-bbox="831 421 1522 499"> <tr> <th style="text-align: center;">Minimum Building Height (Levels)</th> </tr> <tr> <td style="text-align: center;">Minimum building height is 2 levels</td> </tr> </table> <p>In relation to DTS/DPF 3.2, in instances where:</p> <ul style="list-style-type: none"> (a) more than one value is returned in the same field, refer to the <i>Minimum Building Height (Levels) Technical and Numeric Variation</i> layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (b) no value is returned (i.e. there is a blank field), then there is no minimum building height and DTS/DPF 3.2 is met. 	Minimum Building Height (Levels)	Minimum building height is 2 levels	
Minimum Building Height (Levels)				
Minimum building height is 2 levels				
Interface Height				
<p>PO 4.1 Buildings mitigate impacts of building massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 4.1</p> <table border="1" data-bbox="831 976 1522 1413"> <tr> <th style="text-align: center;">Interface Height</th> </tr> <tr> <td>Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram:</td> </tr> <tr> <td style="text-align: center;">  </td> </tr> </table>	Interface Height	Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram:	
Interface Height				
Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram:				
				
<p>PO 4.2 Buildings on an allotment fronting a road that is not the primary corridor (ie a State maintained road) and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.</p>	<p>DTS/DPF 4.2 None are applicable.</p>			
Significant Development Sites				
<p>PO 5.1 Consolidation of significant development sites (a site with a frontage over 25m to a primary road corridor and over 1500m² in area, which may include one or more allotments) to achieve increased development yield, provided that off-site impacts can be managed and broader community benefit is achieved in terms of design quality, community services, affordable housing provision, or sustainability features.</p>	<p>DTS/DPF 5.1 Development on significant development sites (a site with a frontage over 25m to a primary road corridor and over 1500m² in area, which may include one or more allotments) up to 30% above the maximum building height specified in DTS/DPF 3.1 (rounded to the nearest whole number) where it:</p> <ul style="list-style-type: none"> (a) incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and context that positively contributes to the character of the local area 			

	<ul style="list-style-type: none"> (b) includes more than 15% of dwellings as affordable housing or (c) includes at least: <ul style="list-style-type: none"> (i) three of the following: <ul style="list-style-type: none"> A. high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street B. high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site C. active uses are located on the public street frontages of the building, with any above ground car parking located behind D. a range of dwelling types that includes at least 10% of 3+ bedroom apartments; E. a child care centre. (ii) three of the following: <ul style="list-style-type: none"> A. a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance; B. living landscaped vertical surfaces of at least 50m² supported by services that ensure ongoing maintenance C. passive heating and cooling design elements including solar shading integrated into the building D. higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings.
<p>PO 5.2</p> <p>Development on a significant development site (a site with a frontage over 25m to a primary road corridor and over 1500m² in area, which may include one or more allotments) designed to minimise impacts on residential uses in adjacent zones with regard to intensity of use, overshadowing, massing and building proportions.</p>	<p>DTS/DPF 5.2</p> <p>Development on a significant development site (a site with a frontage over 25m to a primary road corridor and over 1500m² in area, which may include one or more allotments) that:</p> <ul style="list-style-type: none"> (a) is constructed within the zone's Interface Building Height provision as specified DTS/DPF 4.1 (b) locates non-residential activities and higher density elements towards the primary road corridor (c) locates taller building elements towards the primary road corridor.
Movement, parking and access	
<p>PO 6.1</p> <p>Development does not result in additional crossovers on the main street, except where rationalising existing crossovers on consolidated sites and is designed to minimise conflicts with pedestrians and cyclists and minimise disruption to the continuity of built form.</p>	<p>DTS/DPF 6.1</p> <p>Vehicular access to be provided:</p> <ul style="list-style-type: none"> (a) via side streets or rear lanes provided there is no negative impact on residential amenity within the zone and in adjacent zones

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		or	(b) where it consolidates or replaces existing crossovers.
PO 6.2 Development is designed to ensure car parking is located to avoid negative impacts on the main street rhythm and activation.	DTS/DPF 6.2 Vehicle parking garages located behind buildings away from the primary main street frontage.		
Concept Plans			
PO 8.1 Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	DTS/DPF 8.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 8.1, in instances where:		(a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.

Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.

<p>2. Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.</p>	<p>Except any of the following:</p> <ol style="list-style-type: none"> 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
<p>3. Any development involving any of the following (or of any combination of any of the following):</p> <ol style="list-style-type: none"> (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) deck (d) dwelling (e) fence (f) office (g) residential flat building (h) retaining wall (i) shade sail (j) shop (k) solar photovoltaic panels (roof mounted) (l) water tank. 	<p>Except development that:</p> <ol style="list-style-type: none"> 1. exceeds the maximum building height specified in Urban Corridor (Main Street) DTS/DPF 3.1 or 2. does not satisfy Urban Corridor (Main Street) DTS/DPF 4.1 or 3. involves the construction of a building of 4 or more building levels and the site of the development is: <ol style="list-style-type: none"> (a) adjacent land to a neighbourhood-type zone and (b) adjoins an allotment containing an existing low-rise building used for residential purposes.
<p>4. Any development involving any of the following (or of any combination of any of the following):</p> <ol style="list-style-type: none"> (a) internal building works (b) replacement building (c) tree damaging activity. 	<p>None specified.</p>
<p>5. Demolition.</p>	<p>Except any of the following:</p> <ol style="list-style-type: none"> 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operation of a certified or registered aerodrome.	DTS/DPF 1.1 Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas. In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development: (a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the <i>Airport Building Heights (Regulated) Overlay</i> (b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the <i>Airport Building Heights (Regulated) Overlay</i> .	The airport-operator company for the relevant airport within the meaning of the <i>Airports Act 1996</i> of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the <i>Airports Act 1996</i> of the Commonwealth.	To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities.	Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Design Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development positively contributes to the liveability, durability and sustainability of the built environment through high-quality design.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Medium to high rise buildings and state significant development demonstrate high quality design.	DTS/DPF 1.1 None are applicable.

Procedural Matters (PM)

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
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<p>Except where the development comprises a variation to an application that has previously:</p> <ul style="list-style-type: none"> (a) been referred to the Government Architect or Associate Government Architect or (b) been given development authorisation under the <i>Planning, Design and Infrastructure Act 2016</i> or <i>Development Act 1993</i> <p>any of the following classes of development:</p> <ul style="list-style-type: none"> (a) development within the area of the overlay located within the Corporation of the City of Adelaide where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$10,000,000 (b) development within the area of the overlay located within the City of Port Adelaide Enfield where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$3 000 000 (c) development within all other areas of the overlay that involves the erection or construction of a building that exceeds 4 building levels. 	<p>Government Architect or Associate Government Architect</p>	<p>To provide expert design advice to the relevant authority on how the development:</p> <ul style="list-style-type: none"> (a) responds to its surrounding context and contributes to the quality and character of a place (b) contributes to inclusiveness, connectivity, and universal design of the built environment (c) enables buildings and places that are fit for purpose, adaptable and long-lasting (d) adds value by positively contributing to places and communities (e) optimises performance and public benefit (f) supports sustainable and environmentally responsible development. 	<p>Development of a class to which Schedule 9 clause 3 item 22 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.</p>
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Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 2.1 Development is sited, designed and constructed to prevent the	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and

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entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	buildings used for animal keeping incorporate a finished ground and floor level not less than:	In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.	
Environmental Protection			
PO 3.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	DTS/DPF 3.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.		

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Heritage Adjacency Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place.	DTS/DPF 1.1 None are applicable.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development that may materially affect the context of a State Heritage Place .	Minister responsible for the administration of the <i>Heritage Places Act 1993</i> .	To provide expert assessment and direction to the relevant authority on the potential impacts of development adjacent State Heritage Places.	Development of a class to which Schedule 9 clause 3 item 17 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments

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		(b) commercial development with a gross floor area of 10,000m ² or more	
		(c) retail development with a gross floor area of 2,000m ² or more	
		(d) a warehouse or transport depot with a gross leasable floor area of 8,000m ² or more	
		(e) industry with a gross floor area of 20,000m ² or more	
		(f) educational facilities with a capacity of 250 students or more.	
PO 1.2	Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2	Access is obtained directly from a State Maintained Road where it involves any of the following types of development:
		(a) land division creating 50 or more additional allotments	
		(b) commercial development with a gross floor area of 10,000m ² or more	
		(c) retail development with a gross floor area of 2,000m ² or more	
		(d) a warehouse or transport depot with a gross leasable floor area of 8,000m ² or more	
		(e) industry with a gross floor area of 20,000m ² or more	
		(f) educational facilities with a capacity of 250 students or more.	
PO 1.3	Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3	Access is obtained directly from a State Maintained Road where it involves any of the following types of development:
		(a) land division creating 50 or more additional allotments	
		(b) commercial development with a gross floor area of 10,000m ² or more	
		(c) retail development with a gross floor area of 2,000m ² or more	
		(d) a warehouse or transport depot with a gross leasable floor area of 8,000m ² or more	
		(e) industry with a gross floor area of 20,000m ² or more	
		(f) educational facilities with a capacity of 250 students or more.	

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road:	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient	Development of a class to which Schedule 9

<ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more. 		operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
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Urban Transport Routes Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

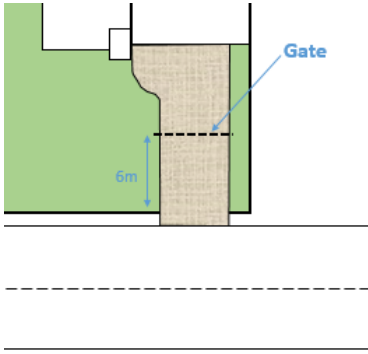
Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from Urban Transport Routes.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

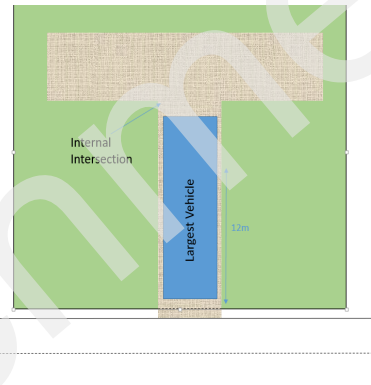
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Access - Safe Entry and Exit (Traffic Flow)	
PO 1.1 Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): <ul style="list-style-type: none"> (a) where servicing a single (1) dwelling / residential allotment: <ul style="list-style-type: none"> (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 3m and 4m (measured at the site boundary) (b) where the development will result in 2 and up to 6 dwellings: <ul style="list-style-type: none"> (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site in a forward direction

	<ul style="list-style-type: none"> (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 5.8m to 6m (measured at the site boundary) and an access depth of 6m (measured from the site boundary into the site) <p>(c) where the development will result in 7 or more dwellings, or is a non-residential land use:</p> <ul style="list-style-type: none"> (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site using left turn only movements (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (v) it will have a width of between 6m and 7m (measured at the site boundary), where the development is expected to accommodate vehicles with a length of 6.4m or less (vi) it will have a width of between 6m and 9m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4m to 8.8m (vii) it will have a width of between 9m and 12m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8m to 12.5m (viii) provides for simultaneous two-way vehicle movements at the access: <ul style="list-style-type: none"> A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road and B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.
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Access - On-Site Queuing

<p>PO 2.1</p> <p>Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and maintain safe vehicle movements.</p>	<p>DTS/DPF 2.1</p> <p>An access point in accordance with one of the following:</p> <ul style="list-style-type: none"> (a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) as shown in the following diagram: 
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- (b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and:
- (i) is expected to be serviced by vehicles with a length no greater than 6.4m
 - (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site)
- (c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and:
- (i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle
 - (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site)
 - (iii) any termination of or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop
 - (iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram:



Access - (Location Spacing) - Existing Access Point

PO 3.1

Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.

DTS/DPF 3.1

An existing access point satisfies (a), (b) or (c):

- (a) it will not service, or is not intended to service, more than 6 dwellings
- (b) it is not located on a Controlled Access Road and will not service development that will result in (b) a larger class of vehicle expected to access the site using the existing access
- (c) is not located on a Controlled Access Road and development constitutes:
 - (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa
 - (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment
 - (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area
 - (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area
 - (v) an office or consulting room with a <500m² gross leasable floor area.

Access – Location (Spacing) – New Access Points

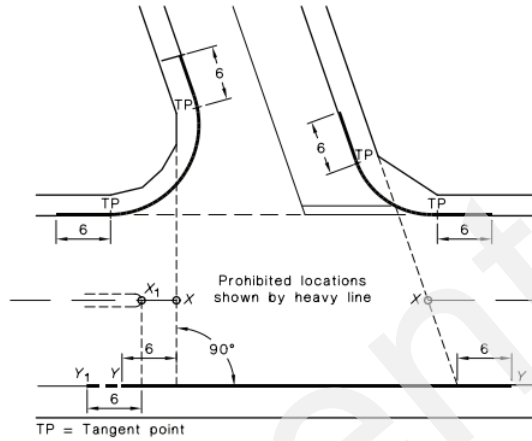
PO 4.1

New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.

DTS/DPF 4.1

A new access point satisfies (a), (b) or (c):

- (a) where a development site is intended to serve between 1 and 6 dwellings and has frontage to a local road (not being a Controlled Access Road) with a speed environment of 60km/h or less, the new access point is provided on the local road and located a minimum of 6.0m from the tangent point as shown in the following diagram:



NOTE:

The points marked X₁ and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y₁.

- (b) where the development site is intended to serve between 1 and 6 dwellings and access from a local road (being a road that is not a State Maintained Road) is not available, the new access:
 - (i) is not located on a Controlled Access Road
 - (ii) is not located on a section of road affected by double barrier lines
 - (iii) will be on a road with a speed environment of 70km/h or less
 - (iv) is located outside of the bold lines on the diagram shown in the diagram following part (a)
 - (v) located minimum of 6m from a median opening or pedestrian crossing
- (c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:

Speed Limit	Separation between access points	Separation from public road junctions and merging/terminating lanes
50 km/h or less	No spacing requirement	20m
60 km/h	30m	73m
70 km/h	40m	92m
80 km/h	50m	114m
90 km/h	65m	139m
100 km/h	80m	165m
110 km/h	100m	193m

Access - Location (Sight Lines)

PO 5.1

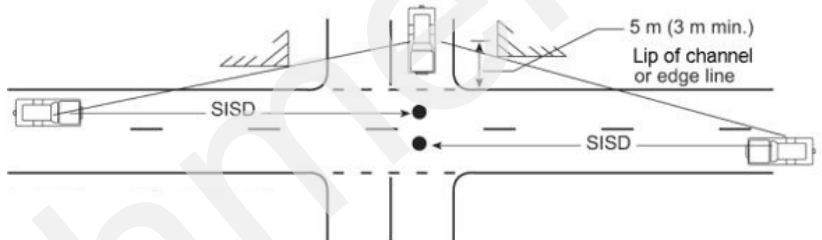
Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

DTS/DPF 5.1

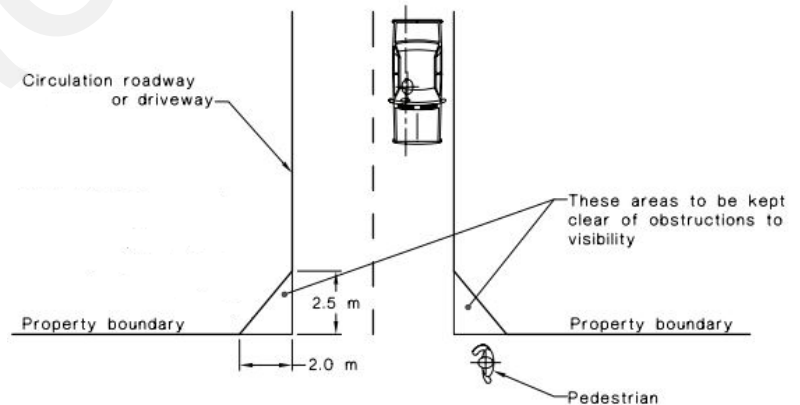
An access point satisfies (a) or (b):

- (a) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

Speed Limit	Access point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	40m	73m
50 km/h	55m	97m
60 km/h	73m	123m
70 km/h	92m	151m
80 km/h	114m	181m
90 km/h	139m	214m
100 km/h	165m	248m
110km/h	193m	285m



- (b) pedestrian sightlines in accordance with the following diagram:



Access - Mud and Debris

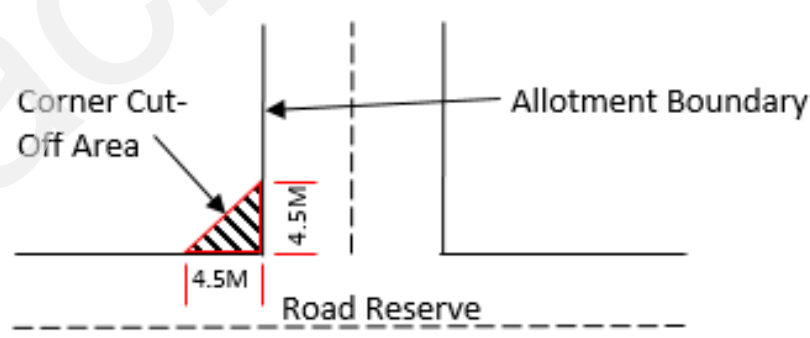
PO 6.1

Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.

DTS/DPF 6.1

Where the road has an unsealed shoulder and the road is not kerbed, the access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer).

Access - Stormwater

Policy24		P&D Code (in effect) Version 2023.6 27/01/2023	
PO 7.1 Access points are designed to minimise negative impact on roadside drainage of water.	DTS/DPF 7.1 Development does not: (a) decrease the capacity of an existing drainage point (b) restrict or prevent the flow of stormwater through an existing drainage point and system.	Building on Road Reserve	
PO 8.1 Buildings or structures that encroach onto, above or below road reserves are designed and sited to minimise impact on safe movements by all road users.	DTS/DPF 8.1 Buildings or structures are not located on, above or below the road reserve.	Public Road Junctions	
PO 9.1 New junctions with a public road (including the opening of unmade public road junctions) or modifications to existing road junctions are located and designed to ensure safe operating conditions are maintained on the State Maintained Road.	DTS/DPF 9.1 Development does not comprise any of the following: (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.	Corner Cut-Offs	
PO 10.1 Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to contribute to driver safety.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram: 		

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, development (including	Commissioner of Highways.	To provide expert technical assessment and direction to	Development of a class to

<p>the division of land) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road:</p> <ul style="list-style-type: none"> (a) creation of a new access or junction (b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority) (c) development that changes the nature of vehicular movements or increase the number or frequency of movements through an existing access (except where deemed to be minor in the opinion of the relevant authority). 		<p>the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.</p>	<p>which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.</p>
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Part 4 - General Development Policies

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.</p>	<p>DTS/DPF 1.1</p> <p>One of the following is satisfied:</p> <ul style="list-style-type: none"> (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i> (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.

Policy24	
<p>(a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces</p> <p>(b) screening rooftop plant and equipment from view</p> <p>(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.</p>	
<p>PO 1.5</p> <p>The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
Safety	
<p>PO 2.1</p> <p>Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Development is designed to differentiate public, communal and private areas.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.</p>	<p>DTS/DPF 2.3</p> <p>None are applicable.</p>
<p>PO 2.4</p> <p>Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.</p>	<p>DTS/DPF 2.4</p> <p>None are applicable.</p>
<p>PO 2.5</p> <p>Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.</p>	<p>DTS/DPF 2.5</p> <p>None are applicable.</p>
Landscaping	
<p>PO 3.1</p> <p>Soft landscaping and tree planting are incorporated to:</p> <p>(a) minimise heat absorption and reflection</p> <p>(b) maximise shade and shelter</p> <p>(c) maximise stormwater infiltration</p> <p>(d) enhance the appearance of land and streetscapes.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
Environmental Performance	
<p>PO 4.1</p>	<p>DTS/DPF 4.1</p>

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Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.		None are applicable.	
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2	None are applicable.	
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3	None are applicable.	
On-site Waste Treatment Systems			
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1	Effluent disposal drainage areas do not: <ul style="list-style-type: none"> (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas. 	
Car parking appearance			
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: <ul style="list-style-type: none"> (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure. 	DTS/DPF 7.1	None are applicable.	
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2	None are applicable.	
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3	None are applicable.	
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4	Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature	

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	canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: <ul style="list-style-type: none"> (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: <ul style="list-style-type: none"> (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): <ul style="list-style-type: none"> (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): <ul style="list-style-type: none"> (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land. 	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.

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PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.		
Overlooking / Visual Privacy (low rise buildings)			
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.		
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases		
Site Facilities / Waste Storage (excluding low rise residential development)			
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.		
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.		
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.		
PO 11.4	DTS/DPF 11.4		

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Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	
External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: <ul style="list-style-type: none"> (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: <ul style="list-style-type: none"> (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are: <ul style="list-style-type: none"> (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas

	<ul style="list-style-type: none"> (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment. 																								
<p>PO 12.8</p> <p>Building services, plant and mechanical equipment are screened from the public realm.</p>	<p>DTS/DPF 12.8</p> <p>None are applicable.</p>																								
Landscaping																									
<p>PO 13.1</p> <p>Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.</p>	<p>DTS/DPF 13.1</p> <p>Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.</p>																								
<p>PO 13.2</p> <p>Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.</p>	<p>DTS/DPF 13.2</p> <p>Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.</p> <table border="1" data-bbox="831 1064 1519 1630"> <thead> <tr> <th>Site area</th> <th>Minimum deep soil area</th> <th>Minimum dimension</th> <th>Tree / deep soil zones</th> </tr> </thead> <tbody> <tr> <td><300 m²</td> <td>10 m²</td> <td>1.5m</td> <td>1 small tree / 10 m²</td> </tr> <tr> <td>300-1500 m²</td> <td>7% site area</td> <td>3m</td> <td>1 medium tree / 30 m²</td> </tr> <tr> <td>>1500 m²</td> <td>7% site area</td> <td>6m</td> <td>1 large or medium tree / 60 m²</td> </tr> </tbody> </table> <p>Tree size and site area definitions</p> <table border="1" data-bbox="831 1691 1519 1953"> <tbody> <tr> <td>Small tree</td> <td>4-6m mature height and 2-4m canopy spread</td> </tr> <tr> <td>Medium tree</td> <td>6-12m mature height and 4-8m canopy spread</td> </tr> <tr> <td>Large tree</td> <td>12m mature height and >8m canopy spread</td> </tr> </tbody> </table> <table border="1" data-bbox="831 1953 1519 2072"> <tbody> <tr> <td>Site area</td> <td>The total area for development site, not average area per dwelling</td> </tr> </tbody> </table>	Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones	<300 m ²	10 m ²	1.5m	1 small tree / 10 m ²	300-1500 m ²	7% site area	3m	1 medium tree / 30 m ²	>1500 m ²	7% site area	6m	1 large or medium tree / 60 m ²	Small tree	4-6m mature height and 2-4m canopy spread	Medium tree	6-12m mature height and 4-8m canopy spread	Large tree	12m mature height and >8m canopy spread	Site area	The total area for development site, not average area per dwelling
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PO 13.3	Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3	None are applicable.
PO 13.4	Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4	Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.
Environmental			
PO 14.1	Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1	None are applicable.
PO 14.2	Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2	None are applicable.
PO 14.3	Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: <ul style="list-style-type: none"> (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level. 	DTS/DPF 14.3	None are applicable.
Car Parking			
PO 15.1	Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1	Multi-level vehicle parking structures within buildings: <ul style="list-style-type: none"> (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2	Multi-level vehicle parking structures within buildings	DTS/DPF 15.2	None are applicable.

complement the surrounding built form in terms of height, massing and scale.	
Overlooking/Visual Privacy	
<p>PO 16.1</p> <p>Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as:</p> <ul style="list-style-type: none"> (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity. 	<p>DTS/DPF 16.1</p> <p>None are applicable.</p>
All non-residential development	
Water Sensitive Design	
<p>PO 42.1</p> <p>Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.</p>	<p>DTS/DPF 42.1</p> <p>None are applicable.</p>
<p>PO 42.2</p> <p>Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.</p>	<p>DTS/DPF 42.2</p> <p>None are applicable.</p>
<p>PO 42.3</p> <p>Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.</p>	<p>DTS/DPF 42.3</p> <p>None are applicable.</p>
Wash-down and Waste Loading and Unloading	
<p>PO 43.1</p> <p>Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are:</p> <ul style="list-style-type: none"> (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection 	<p>DTS/DPF 43.1</p> <p>None are applicable.</p>

<ul style="list-style-type: none"> (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: <ul style="list-style-type: none"> (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis. 	
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Laneway Development

Infrastructure and Access

<p>PO 44.1</p> <p>Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where:</p> <ul style="list-style-type: none"> (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares. 	<p>DTS/DPF 44.1</p> <p>Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.</p>
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Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature								
Hours of Operation									
<p>PO 2.1</p> <p>Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the zone (d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land. 	<p>DTS/DPF 2.1</p> <p>Development operating within the following hours:</p> <table border="1" data-bbox="833 497 1487 1393"> <thead> <tr> <th data-bbox="833 497 1098 618">Class of Development</th> <th data-bbox="1098 497 1487 618">Hours of operation</th> </tr> </thead> <tbody> <tr> <td data-bbox="833 618 1098 770">Consulting room</td> <td data-bbox="1098 618 1487 770">7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td> </tr> <tr> <td data-bbox="833 770 1098 922">Office</td> <td data-bbox="1098 770 1487 922">7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td> </tr> <tr> <td data-bbox="833 922 1098 1393"> Shop, other than any one or combination of the following: <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone </td> <td data-bbox="1098 922 1487 1393"> 7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday </td> </tr> </tbody> </table>	Class of Development	Hours of operation	Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Shop, other than any one or combination of the following: <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone 	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
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Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
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Shop, other than any one or combination of the following: <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone 	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday								
Overshadowing									
<p>PO 3.1</p> <p>Overshadowing of habitable room windows of adjacent residential land uses in:</p> <ul style="list-style-type: none"> a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight. 	<p>DTS/DPF 3.1</p> <p>North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.</p>								
<p>PO 3.2</p> <p>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:</p> <ul style="list-style-type: none"> a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight. 	<p>DTS/DPF 3.2</p> <p>Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:</p> <ul style="list-style-type: none"> a. for ground level private open space, the smaller of the following: <ul style="list-style-type: none"> i. half the existing ground level open space or 								

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	ii. 35m ² of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: <ul style="list-style-type: none"> (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed. 	DTS/DPF 3.3 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: <ul style="list-style-type: none"> (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone. 	DTS/DPF 4.2 None are applicable.
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.5 None are applicable.
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels:

zone primarily intended to accommodate sensitive receivers.	Assessment location	Music noise level
	Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)
Air Quality		
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.	
Light Spill		
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.	
Solar Reflectivity / Glare		
PO 7.1 Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.	DTS/DPF 7.1 None are applicable.	

Out of Activity Centre Development

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO1	The role of Activity Centres in contributing to the form and pattern of development and enabling equitable and convenient access to a range of shopping, administrative, cultural, entertainment and other facilities in a single trip is maintained and reinforced.

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres:</p> <ul style="list-style-type: none"> (a) as primary locations for shopping, administrative, cultural, entertainment and community services (b) as a focus for regular social and business gatherings (c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities. 	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities:</p> <ul style="list-style-type: none"> (a) that support the needs of local residents and workers, particularly in underserved locations (b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre. 	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>

Site Contamination

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>Ensure land is suitable for use when land use changes to a more sensitive use.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies (a), (b), (c) or (d):</p> <ul style="list-style-type: none"> (a) does not involve a change in the use of land

	<ul style="list-style-type: none"> (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form) (d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: <ul style="list-style-type: none"> (i) a site contamination audit report has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that- <ul style="list-style-type: none"> A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).
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Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: <ul style="list-style-type: none"> (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5	DTS/DPF 3.5

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<p>Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.</p>	<p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 3.6</p> <p>Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).</p>	<p>DTS/DPF 3.6</p> <p>Driveways and access points:</p> <ul style="list-style-type: none"> (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: <ul style="list-style-type: none"> (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
<p>PO 3.7</p> <p>Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.</p>	<p>DTS/DPF 3.7</p> <p>Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing:</p> <ul style="list-style-type: none"> (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
<p>PO 3.8</p> <p>Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.</p>	<p>DTS/DPF 3.8</p> <p>None are applicable.</p>
<p>PO 3.9</p> <p>Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.</p>	<p>DTS/DPF 3.9</p> <p>None are applicable.</p>
Access for People with Disabilities	
<p>PO 4.1</p>	<p>DTS/DPF 4.1</p>

Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	None are applicable.
Vehicle Parking Rates	
<p>PO 5.1</p> <p>Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:</p> <ul style="list-style-type: none"> (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place. 	<p>DTS/DPF 5.1</p> <p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</p> <ul style="list-style-type: none"> (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
<p>PO 6.1</p> <p>Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.</p>	<p>DTS/DPF 6.1</p> <p>Movement between vehicle parking areas within the site can occur without the need to use a public road.</p>
<p>PO 6.2</p> <p>Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>
<p>PO 6.3</p> <p>Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.</p>	<p>DTS/DPF 6.3</p> <p>None are applicable.</p>
<p>PO 6.4</p> <p>Pedestrian linkages between parking areas and the development are provided and are safe and convenient.</p>	<p>DTS/DPF 6.4</p> <p>None are applicable.</p>
<p>PO 6.5</p> <p>Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.</p>	<p>DTS/DPF 6.5</p> <p>None are applicable.</p>
<p>PO 6.6</p> <p>Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.</p>	<p>DTS/DPF 6.6</p> <p>Loading areas and designated parking spaces are wholly located within the site.</p>
Undercroft and Below Ground Garaging and Parking of Vehicles	
<p>PO 7.1</p>	<p>DTS/DPF 7.1</p>

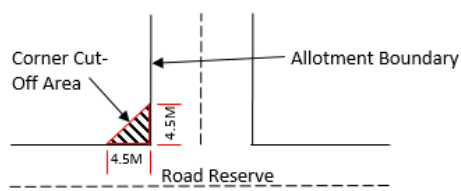
Policy24		P&D Code (in effect) Version 2023.6 27/04/2023	
Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.		None are applicable.	
Bicycle Parking in Designated Areas			
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.		DTS/DPF 9.1	Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.		DTS/DPF 9.2	None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.		DTS/DPF 9.3	None are applicable.
Corner Cut-Offs			
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.		DTS/DPF 10.1	Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

Table 1 - General Off-Street Car Parking Requirements

Class of Development	Car Parking Rate (unless varied by Table 2 onwards)

Commercial Uses	
<p>Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.</p>	
Shop (no commercial kitchen)	<p>5.5 spaces per 100m² of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.</p> <p>5 spaces per 100m² of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.</p>
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m ² of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	<p>Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat.</p> <p>Premises with take-away service but with no seats - 12 spaces per 100m² of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point.</p> <p>Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.</p>

Table 2 - Off-Street Car Parking Requirements in Designated Areas

Class of Development	Car Parking Rate		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.			
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	5 spaces per 100m ² of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone

Table 2 - Criteria The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

Criteria	Exceptions
<p>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</p> <p>(a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾</p> <p>(b) is within 400 metres of a bus interchange⁽¹⁾</p> <p>(c) is within 400 metres of an O-Bahn interchange⁽¹⁾</p>	<p>(a) All zones in the City of Adelaide</p> <p>(b) Strategic Innovation Zone in the following locations:</p> <p>(i) City of Burnside</p> <p>(ii) City of Marion</p> <p>(iii) City of Mitcham</p> <p>(c) Urban Corridor (Boulevard) Zone</p> <p>(d) Urban Corridor (Business) Zone</p> <p>(e) Urban Corridor (Living) Zone</p> <p>(f) Urban Corridor (Main Street) Zone</p> <p>(g) Urban Neighbourhood Zone</p>

- | | |
|---|--|
| <ul style="list-style-type: none">(d) is within 400 metres of a passenger rail station⁽¹⁾(e) is within 400 metres of a passenger tram station⁽¹⁾(f) is within 400 metres of the Adelaide Parklands. | |
|---|--|

[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

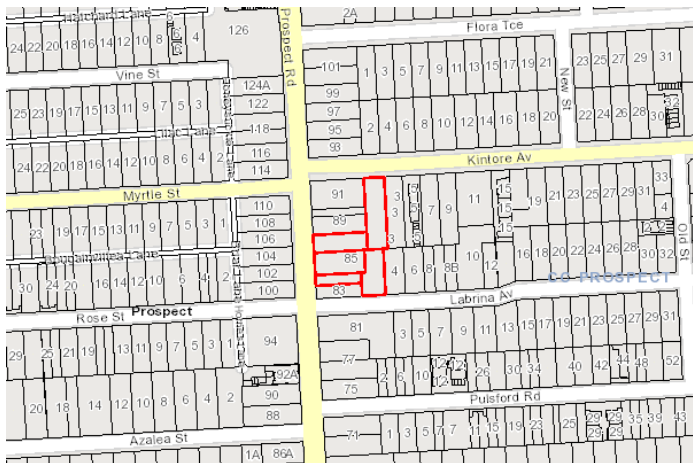
Attachment

85 PROSPECT RD PROSPECT SA 5082

Address:

Click to view a detailed interactive [SAILIS](#) in SAILIS

To view a detailed interactive property map in SAPPa click on the map below



Property Zoning Details

Zone

Urban Corridor (Main Street)

Overlay

Airport Building Heights (Regulated) (All structures over 45 metres)

Advertising Near Signalised Intersections

Affordable Housing

Design

Heritage Adjacency

Hazards (Flooding - General)

Noise and Air Emissions

Prescribed Wells Area

Regulated and Significant Tree

Traffic Generating Development

Urban Transport Routes

Local Variation (TNV)

Maximum Building Height (Metres) (Maximum building height is 15m)

Minimum Building Height (Levels) (Minimum building height is 2 levels)

Maximum Building Height (Levels) (Maximum building height is 4 levels)

Minimum Primary Street Setback (Minimum primary street setback is 0m)

Interface Height (Development should be constructed within a building envelope provided by a 45 degree plane, measured 3m above natural ground at the boundary of an allotment)

Development Pathways

- Urban Corridor (Main Street)

1. Accepted Development

Means that the development type does not require planning consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

- Consulting room
- Internal building work
- Office
- Partial demolition of a building or structure
- Shade sail
- Shop
- Solar photovoltaic panels (roof mounted)
- Water tank (underground)

2. Code Assessed - Deemed to Satisfy

Means that the development type requires consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

- Consulting room
- Office
- Replacement building
- Shop

3. Code Assessed - Performance Assessed

Performance Assessed development types listed below are those for which the Code identifies relevant policies.

Additional development types that are not listed as Accepted, Deemed to Satisfy or Restricted default to a Performance assessed Pathway. Please contact your local council for more information.

- Advertisement
- Consulting room
- Demolition
- Dwelling
- Dwelling or residential flat building undertaken by:
 - (a) the South Australian Housing Trust either individually or jointly with other persons or bodies
 - or
 - (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.
- Licensed Premises
- Office
- Residential flat building
- Shop
- Student Accommodation
- Tourist accommodation
- Tree-damaging activity

4. Impact Assessed - Restricted

Means that the development type requires approval. Classes of development that are classified as Restricted are listed in Table 4 of the relevant Zones.

Property Policy Information for above selection

Part 2 - Zones and Sub Zones

Urban Corridor (Main Street) Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A safe, walkable and vibrant shopping, entertainment and commercial main street precinct with an active day and evening economy supported by medium density residential development.
DO 2	Built form positively contributing to: <ul style="list-style-type: none"> (a) a streetscape that is visually interesting at human-scale comprising articulated buildings with a high level of fenestration and balconies oriented towards the street

- (b) a fine-grain public realm comprising buildings with active frontages that are designed to reinforce the street rhythm, that consider the facades, articulation and massing of existing buildings and any spaces between them, and provide narrow tenancy footprints at ground level.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

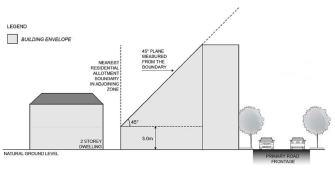
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>A vibrant mix of land uses adding to the vitality of the area and extending activities outside shop hours including restaurants, educational, community and cultural facilities and visitor and residential accommodation.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> (a) Advertisement (b) Consulting Room (c) Dwelling (d) Hotel (e) Educational Establishment (f) Licensed Premises (g) Office (h) Pre-school (i) Residential Flat Building (j) Retirement Facility (k) Shop (l) Student Accommodation (m) Supported Accommodation (n) Tourist Accommodation
<p>PO 1.2</p> <p>Retail, office, entertainment and recreation related uses that provide a range of goods and services to the local community and the surrounding district.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>Ground floor uses contribute to a safe, active and vibrant main street.</p>	<p>DTS/DPF 1.3</p> <p>Shop, office, or consulting room uses located on the ground floor level of buildings fronting the primary road corridor.</p>
<p>PO 1.4</p> <p>Dwellings developed in conjunction with non-residential uses to support business, entertainment and recreational activities that contribute to making the main street locality and pedestrian thoroughfares safe, walkable, comfortable, pleasant and vibrant places.</p>	<p>DTS/DPF 1.4</p> <p>Dwellings developed in conjunction with non-residential uses, and sited:</p> <ul style="list-style-type: none"> (a) at upper levels of buildings with non-residential uses located at ground level or (b) behind non-residential uses on the same allotment.
<p>PO 1.5</p> <p>Development of diverse medium density accommodation options either as part of a mixed use development or wholly residential development.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
<p>PO 1.6</p> <p>Land uses promote movement and activity during daylight and evening hours, including restaurants, educational, health, community and cultural facilities, and visitor and residential accommodation.</p>	<p>DTS/DPF 1.6</p> <p>None are applicable.</p>
<p>PO 1.7</p> <p>Changes in the use of land encourage the efficient reuse of commercial premises to maintain and enhance vibrancy within activity centres.</p>	<p>DTS/DPF 1.7</p> <p>A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:</p> <ul style="list-style-type: none"> (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses;

	<ul style="list-style-type: none"> (b) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, areas used for the storage and collection of refuse are sited at least 10 metres from the site of a dwelling (other than a dwelling directly associated with the proposed shop) (c) if the proposed change of use is for a shop that primarily involves heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any neighbourhood-type zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions (d) if the change in use involves a gross leasable floor area greater than 250m² and has direct frontage to an arterial road, it achieves either (i) or (ii): <ul style="list-style-type: none"> (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared (e) off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number, except in any of the following circumstances: <ul style="list-style-type: none"> (i) the building is a local heritage place (ii) the required contribution will be made into a relevant car parking offset scheme (other than where a relevant contribution has previously been made); or (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Built Form and Character	
<p>PO 2.1</p> <p>Buildings sensitively frame the main street and public spaces, provide overall visual relief from building height and mass, and maintain a human scale for pedestrians.</p>	<p>DTS/DPF 2.1</p> <p>Buildings:</p> <ul style="list-style-type: none"> (a) include a clearly defined podium or street wall with a maximum building height of 2 building levels or 8m, or higher where it matches the existing street wall of adjoining buildings (b) have levels above the defined podium or street wall setback a minimum of 2m from that wall.
<p>PO 2.2</p> <p>Buildings and structures designed to complement and respond to the established fine-grained main street character by:</p> <ul style="list-style-type: none"> (a) ensuring the verandah profile and materials of construction are consistent with and positively respond to adjacent traditional main street buildings (b) complementing the traditional shop-front elements, such as narrow buildings and tenancy footprints, with frequently repeated frontages, and clear-glazed narrow shop front displays above raised display levels [base stall boards] and recessed entries. 	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Buildings designed to create visual connection between the public realm and ground level interior, to ensure an active interface with the main street and maximise passive surveillance.</p>	<p>DTS/DPF 2.3</p> <p>The ground floor primary frontage of buildings provides at least 60% of the street frontage as an entry / foyer or display window to a shop or other community or commercial use that provides pedestrian interest and activation.</p>
<p>PO 2.4</p> <p>Buildings provide a high amenity pedestrian environment by providing shelter and shade over footpaths.</p>	<p>DTS/DPF 2.4</p> <p>Buildings that provide a continuity of verandahs, canopies, awnings or other pedestrian shelters to contribute to pedestrian comfort.</p>
<p>PO 2.5</p>	<p>DTS/DPF 2.5</p>

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Buildings are adaptable and flexible to accommodate a range of residential and non-residential land uses on the ground floor.	The ground floor of buildings contains a minimum floor to ceiling height of 3.5m.				
PO 2.6 Buildings sited on the primary street boundary to achieve a continuity of built form frontage to the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate but vibrant spaces.	DTS/DPF 2.6 Buildings with a 0m setback from the primary street boundary, with the exception of minor setbacks to accommodate outdoor dining areas.				
PO 2.7 Buildings with no setback from the secondary street boundary to contribute to a consistent established streetscape.	DTS/DPF 2.7 Buildings with a 0m setback from the secondary street boundary.				
PO 2.8 Buildings with no side boundaries setback to achieve a continuity of street façade to the main street.	DTS/DPF 2.8 Buildings with a 0m setback from the side boundary.				
PO 2.9 Buildings set back from rear boundaries (other than street boundaries) to minimise negative impacts on neighbouring properties, including access to natural sunlight and ventilation.	DTS/DPF 2.9 Buildings setback from rear boundaries as follows: (a) 5m or more where the subject land directly abuts an allotment of a different zone or (b) 3m or more in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.				
PO 2.10 Buildings set back from street boundaries (in the case of rear access ways) to provide adequate manoeuvrability for vehicles.	DTS/DPF 2.10 Buildings setback from the rear access way: (a) no requirement where the access way is not less than 6.5m wide or (b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide.				
Building Height					
PO 3.1 Building height is consistent with the form expressed in the Maximum Building Height (Levels) Technical and Numeric Variation layer and the Maximum Building Height (Metres) Technical and Numeric Variation layer and otherwise positively responds to the local context including the site's frontage, depth, and adjacent primary corridor or street width.	DTS/DPF 3.1 Except where a Concept Plan specifies otherwise, development does not exceed the following building height(s): <table border="1" data-bbox="831 1312 1525 1442"> <tr> <td style="text-align: center;">Maximum Building Height (Levels)</td> </tr> <tr> <td>Maximum building height is 4 levels</td> </tr> <tr> <td style="text-align: center;">Maximum Building Height (Metres)</td> </tr> <tr> <td>Maximum building height is 15m</td> </tr> </table> In relation to DTS/DPF 3.1, in instances where: (a) more than one value is returned in the same field, refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> or <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development (b) only one value is returned (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other (c) no value is returned (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.	Maximum Building Height (Levels)	Maximum building height is 4 levels	Maximum Building Height (Metres)	Maximum building height is 15m
Maximum Building Height (Levels)					
Maximum building height is 4 levels					
Maximum Building Height (Metres)					
Maximum building height is 15m					
PO 3.2 Buildings designed to achieve optimal height and floor space yields, and maintain traditional main street form.	DTS/DPF 3.2 New development is not less than the following building height: <table border="1" data-bbox="831 1957 1525 2024"> <tr> <td style="text-align: center;">Minimum Building Height (Levels)</td> </tr> <tr> <td>Minimum building height is 2 levels</td> </tr> </table> In relation to DTS/DPF 3.2, in instances where:	Minimum Building Height (Levels)	Minimum building height is 2 levels		
Minimum Building Height (Levels)					
Minimum building height is 2 levels					

	<p>(a) more than one value is returned in the same field, refer to the <i>Minimum Building Height (Levels) Technical and Numeric Variation</i> layer in the SA planning database to determine the applicable value relevant to the site of the proposed development</p> <p>(b) no value is returned (i.e. there is a blank field), then there is no minimum building height and DTS/DPF 3.2 is met.</p>
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Interface Height

<p>PO 4.1</p> <p>Buildings mitigate impacts of building massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 4.1</p> <p style="text-align: center;">Interface Height</p> <p>Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram:</p> 
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<p>PO 4.2</p> <p>Buildings on an allotment fronting a road that is not the primary corridor (ie a State maintained road) and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
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Significant Development Sites

<p>PO 5.1</p> <p>Consolidation of significant development sites (a site with a frontage over 25m to a primary road corridor and over 1500m² in area, which may include one or more allotments) to achieve increased development yield, provided that off-site impacts can be managed and broader community benefit is achieved in terms of design quality, community services, affordable housing provision, or sustainability features.</p>	<p>DTS/DPF 5.1</p> <p>Development on significant development sites (a site with a frontage over 25m to a primary road corridor and over 1500m² in area, which may include one or more allotments) up to 30% above the maximum building height specified in DTS/DPF 3.1 (rounded to the nearest whole number) where it:</p> <ul style="list-style-type: none"> (a) incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and context that positively contributes to the character of the local area (b) includes more than 15% of dwellings as affordable housing or (c) includes at least: <ul style="list-style-type: none"> (i) three of the following: <ul style="list-style-type: none"> A. high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street B. high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site C. active uses are located on the public street frontages of the building, with any above ground car parking located behind D. a range of dwelling types that includes at least 10% of 3+ bedroom apartments; E. a child care centre. (ii) three of the following: <ul style="list-style-type: none"> A. a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance; B. living landscaped vertical surfaces of at least 50m² supported by services that ensure ongoing maintenance C. passive heating and cooling design elements including solar shading integrated into the building D. higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings.
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<p>PO 5.2</p>	<p>DTS/DPF 5.2</p>
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Development on a significant development site (a site with a frontage over 25m to a primary road corridor and over 1500m ² in area, which may include one or more allotments) designed to minimise impacts on residential uses in adjacent zones with regard to intensity of use, overshadowing, massing and building proportions.	Development on a significant development site (a site with a frontage over 25m to a primary road corridor and over 1500m ² in area, which may include one or more allotments) that: <ul style="list-style-type: none"> (a) is constructed within the zone's Interface Building Height provision as specified DTS/DPF 4.1 (b) locates non-residential activities and higher density elements towards the primary road corridor (c) locates taller building elements towards the primary road corridor.
Movement, parking and access	
PO 6.1 Development does not result in additional crossovers on the main street, except where rationalising existing crossovers on consolidated sites and is designed to minimise conflicts with pedestrians and cyclists and minimise disruption to the continuity of built form.	DTS/DPF 6.1 Vehicular access to be provided: <ul style="list-style-type: none"> (a) via side streets or rear lanes provided there is no negative impact on residential amenity within the zone and in adjacent zones <p style="text-align: center;">or</p> <ul style="list-style-type: none"> (b) where it consolidates or replaces existing crossovers.
PO 6.2 Development is designed to ensure car parking is located to avoid negative impacts on the main street rhythm and activation.	DTS/DPF 6.2 Vehicle parking garages located behind buildings away from the primary main street frontage.
Advertisements	
PO 7.1 Advertisements are sited and designed to achieve an overall consistency of appearance along individual street frontages.	DTS/DPF 7.1 None are applicable.
PO 7.2 Freestanding advertisements: <ul style="list-style-type: none"> (a) identify the associated business(es) (b) are of a size that is commensurate with the scale of the centre and the street frontage (c) avoid visual clutter (d) positively respond to the context without dominating the locality (e) are sited and designed to not detract from the main street character. 	DTS/DPF 7.2 Freestanding advertisements: <ul style="list-style-type: none"> (a) do not exceed 8m in height, the adjacent building wall height, or the zone's height allowance (whichever is the lesser) (b) do not have a sign face that exceeds 6m² per side.
Concept Plans	
PO 8.1 Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	DTS/DPF 8.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 8.1, in instances where: <ul style="list-style-type: none"> (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.

Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether

one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: <ol style="list-style-type: none"> 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): <ol style="list-style-type: none"> (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) deck (d) dwelling (e) fence (f) office (g) residential flat building (h) retaining wall (i) shade sail (j) shop (k) solar photovoltaic panels (roof mounted) (l) water tank. 	Except development that: <ol style="list-style-type: none"> 1. exceeds the maximum building height specified in Urban Corridor (Main Street) DTS/DPF 3.1 or 2. does not satisfy Urban Corridor (Main Street) DTS/DPF 4.1 or 3. involves the construction of a building of 4 or more building levels and the site of the development is: <ol style="list-style-type: none"> (a) adjacent land to a neighbourhood-type zone and (b) adjoins an allotment containing an existing low-rise building used for residential purposes.
4. Any development involving any of the following (or of any combination of any of the following): <ol style="list-style-type: none"> (a) internal building works (b) replacement building (c) tree damaging activity. 	None specified.
5. Demolition.	Except any of the following: <ol style="list-style-type: none"> 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Advertising Near Signalised Intersections Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Provision of a safe road environment by reducing driver distraction at key points of conflict on the road.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Advertisements Near Signalised Intersections	
PO 1.1 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 1.1 Advertising: <ul style="list-style-type: none"> (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Advertisement or advertising hoarding that: <ul style="list-style-type: none"> (a) is within 100m of a: <ul style="list-style-type: none"> (i) signalised intersection or (ii) signalised pedestrian crossing and (b) will: <ul style="list-style-type: none"> (i) be internally illuminated or (ii) incorporate a moving or changing display or message or (iii) incorporate a flashing light. 	Commissioner of Highways.	To provide expert technical assessment on potential risks relating to pedestrian and road safety which may arise from advertisements near intersections.	Development of a class to which Schedule 9 clause 3 item 21 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Affordable Housing Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Affordable housing is integrated with residential and mixed use development.

DO 2	Affordable housing caters for a variety of household structures.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 1.1 Development comprising 20 or more dwellings / allotments incorporates affordable housing.	DTS/DPF 1.1 Development results in 0-19 additional allotments / dwellings.
PO 1.2 Development comprising 20 or more dwellings or residential allotments provides housing suited to a range of incomes including households with low to moderate incomes.	DTS/DPF 1.2 Development comprising 20 or more dwellings / or residential allotments includes a minimum of 15% affordable housing except where: <ul style="list-style-type: none"> (a) it can be demonstrated that any shortfall in affordable housing has been provided in a previous stage of development or (b) it can be demonstrated that any shortfall in affordable housing will be accommodated in a subsequent stage or stages of development.
PO 1.3 Affordable housing is distributed throughout the development to avoid an overconcentration.	DTS/DPF 1.3 None are applicable.
Built Form and Character	
PO 2.1 Affordable housing is designed to complement the design and character of residential development within the locality.	DTS/DPF 2.1 None are applicable.
Affordable Housing Incentives	
PO 3.1 To support the provision of affordable housing, minimum allotment sizes may be reduced below the minimum allotment size specified in a zone while providing allotments of a suitable size and dimension to accommodate dwellings with a high standard of occupant amenity.	DTS/DPF 3.1 The minimum site area specified for a dwelling can be reduced by up to 20%, or the maximum density per hectare increased by up to 20%, where it is to be used to accommodate affordable housing except where the development is located within the Character Area Overlay or Historic Area Overlay.
PO 3.2 To support the provision of affordable housing, building heights may be increased above the maximum specified in a zone.	DTS/DPF 3.2 Where a building incorporates dwellings above ground level and includes at least 15% affordable housing, the maximum building height specified in any relevant zone policy can be increased by 1 building level in the: <ul style="list-style-type: none"> (a) Business Neighbourhood Zone (b) City Living Zone (c) Established Neighbourhood Zone (d) General Neighbourhood Zone (e) Hills Neighbourhood Zone (f) Housing Diversity Neighbourhood Zone (g) Neighbourhood Zone (h) Master Planned Neighbourhood Zone (i) Master Planned Renewal Zone (j) Master Planned Township Zone (k) Rural Neighbourhood Zone (l) Suburban Business Zone (m) Suburban Neighbourhood Zone (n) Township Neighbourhood Zone (o) Township Zone (p) Urban Renewal Neighbourhood Zone (q) Waterfront Neighbourhood Zone

	and up to 30% in any other zone, except where: <ul style="list-style-type: none"> (a) the development is located within the Character Area Overlay or Historic Area Overlay or (b) other height incentives already apply to the development.
Movement and Car Parking	
PO 4.1 Sufficient car parking is provided to meet the needs of occupants of affordable housing.	DTS/DPF 4.1 Dwellings constituting affordable housing are provided with car parking in accordance with the following: <ul style="list-style-type: none"> (a) 0.3 carpark per dwelling within a building which incorporates dwellings located above ground level within either: <ul style="list-style-type: none"> (i) 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾ (ii) is within 400 metres of a bus interchange⁽¹⁾ (iii) is within 400 metres of an O-Bahn interchange⁽¹⁾ (iv) is within 400 metres of a passenger rail station⁽¹⁾ (v) is within 400 metres of a passenger tram station⁽¹⁾ (vi) is within 400 metres of the Adelaide Parklands. or (b) 1 carpark per dwelling for any other dwelling. <p>[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]</p>

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development for the purposes of the provision of affordable housing (applying the criteria determined under regulation 4 of the <i>South Australian Housing Trust Regulations 2010</i>).	Minister responsible for administering the <i>South Australian Housing Trust Act 1995</i> .	To provide direction on the conditions required to secure the provision of dwellings or allotments for affordable housing.	Development of a class to which Schedule 9 clause 3 item 20 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome

DO 1	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operation of a certified or registered aerodrome.	DTS/DPF 1.1 Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas. In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with a certified or registered aerodrome.	DTS/DPF 1.2 Development does not include exhaust stacks.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development: (a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the <i>Airport Building Heights (Regulated) Overlay</i> (b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the <i>Airport Building Heights (Regulated) Overlay</i> .	The airport-operator company for the relevant airport within the meaning of the <i>Airports Act 1996</i> of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the <i>Airports Act 1996</i> of the Commonwealth.	To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities.	Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Design Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome

DO 1	Development positively contributes to the liveability, durability and sustainability of the built environment through high-quality design.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Medium to high rise buildings and state significant development demonstrate high quality design.	DTS/DPF 1.1 None are applicable.

Procedural Matters (PM)

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Except where the development comprises a variation to an application that has previously:</p> <ul style="list-style-type: none"> (a) been referred to the Government Architect or Associate Government Architect or (b) been given development authorisation under the <i>Planning, Design and Infrastructure Act 2016</i> or <i>Development Act 1993</i> <p>any of the following classes of development:</p> <ul style="list-style-type: none"> (a) development within the area of the overlay located within the Corporation of the City of Adelaide where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$10,000,000 (b) development within the area of the overlay located within the City of Port Adelaide Enfield where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$3 000 000 (c) development within all other areas of the overlay that involves the erection or construction of a building that exceeds 4 building levels. 	Government Architect or Associate Government Architect	<p>To provide expert design advice to the relevant authority on how the development:</p> <ul style="list-style-type: none"> (a) responds to its surrounding context and contributes to the quality and character of a place (b) contributes to inclusiveness, connectivity, and universal design of the built environment (c) enables buildings and places that are fit for purpose, adaptable and long-lasting (d) adds value by positively contributing to places and communities (e) optimises performance and public benefit (f) supports sustainable and environmentally responsible development. 	Development of a class to which Schedule 9 clause 3 item 22 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use	
PO 1.1	DTS/DPF 1.1

Policy24		P&D Code (in effect) Version 2023.6 27/04/2023	
Buildings housing vulnerable people, community services facilities, key infrastructure and emergency services are sited away from flood areas enable uninterrupted operation of services and reduce likelihood of entrapment.		Pre-schools, educational establishments, retirement and supported accommodation, emergency services facilities, hospitals and prisons located outside the 1% AEP flood event.	
Flood Resilience			
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.		DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than: In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.	
Environmental Protection			
PO 3.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.		DTS/DPF 3.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.	

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Heritage Adjacency Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place.	DTS/DPF 1.1 None are applicable.
Land Division	

Policy24	P&D Code (in effect) Version 2023.6 27/04/2023
PO 2.1 Land division adjacent to a State or Local Heritage Place creates allotments that are of a size and dimension that enables the siting and setbacks of new buildings from allotment boundaries so that they do not dominate, encroach or unduly impact on the setting of the Place.	DTS/DPF 2.1 None are applicable.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development that may materially affect the context of a State Heritage Place .	Minister responsible for the administration of the <i>Heritage Places Act 1993</i> .	To provide expert assessment and direction to the relevant authority on the potential impacts of development adjacent State Heritage Places.	Development of a class to which Schedule 9 clause 3 item 17 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Noise and Air Emissions Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Community health and amenity is protected from adverse impacts of noise and air emissions.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Sensitive receivers adjoining high noise and/or air pollution sources are designed and sited to shield sensitive receivers from the emission source using measures such as: <ul style="list-style-type: none"> (a) placing buildings containing non-sensitive receivers (such as retail and commercial) between the emission source and sensitive receivers (b) within individual buildings, placing rooms more sensitive to air quality and noise impacts (such as living rooms and bedrooms) further away from the emission source 	DTS/DPF 1.1 Sensitive receivers satisfy all of the following: <ul style="list-style-type: none"> (a) do not adjoin a: <ul style="list-style-type: none"> (i) Designated Road: Type A (ii) Designated Road Corridor: Type B (iii) Designated Road: Type R (iv) Train Corridor

Policy24	P&D Code (in effect) Version 2023.6 27/04/2023
<p>(c) providing appropriate separation or erecting noise attenuation barriers, provided the requirements for safety, urban design and access can be met</p> <p>(d) the use of building design elements such as podiums and jutting, deep or enclosed balconies (including with solid balustrades).</p>	<p>(v) Tram Corridor</p> <p>(b) adjoining development incorporating music includes noise attenuation measures to achieve a noise level in any bedroom exposed to music noise (L10) less than:</p> <p>(i) 8 dB above the level of background noise (L90,15 min) in any octave band of the sound spectrum; and</p> <p>(ii) 5 dB(A) above the level of background noise (LA90,15 min) for the overall (sum of all octave bands) A-weighted levels.</p>
<p>PO 1.2</p> <p>Development incorporating a sensitive receiver adjoining high air pollution sources use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants.</p>	<p>DTS/DPF 1.2</p> <p>Sensitive receivers do not adjoin any of the following:</p> <p>(a) Designated Road: Type A (b) Designated Road: Type B (c) Designated Road: Type R (d) Train Corridor (e) Tram Corridor.</p>
<p>PO 1.3</p> <p>Development incorporating a sensitive receiver adjoining high noise and/or air pollution sources locates private open space (including ground level courtyards and balconies), common open space and outdoor play areas within educational establishments and pre-schools away from the emission source.</p>	<p>DTS/DPF 1.3</p> <p>Open space associated with a sensitive receiver is not adjoining any of the following:</p> <p>(a) Designated Road: Type A (b) Designated Road: Type B (c) Designated Road: Type R (d) Train Corridor (e) Tram Corridor (f) Development incorporating music.</p>

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Prescribed Wells Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Sustainable water use in prescribed wells areas.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>All development, but in particular involving any of the following:</p> <ul style="list-style-type: none"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry <p>has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed wells areas.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies either of the following:</p> <ul style="list-style-type: none"> (a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or (b) the proposal does not involve the taking of water for which a licence would be required under the <i>Landscape South Australia Act 2019</i>.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Any of the following classes of development that require or may require water to be taken in addition to any allocation that has already been granted under the <i>Landscape South Australia Act 2019</i>:</p> <ul style="list-style-type: none"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry. 	<p>The Chief Executive of the Department of the Minister responsible for the administration of the <i>Landscape South Australia Act 2019</i>.</p>	<p>To provide expert technical assessment and direction to the relevant authority on the taking of water to ensure development is undertaken sustainably.</p>	<p>Development of a class to which Schedule 9 clause 3 item 13 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.</p>
<p>Commercial forestry that requires a forest water licence under Part 8 Division 6 of the <i>Landscape South Australia Act 2019</i>.</p>			

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	

Policy24	P&D Code (in effect) Version 2023.6 27/06/2023
PO 1.1 Regulated trees are retained where they: <ul style="list-style-type: none"> (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species and / or (c) provide an important habitat for native fauna. 	DTS/DPF 1.1 None are applicable.
PO 1.2 Significant trees are retained where they: <ul style="list-style-type: none"> (a) make an important contribution to the character or amenity of the local area (b) are indigenous to the local area and are listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species (c) represent an important habitat for native fauna (d) are part of a wildlife corridor of a remnant area of native vegetation (e) are important to the maintenance of biodiversity in the local environment and / or (f) form a notable visual element to the landscape of the local area. 	DTS/DPF 1.2 None are applicable.
PO 1.3 A tree damaging activity not in connection with other development satisfies (a) and (b): <ul style="list-style-type: none"> (a) tree damaging activity is only undertaken to: <ul style="list-style-type: none"> (i) remove a diseased tree where its life expectancy is short (ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like (iii) rectify or prevent extensive damage to a building of value as comprising any of the following: <ul style="list-style-type: none"> A. a Local Heritage Place B. a State Heritage Place C. a substantial building of value <p>and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity</p> <ul style="list-style-type: none"> (iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire (v) treat disease or otherwise in the general interests of the health of the tree and / or (vi) maintain the aesthetic appearance and structural integrity of the tree (b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective. 	DTS/DPF 1.3 None are applicable.
PO 1.4 A tree-damaging activity in connection with other development satisfies all the following: <ul style="list-style-type: none"> (a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible (b) in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring. 	DTS/DPF 1.4 None are applicable.
Ground work affecting trees	
PO 2.1 Regulated and significant trees, including their root systems, are not unduly compromised by excavation and / or filling of land, or the sealing of surfaces within the vicinity of the tree to support their retention and health.	DTS/DPF 2.1 None are applicable.

Land Division	
PO 3.1 Land division results in an allotment configuration that enables its subsequent development and the retention of regulated and significant trees as far as is reasonably practicable.	DTS/DPF 3.1 Land division where: (a) there are no regulated or significant trees located within or adjacent to the plan of division or (b) the application demonstrates that an area exists to accommodate subsequent development of proposed allotments after an allowance has been made for a tree protection zone around any regulated tree within and adjacent to the plan of division.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m ² or more (c) retail development with a gross floor area of 2,000m ² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m ² or more (e) industry with a gross floor area of 20,000m ² or more (f) educational facilities with a capacity of 250 students or more.
PO 1.2	DTS/DPF 1.2

Policy24	P&D Code (in effect) Version 2023.6 27/06/2023
Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	Access is obtained directly from a State Maintained Road where it involves any of the following types of development: <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road: <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more. 	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Urban Transport Routes Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

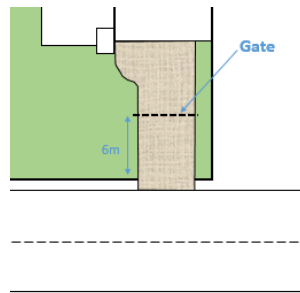
Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from Urban Transport Routes.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

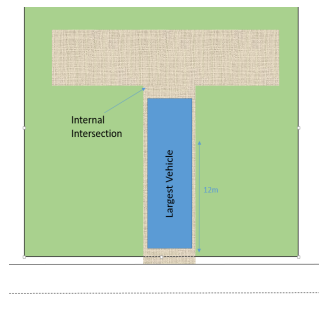
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Access - Safe Entry and Exit (Traffic Flow)	
<p>PO 1.1</p> <p>Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.</p>	<p>DTS/DPF 1.1</p> <p>An access point satisfies (a), (b) or (c):</p> <p>(a) where servicing a single (1) dwelling / residential allotment:</p> <ul style="list-style-type: none"> (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 3m and 4m (measured at the site boundary) <p>(b) where the development will result in 2 and up to 6 dwellings:</p> <ul style="list-style-type: none"> (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 5.8m to 6m (measured at the site boundary) and an access depth of 6m (measured from the site boundary into the site) <p>(c) where the development will result in 7 or more dwellings, or is a non-residential land use:</p> <ul style="list-style-type: none"> (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site using left turn only movements (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (v) it will have a width of between 6m and 7m (measured at the site boundary), where the development is expected to accommodate vehicles with a length of 6.4m or less (vi) it will have a width of between 6m and 9m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4m to 8.8m (vii) it will have a width of between 9m and 12m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8m to 12.5m (viii) provides for simultaneous two-way vehicle movements at the access: <ul style="list-style-type: none"> A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road and B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.
Access - On-Site Queuing	
<p>PO 2.1</p> <p>Sufficient accessible on-site queuing adjacent to access points is</p>	<p>DTS/DPF 2.1</p> <p>An access point in accordance with one of the following:</p>

provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and maintain safe vehicle movements.

- (a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) as shown in the following diagram:



- (b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and:
 - (i) is expected to be serviced by vehicles with a length no greater than 6.4m
 - (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site)
- (c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and:
 - (i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle
 - (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site)
 - (iii) any termination of or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop
 - (iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram:



Access - (Location Spacing) - Existing Access Point

PO 3.1

Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.

DTS/DPF 3.1

An existing access point satisfies (a), (b) or (c):

- (a) it will not service, or is not intended to service, more than 6 dwellings
- (b) it is not located on a Controlled Access Road and will not service development that will result in (b) a larger class of vehicle expected to access the site using the existing access
- (c) is not located on a Controlled Access Road and development constitutes:
 - (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa
 - (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment
 - (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area
 - (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area

	(v) an office or consulting room with a <500m ² gross leasable floor area.
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Access - Location (Spacing) - New Access Points

PO 4.1
 New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.

DTS/DPF 4.1
 A new access point satisfies (a), (b) or (c):

(a) where a development site is intended to serve between 1 and 6 dwellings and has frontage to a local road (not being a Controlled Access Road) with a speed environment of 60km/h or less, the new access point is provided on the local road and located a minimum of 6.0m from the tangent point as shown in the following diagram:

NOTE:
 The points marked X₁ and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y₁.

(b) where the development site is intended to serve between 1 and 6 dwellings and access from a local road (being a road that is not a State Maintained Road) is not available, the new access:

- (i) is not located on a Controlled Access Road
- (ii) is not located on a section of road affected by double barrier lines
- (iii) will be on a road with a speed environment of 70km/h or less
- (iv) is located outside of the bold lines on the diagram shown in the diagram following part (a)
- (v) located minimum of 6m from a median opening or pedestrian crossing

(c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:

Speed Limit	Separation between access points	Separation from public road junctions and merging/terminating lanes
50 km/h or less	No spacing requirement	20m
60 km/h	30m	73m
70 km/h	40m	92m
80 km/h	50m	114m
90 km/h	65m	139m
100 km/h	80m	165m
110 km/h	100m	193m

Access - Location (Sight Lines)

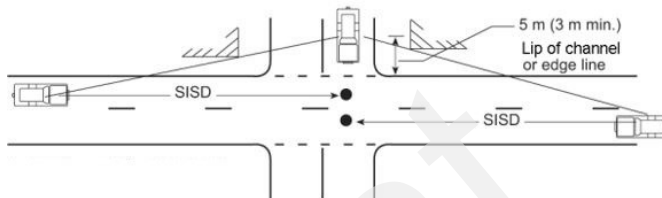
PO 5.1
 Access points are located and designed to accommodate sight lines that

DTS/DPF 5.1
 An access point satisfies (a) or (b):

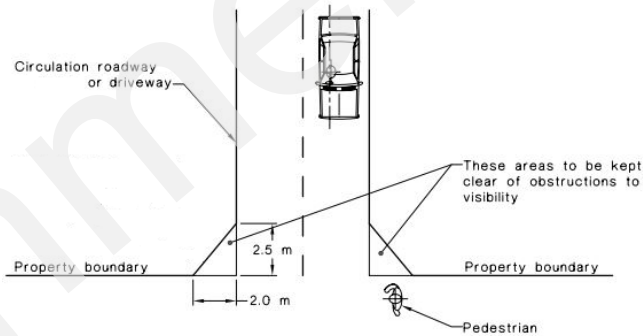
enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

(a) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

Speed Limit	Access point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	40m	73m
50 km/h	55m	97m
60 km/h	73m	123m
70 km/h	92m	151m
80 km/h	114m	181m
90 km/h	139m	214m
100 km/h	165m	248m
110km/h	193m	285m



(b) pedestrian sightlines in accordance with the following diagram:



Access - Mud and Debris

PO 6.1
Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.

DTS/DPF 6.1
Where the road has an unsealed shoulder and the road is not kerbed, the access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer).

Access - Stormwater

PO 7.1
Access points are designed to minimise negative impact on roadside drainage of water.

DTS/DPF 7.1
Development does not:
(a) decrease the capacity of an existing drainage point
(b) restrict or prevent the flow of stormwater through an existing drainage point and system.

Building on Road Reserve

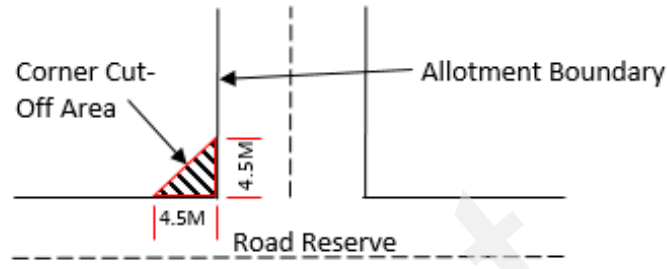
PO 8.1
Buildings or structures that encroach onto, above or below road reserves are designed and sited to minimise impact on safe movements by all road users.

DTS/DPF 8.1
Buildings or structures are not located on, above or below the road reserve.

Public Road Junctions

PO 9.1
New junctions with a public road (including the opening of unmade

DTS/DPF 9.1
Development does not comprise any of the following:

public road junctions) or modifications to existing road junctions are located and designed to ensure safe operating conditions are maintained on the State Maintained Road.	<ul style="list-style-type: none"> (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.
Corner Cut-Offs	
<p>PO 10.1</p> <p>Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to contribute to driver safety.</p>	<p>DTS/DPF 10.1</p> <p>Development does not involve building work, or building work is located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram:</p> 

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Except where all of the relevant deemed-to-satisfy criteria are met, development (including the division of land) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road:</p> <ul style="list-style-type: none"> (a) creation of a new access or junction (b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority) (c) development that changes the nature of vehicular movements or increase the number or frequency of movements through an existing access (except where deemed to be minor in the opinion of the relevant authority). 	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome

DO 1	Advertisements and advertising hoardings are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter, and do not create hazard.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Appearance	
PO 1.1 Advertisements are compatible and integrated with the design of the building and/or land they are located on.	DTS/DPF 1.1 Advertisements attached to a building satisfy all of the following: <ul style="list-style-type: none"> (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: <ul style="list-style-type: none"> (i) if located at canopy level, are in the form of a fascia sign (ii) if located above canopy level: <ul style="list-style-type: none"> A. do not have any part rising above parapet height B. are not attached to the roof of the building (c) where they are not flush with a wall: <ul style="list-style-type: none"> (i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (ii) if attached to a two-storey building: <ul style="list-style-type: none"> A. has no part located above the finished floor level of the second storey of the building B. does not protrude beyond the outer limits of any verandah structure below C. does not have a sign face that exceeds 1m² per side. (d) if located below canopy level, are flush with a wall (e) if located at canopy level, are in the form of a fascia sign (f) if located above a canopy: <ul style="list-style-type: none"> (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building (i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.
PO 1.2 Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	DTS/DPF 1.2 Where development comprises an advertising hoarding, the supporting structure is: <ul style="list-style-type: none"> (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
PO 1.3 Advertising does not encroach on public land or the land of an adjacent allotment.	DTS/DPF 1.3 Advertisements and/or advertising hoardings are contained within the boundaries of the site.
PO 1.4 Where possible, advertisements on public land are integrated with existing	DTS/DPF 1.4 Advertisements on public land that meet at least one of the following:

structures and infrastructure.	(a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
Proliferation of Advertisements	
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.
Advertising Content	
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.
Amenity Impacts	
PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.	DTS/DPF 4.1 Advertisements do not incorporate any illumination.
Safety	
PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.	DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.
PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2 No advertisement illumination is proposed.
PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to drivers by: (a) being liable to interpretation by drivers as an official traffic sign or signal (b) obscuring or impairing drivers' view of official traffic signs or signals (c) obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings.	DTS/DPF 5.3 Advertisements satisfy all of the following: (a) are not located in a public road or rail reserve (b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram 

Policy24		P&D Code (in effect) Version 2023.6 27/04/2023	
PO 5.4	Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.	DTS/DPF 5.4	Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.
PO 5.5	Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.	DTS/DPF 5.5	Where the advertisement or advertising hoarding is: <ul style="list-style-type: none"> (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb (b) on an unkerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following distance from the roadside edge of the kerb or the seal: <ul style="list-style-type: none"> (a) 110 km/h road - 14m (b) 100 km/h road - 13m (c) 90 km/h road - 10m (d) 70 or 80 km/h road - 8.5m.
PO 5.6	Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 5.6	Advertising: <ul style="list-style-type: none"> (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Animal Keeping and Horse Keeping

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Animals are kept at a density that is not beyond the carrying capacity of the land and in a manner that minimises their adverse effects on the environment, local amenity and surrounding development.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or the amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Animal keeping and horse keeping is located and managed to minimise the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
Horse Keeping	
PO 2.1	DTS/DPF 2.1

Policy24	P&D Code (in effect) Version 2023.6 27/6/2023
Water from stable wash-down areas is directed to appropriate absorption areas and/or drainage pits to minimise pollution of land and water.	None are applicable.
PO 2.2 Stables, horse shelters or associated yards are sited appropriate distances away from sensitive receivers and/or allotments in other ownership to avoid adverse impacts from dust, erosion and odour.	DTS/DPF 2.2 Stables, horse shelters and associated yards are sited in accordance with all of the following: <ul style="list-style-type: none"> (a) 30m or more from any sensitive receivers (existing or approved) on land in other ownership (b) where an adjacent allotment is vacant and in other ownership, 30m or more from the boundary of that allotment.
PO 2.3 All areas accessible to horses are separated from septic tank effluent disposal areas to protect the integrity of that system. Stable flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 2.3 Septic tank effluent disposal areas are enclosed with a horse-proof barrier such as a fence to exclude horses from this area.
PO 2.4 To minimise environmental harm and adverse impacts on water resources, stables, horse shelters and associated yards are appropriately set back from a watercourse.	DTS/DPF 2.4 Stables, horse shelters and associated yards are set back 50m or more from a watercourse.
PO 2.5 Stables, horse shelters and associated yards are located on slopes that are stable to minimise the risk of soil erosion and water runoff.	DTS/DPF 2.5 Stables, horse shelters and associated yards are not located on land with a slope greater than 10% (1-in-10).
Kennels	
PO 3.1 Kennel flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 3.1 The floors of kennels satisfy all of the following: <ul style="list-style-type: none"> (a) are constructed of impervious concrete (b) are designed to be self-draining when washed down.
PO 3.2 Kennels and exercise yards are designed and sited to minimise noise nuisance to neighbours through measures such as: <ul style="list-style-type: none"> (a) adopting appropriate separation distances (b) orientating openings away from sensitive receivers. 	DTS/DPF 3.2 Kennels are sited 500m or more from the nearest sensitive receiver on land in other ownership.
PO 3.3 Dogs are regularly observed and managed to minimise nuisance impact on adjoining sensitive receivers from animal behaviour.	DTS/DPF 3.3 Kennels are sited in association with a permanent dwelling on the land.
Wastes	
PO 4.1 Storage of manure, used litter and other wastes (other than wastewater lagoons) is designed, constructed and managed to minimise attracting and harbouring vermin.	DTS/DPF 4.1 None are applicable.
PO 4.2 Facilities for the storage of manure, used litter and other wastes (other than wastewater lagoons) are located to minimise the potential for polluting water resources.	DTS/DPF 4.2 Waste storage facilities (other than wastewater lagoons) are located outside the 1% AEP flood event areas.

Aquaculture

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome

DO 1	Aquaculture facilities are developed in an ecologically, economically and socially sustainable manner to support an equitable sharing of marine, coastal and inland resources and mitigate conflict with other water-based and land-based uses.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land-based Aquaculture	
PO 1.1 Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.	DTS/DPF 1.1 Land-based aquaculture and associated components are located to satisfy all of the following: (a) 200m or more from a sensitive receiver in other ownership (b) 500m or more from the boundary of a zone primarily intended to accommodate sensitive receivers.
PO 1.2 Land-based aquaculture and associated components are sited and designed to prevent surface flows from entering ponds in a 1% AEP sea flood level event.	DTS/DPF 1.2 None are applicable.
PO 1.3 Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.	DTS/DPF 1.3 None are applicable.
PO 1.4 Land-based aquaculture and associated components are sited and designed to prevent farmed species escaping and entering into any waters.	DTS/DPF 1.4 None are applicable.
PO 1.5 Land-based aquaculture and associated components, including intake and discharge pipes, are designed to minimise the need to traverse sensitive areas to minimise impact on the natural environment.	DTS/DPF 1.5 None are applicable.
PO 1.6 Pipe inlets and outlets associated with land-based aquaculture are sited and designed to minimise the risk of disease transmission.	DTS/DPF 1.6 None are applicable.
PO 1.7 Storage areas associated with aquaculture activity are integrated with the use of the land and sited and designed to minimise their visual impact on the surrounding environment.	DTS/DPF 1.7 None are applicable.
Marine Based Aquaculture	
PO 2.1 Marine aquaculture is sited and designed to minimise its adverse impacts on sensitive ecological areas including: (a) creeks and estuaries (b) wetlands (c) significant seagrass and mangrove communities (d) marine habitats and ecosystems.	DTS/DPF 2.1 None are applicable.
PO 2.2 Marine aquaculture is sited in areas with adequate water current to disperse	DTS/DPF 2.2 None are applicable.

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sediments and dissolve particulate wastes to prevent the build-up of waste that may cause environmental harm.	
PO 2.3 Marine aquaculture is designed to not involve discharge of human waste on the site, on any adjacent land or into nearby waters.	DTS/DPF 2.3 None are applicable.
PO 2.4 Marine aquaculture (other than inter-tidal aquaculture) is located an appropriate distance seaward of the high water mark.	DTS/DPF 2.4 Marine aquaculture development is located 100m or more seaward of the high water mark.
PO 2.5 Marine aquaculture is sited and designed to not obstruct or interfere with: <ul style="list-style-type: none"> (a) areas of high public use (b) areas, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports (c) areas of outstanding visual or environmental value (d) areas of high tourism value (e) areas of important regional or state economic activity, including commercial ports, wharfs and jetties (f) the operation of infrastructure facilities including inlet and outlet pipes associated with the desalination of sea water. 	DTS/DPF 2.5 None are applicable.
PO 2.6 Marine aquaculture is sited and designed to minimise interference and obstruction to the natural processes of the coastal and marine environment.	DTS/DPF 2.6 None are applicable.
PO 2.7 Marine aquaculture is designed to be as unobtrusive as practicable by incorporating measures such as: <ul style="list-style-type: none"> (a) using feed hoppers painted in subdued colours and suspending them as close as possible to the surface of the water (b) positioning structures to protrude the minimum distance practicable above the surface of the water (c) avoiding the use of shelters and structures above cages and platforms unless necessary to exclude predators and protected species from interacting with the farming structures and/or stock inside the cages, or for safety reasons (d) positioning racks, floats and other farm structures in unobtrusive locations landward from the shoreline. 	DTS/DPF 2.7 None are applicable.
PO 2.8 Access, launching and maintenance facilities utilise existing established roads, tracks, ramps and paths to or from the sea where possible to minimise environmental and amenity impacts.	DTS/DPF 2.8 None are applicable.
PO 2.9 Access, launching and maintenance facilities are developed as common user facilities and are co-located where practicable to mitigate adverse impacts on coastal areas.	DTS/DPF 2.9 None are applicable.
PO 2.10 Marine aquaculture is sited to minimise potential impacts on, and to protect the integrity of, reserves under the <i>National Parks and Wildlife Act 1972</i> .	DTS/DPF 2.10 Marine aquaculture is located 1000m or more seaward of the boundary of any reserve under the <i>National Parks and Wildlife Act 1972</i> .
PO 2.11 Onshore storage, cooling and processing facilities do not impair the coastline and its visual amenity by: <ul style="list-style-type: none"> (a) being sited, designed, landscaped and of a scale to reduce the overall bulk and appearance of buildings and complement the coastal landscape (b) making provision for appropriately sited and designed vehicular access arrangements, including using existing vehicular access arrangements as far as practicable 	DTS/DPF 2.11 None are applicable.

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(c) incorporating appropriate waste treatment and disposal.			
Navigation and Safety			
PO 3.1 Marine aquaculture sites are suitably marked to maintain navigational safety.	DTS/DPF 3.1 None are applicable.		
PO 3.2 Marine aquaculture is sited to provide adequate separation between farms for safe navigation.	DTS/DPF 3.2 None are applicable.		
Environmental Management			
PO 4.1 Marine aquaculture is maintained to prevent hazards to people and wildlife, including breeding grounds and habitats of native marine mammals and terrestrial fauna, especially migratory species.	DTS/DPF 4.1 None are applicable.		
PO 4.2 Marine aquaculture is designed to facilitate the relocation or removal of structures in the case of emergency such as oil spills, algal blooms and altered water flows.	DTS/DPF 4.2 None are applicable.		
PO 4.3 Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.	DTS/DPF 4.3 None are applicable.		
PO 4.4 Aquaculture operations incorporate measures for the removal and disposal of litter, disused material, shells, debris, detritus, dead animals and animal waste to prevent pollution of waters, wetlands, or the nearby coastline.	DTS/DPF 4.4 None are applicable.		

Beverage Production in Rural Areas

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Mitigation of potential amenity and environmental impacts of value-adding beverage production facilities such as wineries, distilleries, cideries and breweries.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Odour and Noise	
PO 1.1 Beverage production activities are designed and sited to minimise odour impacts on rural amenity.	DTS/DPF 1.1 None are applicable.
PO 1.2 Beverage production activities are designed and sited to minimise noise	DTS/DPF 1.2 None are applicable.

impacts on sensitive receivers.	
PO 1.3 Fermentation, distillation, manufacturing, storage, packaging and bottling activities occur within enclosed buildings to improve the visual appearance within a locality and manage noise associated with these activities.	DTS/DPF 1.3 None are applicable.
PO 1.4 Breweries are designed to minimise odours emitted during boiling and fermentation stages of production.	DTS/DPF 1.4 Brew kettles are fitted with a vapour condenser.
PO 1.5 Beverage production solid wastes are stored in a manner that minimises odour impacts on sensitive receivers in other ownership.	DTS/DPF 1.5 Solid waste from beverage production is collected and stored in sealed containers and removed from the site within 48 hours.
Water Quality	
PO 2.1 Beverage production wastewater management systems (including wastewater irrigation) are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.1 Wastewater management systems are set back 50m or more from the banks of watercourses and bores.
PO 2.2 The storage or disposal of chemicals or hazardous substances is undertaken in a manner to prevent pollution of water resources.	DTS/DPF 2.2 None are applicable.
PO 2.3 Stormwater runoff from areas that may cause contamination due to beverage production activities (including vehicle movements and machinery operations) is drained to an onsite stormwater treatment system to manage potential environmental impacts.	DTS/DPF 2.3 None are applicable.
PO 2.4 Stormwater runoff from areas unlikely to cause contamination by beverage production and associated activities (such as roof catchments and clean hard-paved surfaces) is diverted away from beverage production areas and wastewater management systems.	DTS/DPF 2.4 None are applicable.
Wastewater Irrigation	
PO 3.1 Beverage production wastewater irrigation systems are designed and located to not contaminate soil and surface and ground water resources or damage crops.	DTS/DPF 3.1 None are applicable.
PO 3.2 Beverage production wastewater irrigation systems are designed and located to minimise impact on amenity and avoid spray drift onto adjoining land.	DTS/DPF 3.2 Beverage production wastewater is not irrigated within 50m of any dwelling in other ownership.
PO 3.3 Beverage production wastewater is not irrigated onto areas that pose an undue risk to the environment or amenity such as: (a) waterlogged areas (b) land within 50m of a creek, swamp or domestic or stock water bore (c) land subject to flooding (d) steeply sloping land (e) rocky or highly permeable soil overlaying an unconfined aquifer.	DTS/DPF 3.3 None are applicable.

Bulk Handling and Storage Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Facilities for the bulk handling and storage of agricultural, mineral, petroleum, rock, ore or other similar commodities are designed to minimise adverse impacts on transport networks, the landscape and surrounding land uses.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Bulk handling and storage facilities are sited and designed to minimise risks of adverse air quality and noise impacts on sensitive receivers.	DTS/DPF 1.1 Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers: (a) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals), where the handling of these materials into or from vessels does not exceed 100 tonnes per day: 300m or more from residential premises not associated with the facility (b) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility: 300m or more from residential premises not associated with the facility (c) bulk petroleum storage involving individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1,000 cubic metres: 500m or more (d) coal handling with: a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more b. capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes: 1000m or more.
Buffers and Landscaping	
PO 2.1 Bulk handling and storage facilities incorporate a buffer area for the establishment of dense landscaping adjacent road frontages to enhance the appearance of land and buildings from public thoroughfares.	DTS/DPF 2.1 None are applicable.
PO 2.2 Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.	DTS/DPF 2.2 None are applicable.
Access and Parking	
PO 3.1 Roadways and vehicle parking areas associated with bulk handling and storage facilities are designed and surfaced to control dust emissions and prevent drag out of material from the site.	DTS/DPF 3.1 Roadways and vehicle parking areas are sealed with an all-weather surface.
Slipways, Wharves and Pontoons	
PO 4.1 Slipways, wharves and pontoons used for the handling of bulk materials (such as fuel, oil, catch, bait and the like) incorporate catchment devices to avoid the release of materials into adjacent waters.	DTS/DPF 4.1 None are applicable.

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: <ul style="list-style-type: none"> (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i> (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is: <ul style="list-style-type: none"> (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
	All development

External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings), and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting is incorporated to: (a) minimise heat absorption and reflection	DTS/DPF 3.1 None are applicable.

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<ul style="list-style-type: none"> (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes (e) contribute to biodiversity. 	
<p>PO 3.2</p> <p>Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
Environmental Performance	
<p>PO 4.1</p> <p>Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p> <p>Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
<p>PO 4.3</p> <p>Buildings incorporate climate-responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.</p>	<p>DTS/DPF 4.3</p> <p>None are applicable.</p>
Water Sensitive Design	
<p>PO 5.1</p> <p>Development is sited and designed to maintain natural hydrological systems without negatively impacting:</p> <ul style="list-style-type: none"> (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs. 	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>
On-site Waste Treatment Systems	
<p>PO 6.1</p> <p>Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.</p>	<p>DTS/DPF 6.1</p> <p>Effluent disposal drainage areas do not:</p> <ul style="list-style-type: none"> (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
<p>PO 7.1</p> <p>Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as:</p> <ul style="list-style-type: none"> (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure. 	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
<p>PO 7.2</p> <p>Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.</p>	<p>DTS/DPF 7.2</p> <p>None are applicable.</p>

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PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.	DTS/DPF 7.4 None are applicable.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 None are applicable.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: <ul style="list-style-type: none"> (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): <ul style="list-style-type: none"> (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): <ul style="list-style-type: none"> (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land. 	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and Walls	
PO 9.1 Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2	DTS/DPF 9.2

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Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.	A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.		
Overlooking / Visual Privacy (in building 3 storeys or less)			
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.		
PO 10.2 Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases		
All Residential development			
Front elevations and passive surveillance			
PO 11.1 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 11.1 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m ² facing the primary street.		
PO 11.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 11.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.		
Outlook and amenity			
PO 12.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 12.1 A living room of a dwelling incorporates a window with an outlook towards the street frontage or private open space, public open space, or waterfront areas.		
PO 12.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 12.2 None are applicable.		
Ancillary Development			
PO 13.1 Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.	DTS/DPF 13.1 Ancillary buildings: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m ² (c) are not constructed, added to or altered so that any part is situated:		

	<ul style="list-style-type: none"> (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) <p>(d) in the case of a garage or carport, the garage or carport:</p> <ul style="list-style-type: none"> (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: <ul style="list-style-type: none"> A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width <p>(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <ul style="list-style-type: none"> (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent <p>(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</p> <p>(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p> <p>(h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:</p> <ul style="list-style-type: none"> (i) a total area as determined by the following table: <table border="1" data-bbox="975 1308 1525 1682"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th> <th>Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td><150</td> <td>10%</td> </tr> <tr> <td>150-200</td> <td>15%</td> </tr> <tr> <td>201-450</td> <td>20%</td> </tr> <tr> <td>>450</td> <td>25%</td> </tr> </tbody> </table> (ii) the amount of existing soft landscaping prior to the development occurring. 	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	201-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										
<p>PO 13.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision or car parking requirements and do not result in over-development of the site.</p>	<p>DTS/DPF 13.2</p> <p>Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas. 										
<p>PO 13.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for</p>	<p>DTS/DPF 13.3</p> <p>The pump and/or filtration system is ancillary to a dwelling erected on the</p>										

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a swimming pool or spa is positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.		same site and is:	<ul style="list-style-type: none"> (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
Garage appearance			
PO 14.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.		DTS/DPF 14.1 Garages and carports facing a street:	<ul style="list-style-type: none"> (a) are situated so that no part of the garage or carport is in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening not exceeding 7m in width (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
Massing			
PO 15.1 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.		DTS/DPF 15.1 None are applicable	
Dwelling additions			
PO 16.1 Dwelling additions are sited and designed to not detract from the streetscape or amenity of adjoining properties and do not impede on-site functional requirements.		DTS / DPF 16.1 Dwelling additions:	<ul style="list-style-type: none"> (a) are not constructed, added to or altered so that any part is situated closer to a public street (b) do not result in: <ul style="list-style-type: none"> (i) excavation exceeding a vertical height of 1m (ii) filling exceeding a vertical height of 1m (iii) a total combined excavation and filling vertical height of 2m or more (iv) less Private Open Space than specified in Design Table 1 - Private Open Space (v) less on-site parking than specified in Transport Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas (vi) upper level windows facing side or rear boundaries unless: <ul style="list-style-type: none"> A. they are permanently obscured to a height of 1.5m above finished floor level that is fixed or not capable of being opened more than 200mm or B. have sill heights greater than or equal to 1.5m above finished floor level or C. incorporate screening to a height of 1.5m above finished floor level (vii) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: <ul style="list-style-type: none"> A. 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land B. 1.7m above finished floor level in all other cases.
Private Open Space			
PO 17.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.		DTS/DPF 17.1 Private open space is provided in accordance with Design Table 1 - Private Open Space.	
Water Sensitive Design			

<p>PO 18.1</p> <p>Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.</p>	<p>DTS/DPF 18.1</p> <p>Residential development creating a common driveway / access that services 5 or more dwellings achieves the following stormwater runoff outcomes:</p> <ul style="list-style-type: none"> (a) 80 per cent reduction in average annual total suspended solids (b) 60 per cent reduction in average annual total phosphorus (c) 45 per cent reduction in average annual total nitrogen.
<p>PO 18.2</p> <p>Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.</p>	<p>DTS/DPF 18.2</p> <p>Development creating a common driveway / access that services 5 or more dwellings:</p> <ul style="list-style-type: none"> (a) maintains the pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 18.1% AEP 30-minute storm and the stormwater runoff time to peak is not increased or captures and retains the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an 18.1% AEP 30-minute storm; and (b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.
Car parking, access and manoeuvrability	
<p>PO 19.1</p> <p>Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.1</p> <p>Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):</p> <ul style="list-style-type: none"> (a) single width car parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
<p>PO 19.2</p> <p>Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
<p>PO 19.3</p> <p>Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.</p>	<p>DTS/DPF 19.3</p> <p>Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.</p>
<p>PO 19.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 19.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed: <ul style="list-style-type: none"> (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.

<p>PO 19.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 19.5</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1:4 on average (b) they are aligned relative to the street boundary so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the street boundary (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site 										
<p>PO 19.6</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 19.6</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented. 										
<p>Waste storage</p>											
<p>PO 20.1</p> <p>Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.</p>	<p>DTS/DPF 20.1</p> <p>None are applicable.</p>										
<p>Design of Transportable Dwellings</p>											
<p>PO 21.1</p> <p>The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.</p>	<p>DTS/DPF 21.1</p> <p>Buildings satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) are not transportable or (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building. 										
<p>Group dwelling, residential flat buildings and battle-axe development</p>											
<p>Amenity</p>											
<p>PO 22.1</p> <p>Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.</p>	<p>DTS/DPF 22.1</p> <p>Dwellings have a minimum internal floor area in accordance with the following table:</p> <table border="1" data-bbox="831 1536 1525 1973"> <thead> <tr> <th>Number of bedrooms</th> <th>Minimum internal floor area</th> </tr> </thead> <tbody> <tr> <td>Studio</td> <td>35m²</td> </tr> <tr> <td>1 bedroom</td> <td>50m²</td> </tr> <tr> <td>2 bedroom</td> <td>65m²</td> </tr> <tr> <td>3+ bedrooms</td> <td>80m² and any dwelling over 3 bedrooms provides an additional 15m² for every additional bedroom</td> </tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	Studio	35m ²	1 bedroom	50m ²	2 bedroom	65m ²	3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom
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3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom										
<p>PO 22.2</p> <p>The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.</p>	<p>DTS/DPF 22.2</p> <p>None are applicable.</p>										

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PO 22.3	Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 22.3	None are applicable.
PO 22.4	Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 22.4	Dwelling sites/allotments are not in the form of a battle-axe arrangement.
Communal Open Space			
PO 23.1	Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 23.1	None are applicable.
PO 23.2	Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 23.2	Communal open space incorporates a minimum dimension of 5 metres.
PO 23.3	Communal open space is designed and sited to: <ul style="list-style-type: none"> (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects. 	DTS/DPF 23.3	None are applicable.
PO 23.4	Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 23.4	None are applicable.
PO 23.5	Communal open space is designed and sited to: <ul style="list-style-type: none"> (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance. 	DTS/DPF 23.5	None are applicable.
Carparking, access and manoeuvrability			
PO 24.1	Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 24.1	Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: <ul style="list-style-type: none"> (a) minimum 0.33 on-street car parks per proposed dwellings (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 24.2	The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 24.2	Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 24.3	Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 24.3	Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: <ul style="list-style-type: none"> (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.

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PO 24.4 Residential driveways in a battle-axe configuration are designed to allow safe and convenient movement.	DTS/DPF 24.4 Where in a battle-axe configuration, a driveway servicing one dwelling has a minimum width of 3m.
PO 24.5 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 24.5 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 24.6 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 24.6 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft Landscaping	
PO 25.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 25.1 Other than where located directly in front of a garage or a building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 25.2 Soft landscaping is provided that improves the appearance of common driveways.	DTS/DPF 25.2 Where a common driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 26.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 26.1 None are applicable.
PO 26.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 26.2 None are applicable.
PO 26.3 Provision is made for suitable household waste and recyclable material storage facilities which are: <ul style="list-style-type: none"> (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point. 	DTS/DPF 26.3 None are applicable.
PO 26.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 26.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 26.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 26.5 None are applicable.
PO 26.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 26.6 None are applicable.
Supported accommodation and retirement facilities	
Siting and Configuration	
PO 27.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly	DTS/DPF 27.1 None are applicable.

restricted by the slope of the land.	
Movement and Access	
PO 28.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40 and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 28.1 None are applicable.
Communal Open Space	
PO 29.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 29.1 None are applicable.
PO 29.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 29.5 None are applicable.
PO 29.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 29.6 None are applicable.
Site Facilities / Waste Storage	
PO 30.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.	DTS/DPF 30.1 None are applicable.
PO 30.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 30.2 None are applicable.
PO 30.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 30.3 None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material	DTS/DPF 30.4 None are applicable.

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storage facilities conveniently located and screened from public view.	
PO 30.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 30.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 30.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 30.6 None are applicable.
PO 30.7 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 30.7 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 31.1 Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 31.1 None are applicable.
PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 32.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 32.1 None are applicable.

Table 1 - Private Open Space

Dwelling Type	Minimum Rate
Dwelling (at ground level)	Total private open space area: (a) Site area <301m ² : 24m ² located behind the building line. (b) Site area ≥ 301m ² : 60m ² located behind the building line. Minimum directly accessible from a living room: 16m ² / with a minimum dimension 3m.
Dwelling (above ground level)	Studio (no separate bedroom): 4m ² with a minimum dimension 1.8m One bedroom: 8m ² with a minimum dimension 2.1m Two bedroom dwelling: 11m ² with a minimum dimension 2.4m Three + bedroom dwelling: 15m ² with a minimum dimension 2.6m

Cabin or caravan (permanently fixed to the ground) in a residential park or a caravan and tourist park

Total area: 16m², which may be used as second car parking space, provided on each site intended for residential occupation.

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: <ul style="list-style-type: none"> (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view 	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.

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(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.			
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.		
Safety			
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.		
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.		
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.		
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.		
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.		
Landscaping			
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.		
Environmental Performance			
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.		
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.		
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.		
Water Sensitive Design			
PO 5.1 Development is sited and designed to maintain natural hydrological systems	DTS/DPF 5.1 None are applicable.		

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without negatively impacting:			
<ul style="list-style-type: none"> (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs. 			
On-site Waste Treatment Systems			
PO 6.1	DTS/DPF 6.1	Effluent disposal drainage areas do not:	
Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.		<ul style="list-style-type: none"> (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas. 	
Car parking appearance			
PO 7.1	DTS/DPF 7.1	None are applicable.	
Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as:			
<ul style="list-style-type: none"> (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure. 			
PO 7.2	DTS/DPF 7.2	None are applicable.	
Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.			
PO 7.3	DTS/DPF 7.3	None are applicable.	
Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.			
PO 7.4	DTS/DPF 7.4	Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.	
Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.			
PO 7.5	DTS/DPF 7.5	Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of:	
Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.		<ul style="list-style-type: none"> (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces. 	
PO 7.6	DTS/DPF 7.6	None are applicable.	
Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.			
PO 7.7	DTS/DPF 7.7	None are applicable.	
Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.			
Earthworks and sloping land			
PO 8.1	DTS/DPF 8.1	Development does not involve any of the following:	
Development, including any associated driveways and access tracks,			

minimises the need for earthworks to limit disturbance to natural topography.	(a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and walls	
PO 9.1 Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping is incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
Overlooking / Visual Privacy (low rise buildings)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land

	(ii) or 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	
External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are: (a) oriented towards the street

	<ul style="list-style-type: none"> (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment. 																								
PO 12.8 Building services, plant and mechanical equipment are screened from the public realm.	DTS/DPF 12.8 None are applicable.																								
Landscaping																									
PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.																								
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	<p>DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #1a3d4d; color: white;">Site area</th> <th style="background-color: #1a3d4d; color: white;">Minimum deep soil area</th> <th style="background-color: #1a3d4d; color: white;">Minimum dimension</th> <th style="background-color: #1a3d4d; color: white;">Tree / deep soil zones</th> </tr> </thead> <tbody> <tr> <td><300 m²</td> <td>10 m²</td> <td>1.5m</td> <td>1 small tree / 10 m²</td> </tr> <tr> <td>300-1500 m²</td> <td>7% site area</td> <td>3m</td> <td>1 medium tree / 30 m²</td> </tr> <tr> <td>>1500 m²</td> <td>7% site area</td> <td>6m</td> <td>1 large or medium tree / 60 m²</td> </tr> </tbody> </table> <p>Tree size and site area definitions</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Small tree</td> <td>4-6m mature height and 2-4m canopy spread</td> </tr> <tr> <td>Medium tree</td> <td>6-12m mature height and 4-8m canopy spread</td> </tr> <tr> <td>Large tree</td> <td>12m mature height and >8m canopy spread</td> </tr> <tr> <td>Site area</td> <td>The total area for development site, not average area per dwelling</td> </tr> </tbody> </table>	Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones	<300 m ²	10 m ²	1.5m	1 small tree / 10 m ²	300-1500 m ²	7% site area	3m	1 medium tree / 30 m ²	>1500 m ²	7% site area	6m	1 large or medium tree / 60 m ²	Small tree	4-6m mature height and 2-4m canopy spread	Medium tree	6-12m mature height and 4-8m canopy spread	Large tree	12m mature height and >8m canopy spread	Site area	The total area for development site, not average area per dwelling
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PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.																								
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.																								
Environmental																									

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PO 14.1	Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1	None are applicable.
PO 14.2	Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2	None are applicable.
PO 14.3	Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: <ul style="list-style-type: none"> (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level. 	DTS/DPF 14.3	None are applicable.
Car Parking			
PO 15.1	Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1	Multi-level vehicle parking structures within buildings: <ul style="list-style-type: none"> (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2	Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	DTS/DPF 15.2	None are applicable.
Overlooking/Visual Privacy			
PO 16.1	Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: <ul style="list-style-type: none"> (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity. 	DTS/DPF 16.1	None are applicable.
All residential development			
Front elevations and passive surveillance			
PO 17.1	Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 17.1	Each dwelling with a frontage to a public street: <ul style="list-style-type: none"> (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m² facing the primary street.
PO 17.2		DTS/DPF 17.2	

Policy24	P&D Code (in effect) Version 2023.6 27/6/2023				
Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.				
Outlook and Amenity					
PO 18.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 18.1 A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.				
PO 18.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 18.2 None are applicable.				
Ancillary Development					
PO 19.1 Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.	<p>DTS/DPF 19.1</p> <p>Ancillary buildings:</p> <ul style="list-style-type: none"> (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m² (c) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: <ul style="list-style-type: none"> (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: <ul style="list-style-type: none"> A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: <ul style="list-style-type: none"> (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less: <ul style="list-style-type: none"> (i) a total area as determined by the following table: <table border="1" data-bbox="975 1957 1525 2128"> <thead> <tr> <th data-bbox="975 1957 1342 2089">Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th> <th data-bbox="1342 1957 1525 2089">Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td data-bbox="975 2089 1342 2128"><150</td> <td data-bbox="1342 2089 1525 2128">10%</td> </tr> </tbody> </table> 	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%
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150-200	15%						
201-450	20%						
>450	25%						
<p data-bbox="118 445 181 468">PO 19.2</p> <p data-bbox="118 488 815 568">Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.</p>	<p data-bbox="823 445 927 468">DTS/DPF 19.2</p> <p data-bbox="823 488 1270 510">Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> <li data-bbox="847 539 1522 595">(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space <li data-bbox="847 595 1522 674">(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas. 						
<p data-bbox="118 707 181 730">PO 19.3</p> <p data-bbox="118 750 815 831">Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.</p>	<p data-bbox="823 707 927 730">DTS/DPF 19.3</p> <p data-bbox="823 750 1490 808">The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:</p> <ul style="list-style-type: none"> <li data-bbox="847 831 1522 909">(a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or <li data-bbox="847 909 1522 965">(b) located at least 12m from the nearest habitable room located on an adjoining allotment. 						
Residential Development - Low Rise							
External appearance							
<p data-bbox="118 1075 181 1097">PO 20.1</p> <p data-bbox="118 1117 804 1176">Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>	<p data-bbox="823 1075 927 1097">DTS/DPF 20.1</p> <p data-bbox="823 1117 1158 1140">Garages and carports facing a street:</p> <ul style="list-style-type: none"> <li data-bbox="847 1169 1522 1227">(a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling <li data-bbox="847 1227 1522 1261">(b) are set back at least 5.5m from the boundary of the primary street <li data-bbox="847 1261 1522 1294">(c) have a garage door / opening width not exceeding 7m <li data-bbox="847 1294 1522 1373">(d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street. 						
<p data-bbox="118 1402 181 1424">PO 20.2</p> <p data-bbox="118 1444 767 1525">Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.</p>	<p data-bbox="823 1402 927 1424">DTS/DPF 20.2</p> <p data-bbox="823 1444 1497 1559">Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:</p> <ul style="list-style-type: none"> <li data-bbox="847 1581 1522 1637">(a) a minimum of 30% of the building wall is set back an additional 300mm from the building line <li data-bbox="847 1637 1522 1671">(b) a porch or portico projects at least 1m from the building wall <li data-bbox="847 1671 1522 1704">(c) a balcony projects from the building wall <li data-bbox="847 1704 1522 1738">(d) a verandah projects at least 1m from the building wall <li data-bbox="847 1738 1522 1794">(e) eaves of a minimum 400mm width extend along the width of the front elevation <li data-bbox="847 1794 1522 1850">(f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm <li data-bbox="847 1850 1522 1928">(g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a single material or finish. 						

<p>PO 20.3</p> <p>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</p>	<p>DTS/DPF 20.3</p> <p>None are applicable</p>										
Private Open Space											
<p>PO 21.1</p> <p>Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.</p>	<p>DTS/DPF 21.1</p> <p>Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.</p>										
<p>PO 21.2</p> <p>Private open space is positioned to provide convenient access from internal living areas.</p>	<p>DTS/DPF 21.2</p> <p>Private open space is directly accessible from a habitable room.</p>										
Landscaping											
<p>PO 22.1</p> <p>Soft landscaping is incorporated into development to:</p> <ul style="list-style-type: none"> (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes. 	<p>DTS/DPF 22.1</p> <p>Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b):</p> <ul style="list-style-type: none"> (a) a total area as determined by the following table: <table border="1" data-bbox="903 768 1527 1144"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th> <th>Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td><150</td> <td>10%</td> </tr> <tr> <td>150-200</td> <td>15%</td> </tr> <tr> <td>>200-450</td> <td>20%</td> </tr> <tr> <td>>450</td> <td>25%</td> </tr> </tbody> </table> (b) at least 30% of any land between the primary street boundary and the primary building line. 	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	>200-450	20%	>450	25%
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150-200	15%										
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Car parking, access and manoeuvrability											
<p>PO 23.1</p> <p>Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 23.1</p> <p>Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):</p> <ul style="list-style-type: none"> (a) single width car parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space. 										
<p>PO 23.2</p> <p>Uncovered car parking space are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 23.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m. 										
<p>PO 23.3</p> <p>Driveways and access points are located and designed to facilitate safe access</p>	<p>DTS/DPF 23.3</p> <p>Driveways and access points satisfy (a) or (b):</p>										

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and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.	<ul style="list-style-type: none"> (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: <ul style="list-style-type: none"> (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
PO 23.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 23.4 Vehicle access to designated car parking spaces satisfy (a) or (b): <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 23.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 23.5 Driveways are designed and sited so that: <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site
PO 23.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 23.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: <ul style="list-style-type: none"> (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 24.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 24.1 Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that: <ul style="list-style-type: none"> (a) has a minimum area of 2m² with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	

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PO 25.1	The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 25.1	Buildings satisfy (a) or (b): (a) are not transportable (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Residential Development - Medium and High Rise (including serviced apartments)			
Outlook and Visual Privacy			
PO 26.1	Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.	DTS/DPF 26.1	Buildings: (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.
PO 26.2	The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2	The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space			
PO 27.1	Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1	Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings			
PO 28.1	Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1	Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2	Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to: (a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy (b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas.	DTS/DPF 28.2	Balconies utilise one or a combination of the following design elements: (a) sun screens (b) pergolas (c) louvres (d) green facades (e) openable walls.
PO 28.3	Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.	DTS/DPF 28.3	Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.
PO 28.4	Dwellings are provided with sufficient space for storage to meet likely occupant needs.	DTS/DPF 28.4	Dwellings (not including student accommodation or serviced apartments) are provided with storage at the following rates with at least 50% or more of the storage volume to be provided within the dwelling: (a) studio: not less than 6m ³ (b) 1 bedroom dwelling / apartment: not less than 8m ³ (c) 2 bedroom dwelling / apartment: not less than 10m ³ (d) 3+ bedroom dwelling / apartment: not less than 12m ³ .
PO 28.5	Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.	DTS/DPF 28.5	Light wells: (a) are not used as the primary source of outlook for living rooms (b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms

Policy24		P&D Code (in effect) Version 2023.6 27/04/2023											
		(c)	above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.										
PO 28.6	Attached or abutting dwellings are designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.	DTS/DPF 28.6	None are applicable.										
PO 28.7	Dwellings are designed so that internal structural columns correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.	DTS/DPF 28.7	None are applicable.										
Dwelling Configuration													
PO 29.1	Buildings containing in excess of 10 dwellings provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling to contribute to housing diversity.	DTS/DPF 29.1	Buildings containing in excess of 10 dwellings provide at least one of each of the following: <ul style="list-style-type: none"> (a) studio (where there is no separate bedroom) (b) 1 bedroom dwelling / apartment with a floor area of at least 50m² (c) 2 bedroom dwelling / apartment with a floor area of at least 65m² (d) 3+ bedroom dwelling / apartment with a floor area of at least 80m², and any dwelling over 3 bedrooms provides an additional 15m² for every additional bedroom. 										
PO 29.2	Dwellings located on the ground floor of multi-level buildings with 3 or more bedrooms have the windows of their habitable rooms overlooking internal courtyard space or other public space, where possible.	DTS/DPF 29.2	None are applicable.										
Common Areas													
PO 30.1	The size of lifts, lobbies and corridors is sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.	DTS/DPF 30.1	Common corridor or circulation areas: <ul style="list-style-type: none"> (a) have a minimum ceiling height of 2.7m (b) provide access to no more than 8 dwellings (c) incorporate a wider section at apartment entries where the corridors exceed 12m in length from a core. 										
Group Dwellings, Residential Flat Buildings and Battle axe Development													
Amenity													
PO 31.1	Dwellings are of a suitable size to provide a high standard of amenity for occupants.	DTS/DPF 31.1	Dwellings have a minimum internal floor area in accordance with the following table: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Number of bedrooms</th> <th style="text-align: left;">Minimum internal floor area</th> </tr> </thead> <tbody> <tr> <td>Studio</td> <td>35m²</td> </tr> <tr> <td>1 bedroom</td> <td>50m²</td> </tr> <tr> <td>2 bedroom</td> <td>65m²</td> </tr> <tr> <td>3+ bedrooms</td> <td>80m² and any dwelling over 3 bedrooms provides an additional 15m² for every additional bedroom</td> </tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	Studio	35m ²	1 bedroom	50m ²	2 bedroom	65m ²	3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom
Number of bedrooms	Minimum internal floor area												
Studio	35m ²												
1 bedroom	50m ²												
2 bedroom	65m ²												
3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom												
PO 31.2	The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 31.2	None are applicable.										
PO 31.3		DTS/DPF 31.3											

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Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	None are applicable.
PO 31.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 31.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.
Communal Open Space	
PO 32.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 32.1 None are applicable.
PO 32.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 32.2 Communal open space incorporates a minimum dimension of 5 metres.
PO 32.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 32.3 None are applicable.
PO 32.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 32.4 None are applicable.
PO 32.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 32.5 None are applicable.
Car parking, access and manoeuvrability	
PO 33.1 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 33.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: (a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 33.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 33.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 33.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 33.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 33.4	DTS/DPF 33.4

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Residential driveways that service more than one dwelling or a dwelling on a battle-axe site are designed to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.		Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.	
PO 33.5 Dwellings are adequately separated from common driveways and manoeuvring areas.		DTS/DPF 33.5 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.	
Soft landscaping			
PO 34.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.		DTS/DPF 34.1 Other than where located directly in front of a garage or building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.	
PO 34.2 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.		DTS/DPF 34.2 Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).	
Site Facilities / Waste Storage			
PO 35.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.		DTS/DPF 35.1 None are applicable.	
PO 35.2 Provision is made for suitable external clothes drying facilities.		DTS/DPF 35.2 None are applicable.	
PO 35.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.		DTS/DPF 35.3 None are applicable.	
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.		DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.	
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.		DTS/DPF 35.5 None are applicable.	
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.		DTS/DPF 35.6 None are applicable.	
Water sensitive urban design			
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.		DTS/DPF 36.1 None are applicable.	
PO 36.2 Residential development creating a common driveway / access includes a		DTS/DPF 36.2 None are applicable.	

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stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	
PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 39.1 None are applicable.
PO 39.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 39.2 None are applicable.
PO 39.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 39.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 39.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 39.4 None are applicable.
PO 39.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 39.5 None are applicable.
PO 39.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 39.6 None are applicable.
Site Facilities / Waste Storage	
PO 40.1 Development is designed to provide storage areas for personal items and	DTS/DPF 40.1 None are applicable.

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specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric-powered vehicles.			
PO 40.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 40.2 None are applicable.		
PO 40.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 40.3 None are applicable.		
PO 40.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.	DTS/DPF 40.4 None are applicable.		
PO 40.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 40.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.		
PO 40.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 40.6 None are applicable.		
PO 40.7 Services, including gas and water meters, are conveniently located and screened from public view.	DTS/DPF 40.7 None are applicable.		
Student Accommodation			
PO 41.1 Student accommodation is designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents, including an internal layout and facilities that are designed to provide sufficient space and amenity for the requirements of student life and promote social interaction.	DTS/DPF 41.1 Student accommodation provides: (a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units (b) common or shared facilities to enable a more efficient use of space, including: (i) shared cooking, laundry and external drying facilities (ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space (iii) common storage facilities at the rate of 8m ³ for every 2 dwellings or students (iv) common on-site parking in accordance with Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas (v) bicycle parking at the rate of one space for every 2 students.		
PO 41.2 Student accommodation is designed to provide easy adaptation of the building to accommodate an alternative use of the building in the event it is no longer required for student housing.	DTS/DPF 41.2 None are applicable.		
All non-residential development			
Water Sensitive Design			
PO 42.1 Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 42.1 None are applicable.		
PO 42.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 42.2 None are applicable.		
PO 42.3	DTS/DPF 42.3		

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Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.	None are applicable.	
Wash-down and Waste Loading and Unloading		
PO 43.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 43.1 None are applicable.	
Laneway Development		
Infrastructure and Access		
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.	

Table 1 - Private Open Space

Dwelling Type	Dwelling / Site Configuration	Minimum Rate
Dwelling (at ground level, other than a residential flat building that includes above ground dwellings)		Total private open space area: (a) Site area <301m ² : 24m ² located behind the building line. (b) Site area ≥ 301m ² : 60m ² located behind the building line. Minimum directly accessible from a living room: 16m ² / with a minimum dimension 3m.
Cabin or caravan (permanently fixed to the ground) in a residential park or caravan and tourist park		Total area: 16m ² , which may be used as second car parking space, provided on each site intended for residential occupation.
Dwelling in a residential flat building or mixed use building which incorporate above ground level dwellings	Dwellings at ground level:	15m ² / minimum dimension 3m
	Dwellings above ground level:	

	Studio (no separate bedroom)	4m ² / minimum dimension 1.8m
	One bedroom dwelling	8m ² / minimum dimension 2.1m
	Two bedroom dwelling	11m ² / minimum dimension 2.4m
	Three + bedroom dwelling	15 m ² / minimum dimension 2.6m

Forestry

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Commercial forestry is designed and sited to maximise economic benefits whilst managing potential negative impacts on the environment, transport networks, surrounding land uses and landscapes.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Commercial forestry plantations are established where there is no detrimental effect on the physical environment or scenic quality of the rural landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Commercial forestry plantations are established on slopes that are stable to minimise the risk of soil erosion.	DTS/DPF 1.2 Commercial forestry plantations are not located on land with a slope exceeding 20% (1-in-5).
PO 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are appropriately set back from any sensitive receiver to minimise fire risk and noise disturbance.	DTS/DPF 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from any sensitive receiver.
PO 1.4 Commercial forestry plantations are separated from reserves gazetted under the <i>National Parks and Wildlife Act 1972</i> and/or <i>Wilderness Protection Act 1992</i> to minimise fire risk and potential for weed infestation.	DTS/DPF 1.4 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from a reserve gazetted under the <i>National Parks and Wildlife Act 1972</i> and/or <i>Wilderness Protection Act 1992</i> .
Water Protection	
PO 2.1 Commercial forestry plantations incorporate artificial drainage lines (i.e. culverts, runoffs and constructed drains) integrated with natural drainage lines to minimise concentrated water flows onto or from plantation areas.	DTS/DPF 2.1 None are applicable.
PO 2.2	DTS/DPF 2.2

Appropriate siting, layout and design measures are adopted to minimise the impact of commercial forestry plantations on surface water resources.	<p>Commercial forestry plantations:</p> <ul style="list-style-type: none"> (a) do not involve cultivation (excluding spot cultivation) in drainage lines (b) are set back 20m or more from the banks of any major watercourse (a third order or higher watercourse), lake, reservoir, wetland or sinkhole (with direct connection to an aquifer) (c) are set back 10m or more from the banks of any first or second order watercourse or sinkhole (with no direct connection to an aquifer). 																					
Fire Management																						
<p>PO 3.1</p> <p>Commercial forestry plantations incorporate appropriate firebreaks and fire management design elements.</p>	<p>DTS/DPF 3.1</p> <p>Commercial forestry plantations provide:</p> <ul style="list-style-type: none"> (a) 7m or more wide external boundary firebreaks for plantations of 40ha or less (b) 10m or more wide external boundary firebreaks for plantations of between 40ha and 100ha (c) 20m or more wide external boundary firebreaks, or 10m with an additional 10m or more of fuel-reduced plantation, for plantations of 100ha or greater. 																					
<p>PO 3.2</p> <p>Commercial forestry plantations incorporate appropriate fire management access tracks.</p>	<p>DTS/DPF 3.2</p> <p>Commercial forestry plantation fire management access tracks:</p> <ul style="list-style-type: none"> (a) are incorporated within all firebreaks (b) are 7m or more wide with a vertical clearance of 4m or more (c) are aligned to provide straight through access at junctions, or if they are a no through access track are appropriately signposted and provide suitable turnaround areas for fire-fighting vehicles (d) partition the plantation into units of 40ha or less in area. 																					
Power-line Clearances																						
<p>PO 4.1</p> <p>Commercial forestry plantations achieve and maintain appropriate clearances from aboveground powerlines.</p>	<p>DTS/DPF 4.1</p> <p>Commercial forestry plantations incorporating trees with an expected mature height of greater than 6m meet the clearance requirements listed in the following table:</p> <table border="1" data-bbox="823 1245 1535 1803"> <thead> <tr> <th>Voltage of transmission line</th> <th>Tower or Pole</th> <th>Minimum horizontal clearance distance between plantings and transmission lines</th> </tr> </thead> <tbody> <tr> <td>500 kV</td> <td>Tower</td> <td>38m</td> </tr> <tr> <td>275 kV</td> <td>Tower</td> <td>25m</td> </tr> <tr> <td>132 kV</td> <td>Tower</td> <td>30m</td> </tr> <tr> <td>132 kV</td> <td>Pole</td> <td>20m</td> </tr> <tr> <td>66 kV</td> <td>Pole</td> <td>20m</td> </tr> <tr> <td>Less than 66 kV</td> <td>Pole</td> <td>20m</td> </tr> </tbody> </table>	Voltage of transmission line	Tower or Pole	Minimum horizontal clearance distance between plantings and transmission lines	500 kV	Tower	38m	275 kV	Tower	25m	132 kV	Tower	30m	132 kV	Pole	20m	66 kV	Pole	20m	Less than 66 kV	Pole	20m
Voltage of transmission line	Tower or Pole	Minimum horizontal clearance distance between plantings and transmission lines																				
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275 kV	Tower	25m																				
132 kV	Tower	30m																				
132 kV	Pole	20m																				
66 kV	Pole	20m																				
Less than 66 kV	Pole	20m																				

Housing Renewal

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Renewed residential environments replace older social housing and provide new social housing infrastructure and other housing options and tenures to enhance the residential amenity of the local area.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Residential development provides a range of housing choices.	DTS/DPF 1.1 Development comprises one or more of the following: (a) detached dwellings (b) semi-detached dwellings (c) row dwellings (d) group dwellings (e) residential flat buildings.
PO 1.2 Medium-density housing options or higher are located in close proximity to public transit, open space and/or activity centres.	DTS/DPF 1.2 None are applicable.
Building Height	
PO 2.1 Buildings generally do not exceed 3 building levels unless in locations close to public transport, centres and/or open space.	DTS/DPF 2.1 Building height (excluding garages, carports and outbuildings) does not exceed 3 building levels and 12m and wall height does not exceed 9m (not including a gable end).
PO 2.2 Medium or high rise residential flat buildings located within or at the interface with zones which restrict heights to a maximum of 2 building levels transition down in scale and height towards the boundary of that zone, other than where it is a street boundary.	DTS/DPF 2.2 None are applicable.
Primary Street Setback	
PO 3.1 Buildings are set back from the primary street boundary to contribute to an attractive streetscape character.	DTS/DPF 3.1 Buildings are no closer to the primary street (excluding any balcony, verandah, porch, awning or similar structure) than 3m.
Secondary Street Setback	
PO 4.1 Buildings are set back from secondary street boundaries to maintain separation between building walls and public streets and contribute to a suburban streetscape character.	DTS/DPF 4.1 Buildings are set back at least 900mm from the boundary of the allotment with a secondary street frontage.
Boundary Walls	
PO 5.1 Boundary walls are limited in height and length to manage visual impacts and access to natural light and ventilation.	DTS/DPF 5.1 Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, dwellings with side boundary walls are sited on only one side boundary and satisfy (a) or (b): (a) adjoin or abut a boundary wall of a building on adjoining land for the same length and height (b) do not:

	<ul style="list-style-type: none"> (i) exceed 3.2m in height from the lower of the natural or finished ground level (ii) exceed 11.5m in length (iii) when combined with other walls on the boundary of the subject development site, a maximum 45% of the length of the boundary (iv) encroach within 3 metres of any other existing or proposed boundary walls on the subject land.
PO 5.2 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	DTS/DPF 5.2 Dwellings in a semi-detached or row arrangement are set back 900mm or more from side boundaries shared with allotments outside the development site, except for a carport or garage.
Side Boundary Setback	
PO 6.1 Buildings are set back from side boundaries to provide: <ul style="list-style-type: none"> (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours. 	DTS/DPF 6.1 Other than walls located on a side boundary, buildings are set back from side boundaries: <ul style="list-style-type: none"> (a) at least 900mm where the wall height is up to 3m (b) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m (c) at least 1.9m plus 1/3 of the wall height above 3m for walls facing a southern side boundary.
Rear Boundary Setback	
PO 7.1 Buildings are set back from rear boundaries to provide: <ul style="list-style-type: none"> (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours (c) private open space (d) space for landscaping and vegetation. 	DTS/DPF 7.1 Dwellings are set back from the rear boundary: <ul style="list-style-type: none"> (a) 3m or more for the first building level (b) 5m or more for any subsequent building level.
Buildings elevation design	
PO 8.1 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.	DTS/DPF 8.1 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway: <ul style="list-style-type: none"> (a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building elevation (c) a balcony projects from the building elevation (d) a verandah projects at least 1m from the building elevation (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm. (g) a minimum of two different materials or finishes are incorporated on the walls of the building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 8.2 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 8.2 Each dwelling with a frontage to a public street: <ul style="list-style-type: none"> (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m² facing the primary street
PO 8.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 8.3 None are applicable.

PO 8.4 Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.	DTS/DPF 8.4 None are applicable.															
PO 8.5 Entrances to multi-storey buildings are: (a) oriented towards the street (b) visible and easily identifiable from the street (c) designed to include a common mail box structure.	DTS/DPF 8.5 None are applicable.															
Outlook and amenity																
PO 9.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 9.1 A living room of a dwelling incorporates a window with an external outlook towards the street frontage or private open space.															
PO 9.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 9.2 None are applicable.															
Private Open Space																
PO 10.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 10.1 Private open space is provided in accordance with the following table: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #2c3e50; color: white;">Dwelling Type</th> <th style="background-color: #2c3e50; color: white;">Dwelling / Site Configuration</th> <th style="background-color: #2c3e50; color: white;">Minimum Rate</th> </tr> </thead> <tbody> <tr> <td>Dwelling (at ground level)</td> <td></td> <td>Total area: 24m² located behind the building line Minimum adjacent to a living room: 16m² with a minimum dimension 3m</td> </tr> <tr> <td rowspan="4">Dwelling (above ground level)</td> <td>Studio</td> <td>4m² / minimum dimension 1.8m</td> </tr> <tr> <td>One bedroom dwelling</td> <td>8m² / minimum dimension 2.1m</td> </tr> <tr> <td>Two bedroom dwelling</td> <td>11m² / minimum dimension 2.4m</td> </tr> <tr> <td>Three + bedroom dwelling</td> <td>15 m² / minimum dimension 2.6m</td> </tr> </tbody> </table>	Dwelling Type	Dwelling / Site Configuration	Minimum Rate	Dwelling (at ground level)		Total area: 24m ² located behind the building line Minimum adjacent to a living room: 16m ² with a minimum dimension 3m	Dwelling (above ground level)	Studio	4m ² / minimum dimension 1.8m	One bedroom dwelling	8m ² / minimum dimension 2.1m	Two bedroom dwelling	11m ² / minimum dimension 2.4m	Three + bedroom dwelling	15 m ² / minimum dimension 2.6m
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	Two bedroom dwelling	11m ² / minimum dimension 2.4m														
	Three + bedroom dwelling	15 m ² / minimum dimension 2.6m														
PO 10.2 Private open space positioned to provide convenient access from internal living areas.	DTS/DPF 10.2 At least 50% of the required area of private open space is accessible from a habitable room.															
PO 10.3 Private open space is positioned and designed to: (a) provide useable outdoor space that suits the needs of occupants; (b) take advantage of desirable orientation and vistas; and (c) adequately define public and private space.	DTS/DPF 10.3 None are applicable.															
Visual privacy																
PO 11.1 Development mitigates direct overlooking from upper level windows to	DTS/DPF 11.1 Upper level windows facing side or rear boundaries shared with another															

habitable rooms and private open spaces of adjoining residential uses.	residential allotment/site satisfy one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5m above the finished floor.										
PO 11.2 Development mitigates direct overlooking from upper level balconies and terraces to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 11.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases										
Landscaping											
PO 12.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 12.1 Residential development incorporates pervious areas for soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area as determined by the following table: <table border="1" data-bbox="831 1171 1525 1357"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th> <th>Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td><150</td> <td>10%</td> </tr> <tr> <td><200</td> <td>15%</td> </tr> <tr> <td>200-450</td> <td>20%</td> </tr> <tr> <td>>450</td> <td>25%</td> </tr> </tbody> </table> (b) at least 30% of land between the road boundary and the building line.	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	<200	15%	200-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
<200	15%										
200-450	20%										
>450	25%										
Water Sensitive Design											
PO 13.1 Residential development is designed to capture and use stormwater to: (a) maximise efficient use of water resources (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded (c) manage runoff quality to maintain, as close as practical, pre-development conditions.	DTS/DPF 13.1 None are applicable.										
Car Parking											
PO 14.1 On-site car parking is provided to meet the anticipated demand of residents, with less on-site parking in areas in close proximity to public transport.	DTS/DPF 14.1 On-site car parking is provided at the following rates per dwelling: (a) 2 or fewer bedrooms - 1 car parking space (b) 3 or more bedrooms - 2 car parking spaces.										
PO 14.2 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.2 Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area):										

	<ul style="list-style-type: none"> (a) single parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.5m (iii) minimum garage door width of 2.4m per space.
PO 14.3 Uncovered car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.3 Uncovered car parking spaces have: <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
PO 14.4 Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.	DTS/DPF 14.4 Visitor car parking for group and residential flat buildings incorporating 4 or more dwellings is provided on-site at a minimum ratio of 0.25 car parking spaces per dwelling.
PO 14.5 Residential flat buildings provide dedicated areas for bicycle parking.	DTS/DPF 14.5 Residential flat buildings provide one bicycle parking space per dwelling.
Overshadowing	
PO 15.1 Development minimises overshadowing of the private open spaces of adjoining land by ensuring that ground level open space associated with residential buildings receive direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.	DTS/DPF 15.1 None are applicable.
Waste	
PO 16.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 16.1 A waste bin storage area is provided behind the primary building line that: <ul style="list-style-type: none"> (a) has a minimum area of 2m² with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
PO 16.2 Residential flat buildings provide a dedicated area for the on-site storage of waste which is: <ul style="list-style-type: none"> (a) easily and safely accessible for residents and for collection vehicles (b) screened from adjoining land and public roads (c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection. 	DTS/DPF 16.2 None are applicable.
Vehicle Access	
PO 17.1 Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages and on-street parking.	DTS/DPF 17.1 None are applicable.
PO 17.2 Vehicle access is safe, convenient, minimises interruption to the operation of	DTS/DPF 17.2 Vehicle access to designated car parking spaces satisfy (a) or (b):

public roads and does not interfere with street infrastructure or street trees.	<ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 17.3</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 17.3</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not more than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site.
<p>PO 17.4</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street parking.</p>	<p>DTS/DPF 17.4</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ol style="list-style-type: none"> 1. minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) 2. Minimum car park length of 5.4m where a vehicle can enter or exit a space directly 3. minimum car park length of 6m for an intermediate space located between two other parking spaces.
<p>PO 17.5</p> <p>Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.</p>	<p>DTS/DPF 17.5</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
<p>PO 17.6</p> <p>Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.</p>	<p>DTS/DPF 17.6</p> <p>Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre</p>
<p>PO 17.7</p> <p>Dwellings are adequately separated from common driveways and manoeuvring areas.</p>	<p>DTS/DPF 17.7</p> <p>Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.</p>
Storage	
<p>PO 18.1</p> <p>Dwellings are provided with sufficient and accessible space for storage to meet likely occupant needs.</p>	<p>DTS/DPF 18.1</p> <p>Dwellings are provided with storage at the following rates and 50% or more of the storage volume is provided within the dwelling:</p>

	<ul style="list-style-type: none"> (a) studio: not less than 6m³ (b) 1 bedroom dwelling / apartment: not less than 8m³ (c) 2 bedroom dwelling / apartment: not less than 10m³ (d) 3+ bedroom dwelling / apartment: not less than 12m³.
Earthworks	
<p>PO 19.1</p> <p>Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.</p>	<p>DTS/DPF 19.1</p> <p>The development does not involve:</p> <ul style="list-style-type: none"> (a) excavation exceeding a vertical height of 1m or (b) filling exceeding a vertical height of 1m or (c) a total combined excavation and filling vertical height exceeding 2m.
Service connections and infrastructure	
<p>PO 20.1</p> <p>Dwellings are provided with appropriate service connections and infrastructure.</p>	<p>DTS/DPF 20.1</p> <p>The site and building:</p> <ul style="list-style-type: none"> (a) have the ability to be connected to a permanent potable water supply (b) have the ability to be connected to a sewerage system, or a wastewater system approved under the <i>South Australian Public Health Act 2011</i> (c) have the ability to be connected to electricity supply (d) have the ability to be connected to an adequate water supply (and pressure) for fire-fighting purposes (e) would not be contrary to the Regulations prescribed for the purposes of Section 86 of the <i>Electricity Act 1996</i>.
Site contamination	
<p>PO 21.1</p> <p>Land that is suitable for sensitive land uses to provide a safe environment.</p>	<p>DTS/DPF 21.1</p> <p>Development satisfies (a), (b), (c) or (d):</p> <ul style="list-style-type: none"> (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a <u>more sensitive use</u> (c) involves a change in the use of land to a <u>more sensitive use</u> on land at which <u>site contamination</u> does not exist (as demonstrated in a <u>site contamination declaration form</u>) (d) involves a change in the use of land to a <u>more sensitive use</u> on land at which <u>site contamination</u> exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: <ul style="list-style-type: none"> (i) a <u>site contamination audit report</u> has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that <ul style="list-style-type: none"> A. <u>site contamination</u> does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further <u>remediation</u>) or C. where <u>remediation</u> is, or remains, necessary for the proposed use (or range of uses), <u>remediation work</u> has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other <u>class 1 activity</u> or <u>class 2 activity</u> has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a <u>site contamination declaration form</u>).

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.	DTS/DPF 1.1 None are applicable.
Visual Amenity	
PO 2.1 The visual impact of above-ground infrastructure networks and services (excluding high voltage transmission lines), renewable energy facilities (excluding wind farms), energy storage facilities and ancillary development is minimised from townships, scenic routes and public roads by: (a) utilising features of the natural landscape to obscure views where practicable (b) siting development below ridgelines where practicable (c) avoiding visually sensitive and significant landscapes (d) using materials and finishes with low-reflectivity and colours that complement the surroundings (e) using existing vegetation to screen buildings (f) incorporating landscaping or landscaped mounding around the perimeter of a site and between adjacent allotments accommodating or zoned to primarily accommodate sensitive receivers.	DTS/DPF 2.1 None are applicable.
PO 2.2 Pumping stations, battery storage facilities, maintenance sheds and other ancillary structures incorporate vegetation buffers to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.2 None are applicable.
PO 2.3 Surfaces exposed by earthworks associated with the installation of storage facilities, pipework, penstock, substations and other ancillary plant are reinstated and revegetated to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.3 None are applicable.
Rehabilitation	
PO 3.1 Progressive rehabilitation (incorporating revegetation) of disturbed areas, ahead of or upon decommissioning of areas used for renewable energy facilities and transmission corridors.	DTS/DPF 3.1 None are applicable.
Hazard Management	

<p>PO 4.1</p> <p>Infrastructure and renewable energy facilities and ancillary development located and operated to not adversely impact maritime or air transport safety, including the operation of ports, airfields and landing strips.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p> <p>Facilities for energy generation, power storage and transmission are separated as far as practicable from dwellings, tourist accommodation and frequently visited public places (such as viewing platforms / lookouts) to reduce risks to public safety from fire or equipment malfunction.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
<p>PO 4.3</p> <p>Bushfire hazard risk is minimised for renewable energy facilities by providing appropriate access tracks, safety equipment and water tanks and establishing cleared areas around substations, battery storage and operations compounds.</p>	<p>DTS/DPF 4.3</p> <p>None are applicable.</p>
Electricity Infrastructure and Battery Storage Facilities	
<p>PO 5.1</p> <p>Electricity infrastructure is located to minimise visual impacts through techniques including:</p> <ul style="list-style-type: none"> (a) siting utilities and services: <ul style="list-style-type: none"> (i) on areas already cleared of native vegetation (ii) where there is minimal interference or disturbance to existing native vegetation or biodiversity (b) grouping utility buildings and structures with non-residential development, where practicable. 	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>
<p>PO 5.2</p> <p>Electricity supply (excluding transmission lines) serving new development in urban areas and townships installed underground, excluding lines having a capacity exceeding or equal to 33kV.</p>	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>
<p>PO 5.3</p> <p>Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.</p>	<p>DTS/DPF 5.3</p> <p>None are applicable.</p>
Telecommunication Facilities	
<p>PO 6.1</p> <p>The proliferation of telecommunications facilities in the form of towers/monopoles in any one locality is managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.</p>	<p>DTS/DPF 6.1</p> <p>None are applicable.</p>
<p>PO 6.2</p> <p>Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>
<p>PO 6.3</p> <p>Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods:</p> <ul style="list-style-type: none"> (a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose <p>or all of the following:</p> <ul style="list-style-type: none"> (b) using existing buildings and landscape features to obscure or interrupt views of a facility from nearby public roads, residential areas and places of high public amenity to the extent practical without unduly hindering the effective provision of telecommunications services 	<p>DTS/DPF 6.3</p> <p>None are applicable.</p>

<p>(c) using materials and finishes that complement the environment</p> <p>(d) screening using landscaping and vegetation, particularly for equipment shelters and huts.</p>	
Renewable Energy Facilities	
<p>PO 7.1</p> <p>Renewable energy facilities are located as close as practicable to existing transmission infrastructure to facilitate connections and minimise environmental impacts as a result of extending transmission infrastructure.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
Renewable Energy Facilities (Wind Farm)	
<p>PO 8.1</p> <p>Visual impact of wind turbine generators on the amenity of residential and tourist development is reduced through appropriate separation.</p>	<p>DTS/DPF 8.1</p> <p>Wind turbine generators are:</p> <p>(a) set back at least 2000m from the base of a turbine to any of the following zones:</p> <ul style="list-style-type: none"> (i) Rural Settlement Zone (ii) Township Zone (iii) Rural Living Zone (iv) Rural Neighbourhood Zone <p>with an additional 10m setback per additional metre over 150m overall turbine height (measured from the base of the turbine).</p> <p>(b) set back at least 1500m from the base of the turbine to non-associated (non-stakeholder) dwellings and tourist accommodation</p>
<p>PO 8.2</p> <p>The visual impact of wind turbine generators on natural landscapes is managed by:</p> <p>(a) designing wind turbine generators to be uniform in colour, size and shape</p> <p>(b) coordinating blade rotation and direction</p> <p>(c) mounting wind turbine generators on tubular towers as opposed to lattice towers.</p>	<p>DTS/DPF 8.2</p> <p>None are applicable.</p>
<p>PO 8.3</p> <p>Wind turbine generators and ancillary development minimise potential for bird and bat strike.</p>	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>
<p>PO 8.4</p> <p>Wind turbine generators incorporate recognition systems or physical markers to minimise the risk to aircraft operations.</p>	<p>DTS/DPF 8.4</p> <p>No Commonwealth air safety (CASA / ASA) or Defence requirement is applicable.</p>
<p>PO 8.5</p> <p>Meteorological masts and guidewires are identifiable to aircraft through the use of colour bands, marker balls, high visibility sleeves or flashing strobes.</p>	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>
Renewable Energy Facilities (Solar Power)	
<p>PO 9.1</p> <p>Ground mounted solar power facilities generating 5MW or more are not located on land requiring the clearance of areas of intact native vegetation or on land of high environmental, scenic or cultural value.</p>	<p>DTS/DPF 9.1</p> <p>None are applicable.</p>
<p>PO 9.2</p> <p>Ground mounted solar power facilities allow for movement of wildlife by:</p> <p>(a) incorporating wildlife corridors and habitat refuges</p> <p>(b) avoiding the use of extensive security or perimeter fencing or incorporating fencing that enables the passage of small animals without unreasonably compromising the security of the facility.</p>	<p>DTS/DPF 9.2</p> <p>None are applicable.</p>
<p>PO 9.3</p> <p>Amenity impacts of solar power facilities are minimised through separation from conservation areas and sensitive receivers in other ownership.</p>	<p>DTS/DPF 9.3</p> <p>Ground mounted solar power facilities are set back from land boundaries, conservation areas and relevant zones in accordance with the following</p>

	criteria:				
	Generation Capacity	Approximate size of array	Setback from adjoining land boundary	Setback from conservation areas	Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones ¹
	50MW>	80ha+	30m	500m	2km
	10MW<50MW	16ha-<80ha	25m	500m	1.5km
	5MW<10MW	8ha to <16ha	20m	500m	1km
	1MW<5MW	1.6ha to <8ha	15m	500m	500m
	100kW<1MW	0.5ha<1.6ha	10m	500m	100m
	<100kW	<0.5ha	5m	500m	25m
	Notes: 1. Does not apply when the site of the proposed ground mounted solar power facility is located within one of these zones.				
PO 9.4 Ground mounted solar power facilities incorporate landscaping within setbacks from adjacent road frontages and boundaries of adjacent allotments accommodating non-host dwellings, where balanced with infrastructure access and bushfire safety considerations.	DTS/DPF 9.4 None are applicable.				
Hydropower / Pumped Hydropower Facilities					
PO 10.1 Hydropower / pumped hydropower facility storage is designed and operated to minimise the risk of storage dam failure.	DTS/DPF 10.1 None are applicable.				
PO 10.2 Hydropower / pumped hydropower facility storage is designed and operated to minimise water loss through increased evaporation or system leakage, with the incorporation of appropriate liners, dam covers, operational measures or detection systems.	DTS/DPF 10.2 None are applicable.				
PO 10.3 Hydropower / pumped hydropower facilities on existing or former mine sites minimise environmental impacts from site contamination, including from mine operations or water sources subject to such processes, now or in the future.	DTS/DPF 10.3 None are applicable.				
Water Supply					
PO 11.1 Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	DTS/DPF 11.1 Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.				
PO 11.2 Dwellings are connected to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the intended use. Where this is not available an appropriate rainwater tank or storage system for domestic use is provided.	DTS/DPF 11.2 A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is:				

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		(a) exclusively for domestic use	(b) connected to the roof drainage system of the dwelling.
Wastewater Services			
PO 12.1	Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following: <ul style="list-style-type: none"> (a) it is wholly located and contained within the allotment of the development it will service (b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources (c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm. 	DTS/DPF 12.1	Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following: <ul style="list-style-type: none"> (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.
PO 12.2	Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2	Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.
Temporary Facilities			
PO 13.1	In rural and remote locations, development that is likely to generate significant waste material during construction, including packaging waste, makes provision for a temporary on-site waste storage enclosure to minimise the incidence of wind-blown litter.	DTS/DPF 13.1	A waste collection and disposal service is used to dispose of the volume of waste at the rate it is generated.
PO 13.2	Temporary facilities to support the establishment of renewable energy facilities (including borrow pits, concrete batching plants, laydown, storage, access roads and worker amenity areas) are sited and operated to minimise environmental impact.	DTS/DPF 13.2	None are applicable.

Intensive Animal Husbandry and Dairies

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development of intensive animal husbandry and dairies in locations that are protected from encroachment by sensitive receivers and in a manner that minimises their adverse effects on amenity and the environment.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	

Policy24	P&D Code (in effect) Version 2023.6 27/11/2023
PO 1.1 Intensive animal husbandry, dairies and associated activities are sited, designed, constructed and managed to not unreasonably impact on the environment or amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Intensive animal husbandry, dairies and associated activities are sited, designed, constructed and managed to prevent the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
PO 1.3 Intensive animal husbandry and associated activities such as wastewater lagoons and liquid/solid waste disposal areas are sited, designed, constructed and managed to not unreasonably impact on sensitive receivers in other ownership in terms of noise and air emissions.	DTS/DPF 1.3 None are applicable.
PO 1.4 Dairies and associated activities such as wastewater lagoons and liquid/solid waste disposal areas are sited, designed, constructed and managed to not unreasonably impact on sensitive receivers in other ownership in terms of noise and air emissions.	DTS/DPF 1.4 Dairies, associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities are located 500m or more from the nearest sensitive receiver in other ownership.
PO 1.5 Lagoons for the storage or treatment of milking shed effluent is adequately separated from roads to minimise impacts from odour on the general public.	DTS/DPF 1.5 Lagoons for the storage or treatment of milking shed effluent are set back 20m or more from public roads.
Waste	
PO 2.1 Storage of manure, used litter and other wastes (other than waste water lagoons) is sited, designed, constructed and managed to: <ul style="list-style-type: none"> (a) avoid attracting and harbouring vermin (b) avoid polluting water resources (c) be located outside 1% AEP flood event areas. 	DTS/DPF 2.1 None are applicable.
Soil and Water Protection	
PO 3.1 To avoid environmental harm and adverse effects on water resources, intensive animal husbandry operations are appropriately set back from: <ul style="list-style-type: none"> (a) public water supply reservoirs (b) major watercourses (third order or higher stream) (c) any other watercourse, bore or well used for domestic or stock water supplies. 	DTS/DPF 3.1 Intensive animal husbandry operations are set back: <ul style="list-style-type: none"> (a) 800m or more from a public water supply reservoir (b) 200m or more from a major watercourse (third order or higher stream) (c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.
PO 3.2 Intensive animal husbandry operations and dairies incorporate appropriately designed effluent and run-off facilities that: <ul style="list-style-type: none"> (a) have sufficient capacity to hold effluent and runoff from the operations on site (b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources. 	DTS/DPF 3.2 None are applicable.

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome

DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature								
General Land Use Compatibility									
PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	DTS/DPF 1.1 None are applicable.								
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.								
Hours of Operation									
PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to: <ul style="list-style-type: none"> (a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the zone (d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land. 	DTS/DPF 2.1 Development operating within the following hours: <table border="1" style="width: 100%; margin-top: 10px; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; padding: 5px;">Class of Development</th> <th style="width: 50%; padding: 5px;">Hours of operation</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Consulting room</td> <td style="padding: 5px;">7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td> </tr> <tr> <td style="padding: 5px;">Office</td> <td style="padding: 5px;">7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td> </tr> <tr> <td style="padding: 5px;">Shop, other than any one or combination of the following: <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone </td> <td style="padding: 5px;">7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday</td> </tr> </tbody> </table>	Class of Development	Hours of operation	Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Shop, other than any one or combination of the following: <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone 	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
Class of Development	Hours of operation								
Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
Shop, other than any one or combination of the following: <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone 	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday								
Overshadowing									
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: <ul style="list-style-type: none"> a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight. 	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.								
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: <ul style="list-style-type: none"> a. a neighbourhood type zone is minimised to maintain access to direct 	DTS/DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:								

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<p>winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<p>a. for ground level private open space, the smaller of the following:</p> <p>i. half the existing ground level open space</p> <p>or</p> <p>ii. 35m² of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)</p> <p>b. for ground level communal open space, at least half of the existing ground level open space.</p>
<p>PO 3.3</p> <p>Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:</p> <p>(a) the form of development contemplated in the zone</p> <p>(b) the orientation of the solar energy facilities</p> <p>(c) the extent to which the solar energy facilities are already overshadowed.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>
<p>PO 3.4</p> <p>Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.</p>	<p>DTS/DPF 3.4</p> <p>None are applicable.</p>
Activities Generating Noise or Vibration	
<p>PO 4.1</p> <p>Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.1</p> <p>Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.</p>
<p>PO 4.2</p> <p>Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:</p> <p>(a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</p> <p>(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</p> <p>(c) housing plant and equipment within an enclosed structure or acoustic enclosure</p> <p>(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
<p>PO 4.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.3</p> <p>The pump and/or filtration system ancillary to a dwelling erected on the same site is:</p> <p>(a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment</p> <p>or</p> <p>(b) located at least 12m from the nearest habitable room located on an adjoining allotment.</p>
<p>PO 4.4</p> <p>External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.</p>	<p>DTS/DPF 4.4</p> <p>Adjacent land is used for residential purposes.</p>
<p>PO 4.5</p> <p>Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive</p>	<p>DTS/DPF 4.5</p> <p>None are applicable.</p>

receivers).					
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: <table border="1"> <thead> <tr> <th>Assessment location</th> <th>Music noise level</th> </tr> </thead> <tbody> <tr> <td>Externally at the nearest existing or envisaged noise sensitive location</td> <td>Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)</td> </tr> </tbody> </table>	Assessment location	Music noise level	Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)
Assessment location	Music noise level				
Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)				
Air Quality					
PO 5.1 Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.	DTS/DPF 5.1 None are applicable.				
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.				
Light Spill					
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.				
PO 6.2 External lighting is not hazardous to motorists and cyclists.	DTS/DPF 6.2 None are applicable.				
Solar Reflectivity / Glare					
PO 7.1 Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.	DTS/DPF 7.1 None are applicable.				
Electrical Interference					
PO 8.1 Development in rural and remote areas does not unreasonably diminish or result in the loss of existing communication services due to electrical interference.	DTS/DPF 8.1 The building or structure: (a) is no greater than 10m in height, measured from existing ground level or (b) is not within a line of sight between a fixed transmitter and fixed receiver (antenna) other than where an alternative service is available via a different fixed transmitter or cable.				
Interface with Rural Activities					
PO 9.1 Sensitive receivers are located and designed to mitigate impacts from lawfully existing horticultural and farming activities (or lawfully approved horticultural	DTS/DPF 9.1 None are applicable.				

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and farming activities), including spray drift and noise and do not prejudice the continued operation of these activities.	
PO 9.2 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing intensive animal husbandry activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.2 None are applicable.
PO 9.3 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing land-based aquaculture activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.3 Sensitive receivers are located at least 200m from the boundary of a site used for land-based aquaculture and associated components in other ownership.
PO 9.4 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing dairies including associated wastewater lagoons and liquid/solid waste storage and disposal facilities and do not prejudice the continued operation of these activities.	DTS/DPF 9.4 Sensitive receivers are sited at least 500m from the boundary of a site used for a dairy and associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities in other ownership.
PO 9.5 Sensitive receivers are located and designed to mitigate the potential impacts from lawfully existing facilities used for the handling, transportation and storage of bulk commodities (recognising the potential for extended hours of operation) and do not prejudice the continued operation of these activities.	DTS/DPF 9.5 Sensitive receivers are located away from the boundary of a site used for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following: <ul style="list-style-type: none"> (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day (c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres (d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes (e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.
PO 9.6 Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.	DTS/DPF 9.6 None are applicable.
PO 9.7 Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.	DTS/DPF 9.7 None are applicable.
Interface with Mines and Quarries (Rural and Remote Areas)	
PO 10.1 Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.	DTS/DPF 10.1 Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the <i>Mining Act 1971</i> .

Land Division

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	<p>Land division:</p> <ul style="list-style-type: none"> (a) creates allotments with the appropriate dimensions and shape for their intended use (b) allows efficient provision of new infrastructure and the optimum use of underutilised infrastructure (c) integrates and allocates adequate and suitable land for the preservation of site features of value, including significant vegetation, watercourses, water bodies and other environmental features (d) facilitates solar access through allotment orientation (e) creates a compact urban form that supports active travel, walkability and the use of public transport (f) avoids areas of high natural hazard risk.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All land division	
Allotment configuration	
PO 1.1 Land division creates allotments suitable for their intended use.	<p>DTS/DPF 1.1</p> <p>Division of land satisfies (a) or (b):</p> <ul style="list-style-type: none"> (a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the <i>Development Act 1993</i> or <i>Planning, Development and Infrastructure Act 2016</i> where the allotments are used or are proposed to be used solely for residential purposes (b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments.
PO 1.2 Land division considers the physical characteristics of the land, preservation of environmental and cultural features of value and the prevailing context of the locality.	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
Design and Layout	
PO 2.1 Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
PO 2.2 Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
PO 2.3 Land division maximises the number of allotments that face public open space and public streets.	<p>DTS/DPF 2.3</p> <p>None are applicable.</p>
PO 2.4 Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.	<p>DTS/DPF 2.4</p> <p>None are applicable.</p>
PO 2.5 Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.	<p>DTS/DPF 2.5</p> <p>None are applicable.</p>
PO 2.6 Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.	<p>DTS/DPF 2.6</p> <p>None are applicable.</p>

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PO 2.7 Land division results in legible street patterns connected to the surrounding street network.	DTS/DPF 2.7 None are applicable.
PO 2.8 Land division is designed to preserve existing vegetation of value including native vegetation and regulated and significant trees.	DTS/DPF 2.8 None are applicable.
Roads and Access	
PO 3.1 Land division provides allotments with access to an all-weather public road.	DTS/DPF 3.1 None are applicable.
PO 3.2 Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Land division does not impede access to publicly owned open space and/or recreation facilities.	DTS/DPF 3.3 None are applicable.
PO 3.4 Road reserves provide for safe and convenient movement and parking of projected volumes of vehicles and allow for the efficient movement of service and emergency vehicles.	DTS/DPF 3.4 None are applicable.
PO 3.5 Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.	DTS/DPF 3.5 None are applicable.
PO 3.6 Road reserves accommodate stormwater drainage and public utilities.	DTS/DPF 3.6 None are applicable.
PO 3.7 Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.	DTS/DPF 3.7 None are applicable.
PO 3.8 Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.8 None are applicable.
PO 3.9 Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	DTS/DPF 3.9 None are applicable.
PO 3.10 Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	DTS/DPF 3.10 None are applicable.
PO 3.11 Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	DTS/DPF 3.11 None are applicable.
Infrastructure	
PO 4.1 Land division incorporates public utility services within road reserves or dedicated easements.	DTS/DPF 4.1 None are applicable.
PO 4.2 Waste water, sewage and other effluent is capable of being disposed of from	DTS/DPF 4.2 Each allotment can be connected to:

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each allotment without risk to public health or the environment.	<p>(a) a waste water treatment plant that has the hydraulic volume and pollutant load treatment and disposal capacity for the maximum predicted wastewater volume generated by subsequent development of the proposed allotment</p> <p>or</p> <p>(b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.</p>
PO 4.3 Septic tank effluent drainage fields and other waste water disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 4.3 Development is not built on, or encroaches within, an area that is or will be, required for a sewerage system or waste control system.
PO 4.4 Constructed wetland systems, including associated detention and retention basins, are sited and designed to ensure public health and safety is protected, including by minimising potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 4.4 None are applicable.
PO 4.5 Constructed wetland systems, including associated detention and retention basins, are sited and designed to allow sediments to settle prior to discharge into watercourses or the marine environment.	DTS/DPF 4.5 None are applicable.
PO 4.6 Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape feature.	DTS/DPF 4.6 None are applicable.
Minor Land Division (Under 20 Allotments)	
Open Space	
PO 5.1 Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.	DTS/DPF 5.1 None are applicable.
Solar Orientation	
PO 6.1 Land division for residential purposes facilitates solar access through allotment orientation.	DTS/DPF 6.1 None are applicable.
Water Sensitive Design	
PO 7.1 Land division creating a new road or common driveway includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 7.1 None are applicable.
PO 7.2 Land division designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 7.2 None are applicable.
Battle-Axe Development	
PO 8.1 Battle-axe development appropriately responds to the existing neighbourhood context.	DTS/DPF 8.1 Allotments are not in the form of a battle-axe arrangement.
PO 8.2 Battle-axe development designed to allow safe and convenient movement.	DTS/DPF 8.2 The handle of a battle-axe development: <p>(a) has a minimum width of 4m</p> <p>or</p> <p>(b) where more than 3 allotments are proposed, a minimum width of 5.5m.</p>

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PO 8.3 Battle-axe allotments and/or common land are of a suitable size and dimension to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 8.3 Battle-axe development allows a B85 passenger vehicle to enter and exit parking spaces in no more than a three-point turn manoeuvre.		
PO 8.4 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 8.4 Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).		
Major Land Division (20+ Allotments)			
Open Space			
PO 9.1 Land division allocates or retains evenly distributed, high quality areas of open space to improve residential amenity and provide urban heat amelioration.	DTS/DPF 9.1 None are applicable.		
PO 9.2 Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.	DTS/DPF 9.2 None are applicable.		
PO 9.3 Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.	DTS/DPF 9.3 None are applicable.		
Water Sensitive Design			
PO 10.1 Land division creating 20 or more residential allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.1 None are applicable.		
PO 10.2 Land division creating 20 or more non-residential allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.2 None are applicable.		
PO 10.3 Land division creating 20 or more allotments includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 10.3 None are applicable.		
Solar Orientation			
PO 11.1 Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.	DTS/DPF 11.1 None are applicable.		

Marinas and On-Water Structures

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Marinas and on-water structures are located and designed to minimise the impairment of commercial, recreational and navigational activities and adverse impacts on the environment.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Navigation and Safety	
PO 1.1 Safe public access is provided or maintained to the waterfront, public infrastructure and recreation areas.	DTS/DPF 1.1 None are applicable.
PO 1.2 The operation of wharves is not impaired by marinas and on-water structures.	DTS/DPF 1.2 None are applicable.
PO 1.3 Navigation and access channels are not impaired by marinas and on-water structures.	DTS/DPF 1.3 None are applicable.
PO 1.4 Commercial shipping lanes are not impaired by marinas and on-water structures.	DTS/DPF 1.4 Marinas and on-water structures are set back 250m or more from commercial shipping lanes.
PO 1.5 Marinas and on-water structures are located to avoid interfering with the operation or function of a water supply pumping station.	DTS/DPF 1.5 On-water structures are set back: (a) 3km or more from upstream water supply pumping station take-off points (b) 500m or more from downstream water supply pumping station take-off points.
PO 1.6 Maintenance of on-water infrastructure, including revetment walls, is not impaired by marinas and on-water structures.	DTS/DPF 1.6 None are applicable.
Environmental Protection	
PO 2.1 Development is sited and designed to facilitate water circulation and exchange.	DTS/DPF 2.1 None are applicable.

Open Space and Recreation

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome

DO 1	Pleasant, functional and accessible open space and recreation facilities are provided at State, regional, district, neighbourhood and local levels for active and passive recreation, biodiversity, community health, urban cooling, tree canopy cover, visual amenity, gathering spaces, wildlife and waterway corridors, and a range of other functions and at a range of sizes that reflect the purpose of that open space.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Recreation facilities are compatible with surrounding land uses and activities.	DTS/DPF 1.1 None are applicable.
PO 1.2 Open space areas include natural or landscaped areas using locally indigenous plant species and large trees.	DTS/DPF 1.2 None are applicable.
Design and Siting	
PO 2.1 Open space and recreation facilities address adjacent public roads to optimise pedestrian access and visibility.	DTS/DPF 2.1 None are applicable.
PO 2.2 Open space and recreation facilities incorporate park furniture, shaded areas and resting places.	DTS/DPF 2.2 None are applicable.
PO 2.3 Open space and recreation facilities link habitats, wildlife corridors and existing open spaces and recreation facilities.	DTS/DPF 2.3 None are applicable.
Pedestrians and Cyclists	
PO 3.1 Open space incorporates: (a) pedestrian and cycle linkages to other open spaces, centres, schools and public transport nodes; (b) safe crossing points where pedestrian routes intersect the road network; (c) easily identified access points.	DTS/DPF 3.1 None are applicable.
Usability	
PO 4.1 Land allocated for open space is suitable for its intended active and passive recreational use taking into consideration its gradient and potential for inundation.	DTS/DPF 4.1 None are applicable.
Safety and Security	
PO 5.1 Open space is overlooked by housing, commercial or other development to provide casual surveillance where possible.	DTS/DPF 5.1 None are applicable.
PO 5.2 Play equipment is located to maximise opportunities for passive surveillance.	DTS/DPF 5.2 None are applicable.
PO 5.3 Landscaping provided in open space and recreation facilities maximises opportunities for casual surveillance throughout the park.	DTS/DPF 5.3 None are applicable.

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PO 5.4 Fenced parks and playgrounds have more than one entrance or exit to minimise potential entrapment.	DTS/DPF 5.4 None are applicable.
PO 5.5 Adequate lighting is provided around toilets, telephones, seating, litter bins, bicycle storage, car parks and other such facilities.	DTS/DPF 5.5 None are applicable.
PO 5.6 Pedestrian and bicycle movement after dark is focused along clearly defined, adequately lit routes with observable entries and exits.	DTS/DPF 5.6 None are applicable.
Signage	
PO 6.1 Signage is provided at entrances to and within the open space and recreation facilities to provide clear orientation to major points of interest such as the location of public toilets, telephones, safe routes, park activities and the like.	DTS/DPF 6.1 None are applicable.
Buildings and Structures	
PO 7.1 Buildings and car parking areas in open space areas are designed, located and of a scale to be unobtrusive.	DTS/DPF 7.1 None are applicable.
PO 7.2 Buildings and structures in open space areas are clustered where practical to ensure that the majority of the site remains open.	DTS/DPF 7.2 None are applicable.
PO 7.3 Development in open space is constructed to minimise the extent of impervious surfaces.	DTS/DPF 7.3 None are applicable.
PO 7.4 Development that abuts or includes a coastal reserve or Crown land used for scenic, conservation or recreational purposes is located and designed to have regard to the purpose, management and amenity of the reserve.	DTS/DPF 7.4 None are applicable.
Landscaping	
PO 8.1 Open space and recreation facilities provide for the planting and retention of large trees and vegetation.	DTS/DPF 8.1 None are applicable.
PO 8.2 Landscaping in open space and recreation facilities provides shade and windbreaks: (a) along cyclist and pedestrian routes; (b) around picnic and barbecue areas; (c) in car parking areas.	DTS/DPF 8.2 None are applicable.
PO 8.3 Landscaping in open space facilitates habitat for local fauna and facilitates biodiversity.	DTS/DPF 8.3 None are applicable.
PO 8.4 Landscaping including trees and other vegetation passively watered with local rainfall run-off, where practicable.	DTS/DPF 8.4 None are applicable.

Out of Activity Centre Development

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO1	The role of Activity Centres in contributing to the form and pattern of development and enabling equitable and convenient access to a range of shopping, administrative, cultural, entertainment and other facilities in a single trip is maintained and reinforced.

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres: <ul style="list-style-type: none"> (a) as primary locations for shopping, administrative, cultural, entertainment and community services (b) as a focus for regular social and business gatherings (c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities. 	DTS/DPF 1.1 None are applicable.
PO 1.2 Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities: <ul style="list-style-type: none"> (a) that support the needs of local residents and workers, particularly in underserved locations (b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre. 	DTS/DPF 1.2 None are applicable.

Resource Extraction

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Resource extraction activities are developed in a manner that minimises human and environmental impacts.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Resource extraction activities minimise landscape damage outside of those areas unavoidably disturbed to access and exploit a resource and provide for the progressive reclamation and betterment of disturbed areas.	DTS/DPF 1.1 None are applicable.

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PO 1.2	DTS/DPF 1.2	Resource extraction activities avoid damage to cultural sites or artefacts.	None are applicable.
Water Quality			
PO 2.1	DTS/DPF 2.1	Stormwater and/or wastewater from resource extraction activities is diverted into appropriately sized treatment and retention systems to enable reuse on site.	None are applicable.
Separation Treatments, Buffers and Landscaping			
PO 3.1	DTS/DPF 3.1	Resource extraction activities minimise adverse impacts upon sensitive receivers through incorporation of separation distances and/or mounding/vegetation.	None are applicable.
PO 3.2	DTS/DPF 3.2	Resource extraction activities are screened from view from adjacent land by perimeter landscaping and/or mounding.	None are applicable.

Site Contamination

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	<p>DTS/DPF 1.1</p> <p>Development satisfies (a), (b), (c) or (d):</p> <ul style="list-style-type: none"> (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form) (d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: <ul style="list-style-type: none"> (i) a site contamination audit report has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that- <ul style="list-style-type: none"> A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation)

	<p>or</p> <p>C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development)</p> <p>and</p> <p>(ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).</p>
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Tourism Development

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Tourism development is built in locations that cater to the needs of visitors and positively contributes to South Australia's visitor economy.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Tourism development complements and contributes to local, natural, cultural or historical context where: <ul style="list-style-type: none"> (a) it supports immersive natural experiences (b) it showcases South Australia's landscapes and produce (c) its events and functions are connected to local food, wine and nature. 	DTS/DPF 1.1 None are applicable.
PO 1.2 Tourism development comprising multiple accommodation units (including any facilities and activities for use by guests and visitors) is clustered to minimise environmental and contextual impact.	DTS/DPF 1.2 None are applicable.
Caravan and Tourist Parks	
PO 2.1 Potential conflicts between long-term residents and short-term tourists are minimised through suitable siting and design measures.	DTS/DPF 2.1 None are applicable.
PO 2.2 Occupants are provided privacy and amenity through landscaping and fencing.	DTS/DPF 2.2 None are applicable.
PO 2.3 Communal open space and centrally located recreation facilities are provided for guests and visitors.	DTS/DPF 2.3 12.5% or more of a caravan park comprises clearly defined communal open space, landscaped areas and areas for recreation.

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PO 2.4	DTS/DPF 2.4	Perimeter landscaping is used to enhance the amenity of the locality.	None are applicable.
PO 2.5	DTS/DPF 2.5	Amenity blocks (showers, toilets, laundry and kitchen facilities) are sufficient to serve the full occupancy of the development.	None are applicable.
PO 2.6	DTS/DPF 2.6	Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.	None are applicable.
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972			
PO 3.1	DTS/DPF 3.1	Tourist accommodation avoids delicate or environmentally sensitive areas such as sand dunes, cliff tops, estuaries, wetlands or substantially intact strata of native vegetation (including regenerated areas of native vegetation lost through bushfire).	None are applicable.
PO 3.2	DTS/DPF 3.2	Tourist accommodation is sited and designed in a manner that is subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	None are applicable.
PO 3.3	DTS/DPF 3.3	Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	None are applicable.
PO 3.4	DTS/DPF 3.4	Tourist accommodation is designed to prevent conversion to private dwellings through: <ul style="list-style-type: none"> (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling (d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling. 	None are applicable.

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5	DTS/DPF 3.5

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<p>Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.</p>	<p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 3.6</p> <p>Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).</p>	<p>DTS/DPF 3.6</p> <p>Driveways and access points:</p> <ul style="list-style-type: none"> (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: <ul style="list-style-type: none"> (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
<p>PO 3.7</p> <p>Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.</p>	<p>DTS/DPF 3.7</p> <p>Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing:</p> <ul style="list-style-type: none"> (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
<p>PO 3.8</p> <p>Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.</p>	<p>DTS/DPF 3.8</p> <p>None are applicable.</p>
<p>PO 3.9</p> <p>Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.</p>	<p>DTS/DPF 3.9</p> <p>None are applicable.</p>
Access for People with Disabilities	
<p>PO 4.1</p> <p>Development is sited and designed to provide safe, dignified and convenient access for people with a disability.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
Vehicle Parking Rates	
<p>PO 5.1</p> <p>Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:</p> <ul style="list-style-type: none"> (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place. 	<p>DTS/DPF 5.1</p> <p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</p> <ul style="list-style-type: none"> (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.

Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.	DTS/DPF 6.7 None are applicable.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.
Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	DTS/DPF 8.1 None are applicable.
PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.	DTS/DPF 8.2 None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for	DTS/DPF 9.3 None are applicable.

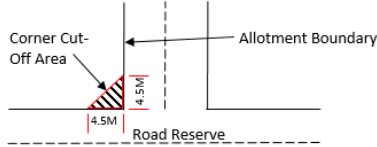
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employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	
Corner Cut-Offs	
<p>PO 10.1</p> <p>Development is located and designed to ensure drivers can safely turn into and out of public road junctions.</p>	<p>DTS/DPF 10.1</p> <p>Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:</p>  <p>The diagram illustrates a corner cut-off area at a road junction. A red hatched area, labeled 'Corner Cut-Off Area', is shown at the corner of the road. This area is bounded by a dashed line representing the 'Allotment Boundary' and a solid line representing the 'Road Reserve'. The width of the corner cut-off area is indicated as 4.5M on both sides of the road.</p>

Table 1 - General Off-Street Car Parking Requirements

The following parking rates apply and if located in an area where a lawfully established carparking fund operates, the number of spaces is reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate (unless varied by Table 2 onwards) Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.

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	Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement village	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan park / tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m2 of gross leasable floor area.
Motor repair station	3 spaces per service bay.
Office	4 spaces per 100m2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m2 of gross leasable floor area 1 space per 100m2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child
Community facility	10 spaces per 100m2 of total floor area.

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Educational establishment	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Hall / meeting hall	0.2 spaces per seat.
Library	4 spaces per 100m ² of total floor area.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Health Related Uses	
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Recreational and Entertainment Uses	
Cinema complex	.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m ² of total floor area in a public bar plus 1 space for every 6m ² of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m ² of total floor area for a Fitness Centre 4.5 spaces per 100m ² of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m ² total floor area 1 spaces per 100m ² of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m ² of total floor area.
Store	0.5 spaces per 100m ² of total floor area.
Timber yard	1.5 spaces per 100m ² of total floor area 1 space per 100m ² of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m ² total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m ² of total building floor area.

Table 2 - Off-Street Car Parking Requirements in Designated Areas

The following parking rates apply in any zone, subzone or other area described in the 'Designated Areas' column subject to the following:

- (a) the location of the development is unable to satisfy the requirements of Table 2 – Criteria (other than where a location is exempted from the application of those criteria)
- or
- (b) the development satisfies Table 2 – Criteria (or is exempt from those criteria) and is located in an area where a lawfully established carparking fund operates, in which case the number of spaces are reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	<p>No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:</p> <p>1 space for each dwelling with a total floor area less than 75 square metres</p> <p>2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres</p> <p>3 spaces for each dwelling with a total floor area greater than 150 square metres.</p> <p>Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.</p>	<p>Capital City Zone</p> <p>City Main Street Zone</p> <p>City Riverbank Zone</p> <p>Adelaide Park Lands Zone</p> <p>Business Neighbourhood Zone (within the City of Adelaide)</p> <p>The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone</p>
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	5 spaces per 100m ² of gross leasable floor area.	<p>City Living Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street) Zone</p> <p>Urban Neighbourhood Zone</p>
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	6 spaces per 100m ² of gross leasable floor area.	<p>Strategic Innovation Zone</p> <p>Suburban Activity Centre Zone</p> <p>Suburban Business Zone</p> <p>Business Neighbourhood Zone</p> <p>Suburban Main Street Zone</p> <p>Urban Activity Centre Zone</p>
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	<p>City Living Zone</p> <p>Urban Activity Centre Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p>

		Residential development	
			Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone

Table 2 - CriteriaThe following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

Criteria	Exceptions
<p>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</p> <p>(a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾</p> <p>(b) is within 400 metres of a bus interchange⁽¹⁾</p> <p>(c) is within 400 metres of an O-Bahn interchange⁽¹⁾</p> <p>(d) is within 400 metres of a passenger rail station⁽¹⁾</p> <p>(e) is within 400 metres of a passenger tram station⁽¹⁾</p> <p>(f) is within 400 metres of the Adelaide Parklands.</p>	<p>(a) All zones in the City of Adelaide</p> <p>(b) Strategic Innovation Zone in the following locations:</p> <p>(i) City of Burnside</p> <p>(ii) City of Marion</p> <p>(iii) City of Mitcham</p> <p>(c) Urban Corridor (Boulevard) Zone</p> <p>(d) Urban Corridor (Business) Zone</p> <p>(e) Urban Corridor (Living) Zone</p> <p>(f) Urban Corridor (Main Street) Zone</p> <p>(g) Urban Neighbourhood Zone</p>

[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

Table 3 - Off-Street Bicycle Parking Requirements

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

Class of Development	Bicycle Parking Rate	
	Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.	
Consulting room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.	
Educational establishment	For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors. For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.	
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.	
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m ² of gross leasable floor area for visitors.	
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.	
Office	1 space for every 200m ² of gross leasable floor area plus 2 spaces plus 1 space per 1000m ² of gross leasable floor area for visitors.	
Pre-school	1 space per 20 full time employees plus 1 space per 40 full time children.	
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.	
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.	
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.	
Shop	1 space for every 300m ² of gross leasable floor area plus 1 space for every 600m ² of gross leasable floor area for customers.	
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.	
Schedule to Table 3	Designated Area	Relevant part of the State
		The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
	All zones	City of Adelaide
	Business Neighbourhood Zone Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Suburban Main Street Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone	Metropolitan Adelaide

Waste Treatment and Management Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Mitigation of the potential environmental and amenity impacts of waste treatment and management facilities.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as: (a) containing potential groundwater and surface water contaminants within waste operations areas (b) diverting clean stormwater away from waste operations areas and potentially contaminated areas (c) providing a leachate barrier between waste operations areas and underlying soil and groundwater.	DTS/DPF 2.1 None are applicable.
PO 2.2 Wastewater lagoons are set back from watercourses to minimise environmental harm and adverse effects on water resources.	DTS/DPF 2.2 Wastewater lagoons are set back 50m or more from watercourse banks.
PO 2.3 Wastewater lagoons are designed and sited to: (a) avoid intersecting underground waters; (b) avoid inundation by flood waters; (c) ensure lagoon contents do not overflow; (d) include a liner designed to prevent leakage.	DTS/DPF 2.3 None are applicable.
PO 2.4 Waste operations areas of landfills and organic waste processing facilities are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.4 Waste operations areas are set back 100m or more from watercourse banks.
Amenity	
PO 3.1 Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Access routes to waste treatment and management facilities via residential streets is avoided.	DTS/DPF 3.2 None are applicable.

Policy24		P&D Code (in effect) Version 2023.6 27/04/2023	
PO 3.3	Litter control measures minimise the incidence of windblown litter.	DTS/DPF 3.3	None are applicable.
PO 3.4	Waste treatment and management facilities are designed to minimise adverse impacts on both the site and surrounding areas from weed and vermin infestation.	DTS/DPF 3.4	None are applicable.
Access			
PO 4.1	Traffic circulation movements within any waste treatment or management site are designed to enable vehicles to enter and exit the site in a forward direction.	DTS/DPF 4.1	None are applicable.
PO 4.2	Suitable access for emergency vehicles is provided to and within waste treatment or management sites.	DTS/DPF 4.2	None are applicable.
Fencing and Security			
PO 5.1	Security fencing provided around waste treatment and management facilities prevents unauthorised access to operations and potential hazard to the public.	DTS/DPF 5.1	Chain wire mesh or pre-coated painted metal fencing 2m or more in height is erected along the perimeter of the waste treatment or waste management facility site.
Landfill			
PO 6.1	Landfill gas emissions are managed in an environmentally acceptable manner.	DTS/DPF 6.1	None are applicable.
PO 6.2	Landfill facilities are separated from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 6.2	Landfill facilities are set back 250m or more from a public open space reserve, forest reserve, national park or Conservation Zone.
PO 6.3	Landfill facilities are located on land that is not subject to land slip.	DTS/DPF 6.3	None are applicable.
PO 6.4	Landfill facilities are separated from areas subject to flooding.	DTS/DPF 6.4	Landfill facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Organic Waste Processing Facilities			
PO 7.1	Organic waste processing facilities are separated from the coast to avoid potential environment harm.	DTS/DPF 7.1	Organic waste processing facilities are set back 500m or more from the coastal high water mark.
PO 7.2	Organic waste processing facilities are located on land where the engineered liner and underlying seasonal water table cannot intersect.	DTS/DPF 7.2	None are applicable.
PO 7.3	Organic waste processing facilities are sited away from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 7.3	Organic waste processing facilities are set back 250m or more from a public open space reserve, forest reserve, national park or a Conservation Zone.
PO 7.4	Organic waste processing facilities are located on land that is not subject to land slip.	DTS/DPF 7.4	None are applicable.
PO 7.5	Organic waste processing facilities separated from areas subject to flooding.	DTS/DPF 7.5	Organic waste processing facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Major Wastewater Treatment Facilities			

PO 8.1 Major wastewater treatment and disposal systems, including lagoons, are designed to minimise potential adverse odour impacts on sensitive receivers, minimise public and environmental health risks and protect water quality.	DTS/DPF 8.1 None are applicable.
PO 8.2 Artificial wetland systems for the storage of treated wastewater are designed and sited to minimise potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 8.2 None are applicable.

Workers' accommodation and Settlements

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Appropriately designed and located accommodation for seasonal and short-term workers in rural areas that minimises environmental and social impacts.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Workers' accommodation and settlements are obscured from scenic routes, tourist destinations and areas of conservation significance or otherwise designed to complement the surrounding landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Workers' accommodation and settlements are sited and designed to minimise nuisance impacts on the amenity of adjacent users of land.	DTS/DPF 1.2 None are applicable.
PO 1.3 Workers' accommodation and settlements are built with materials and colours that blend with the landscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Workers' accommodation and settlements are supplied with service infrastructure such as power, water and effluent disposal sufficient to satisfy the living requirements of workers.	DTS/DPF 1.4 None are applicable.

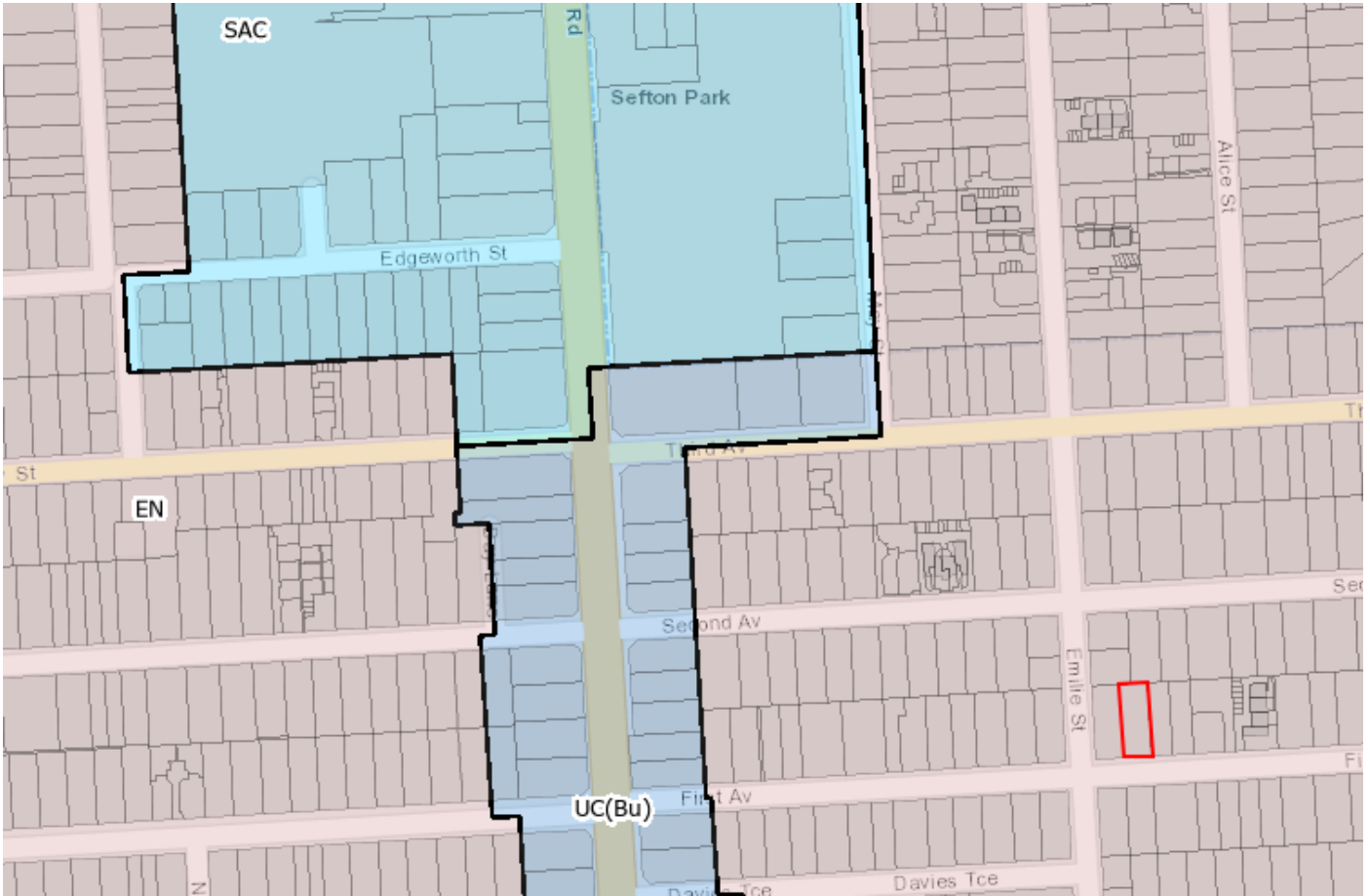
No criteria applies to this land use. Please check the definition of the land use for further detail.

AGENDA ITEM**6.2****TO:** Council Assessment Panel (CAP) on 14 August 2023

DEVELOPMENT NO.:	23013478
APPLICANT:	Mr Adam Lawrie
ADDRESS:	24 FIRST AVE NAILSWORTH SA 5083
NATURE OF DEVELOPMENT:	Storage Shed
ZONING INFORMATION:	<p>Zones:</p> <ul style="list-style-type: none"> • Established Neighbourhood <p>Overlays:</p> <ul style="list-style-type: none"> • Airport Building Heights (Regulated) • Character Area • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Urban Tree Canopy
LODGEMENT DATE:	29 May 2023
RELEVANT AUTHORITY:	Assessment panel
PLANNING & DESIGN CODE VERSION:	2023.6
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
REFERRALS STATUTORY:	Nil.
REFERRALS NON-STATUTORY:	Nil.
RECOMMENDING OFFICER:	Devarshi Shah
RECOMMENDATION:	Grant Planning Consent

CONTENTS:

Attachments 1-4:	DAP Submission Snapshot
Attachments 5-14:	Proposal Plans
Attachments 15:	Representations
Attachments 16:	Applicants Response to Representations
Attachments: 17-28:	Relevant P&D Code Policies



(i) **Zone Map – subject site (in red) within Established Neighbourhood Zone**

1. DETAILED DESCRIPTION OF PROPOSAL:

The proposal is for construction of an outbuilding/ shed ancillary to an existing dwelling.

2. SUBJECT LAND & LOCALITY:

Site Description:

Location reference: ADDRESS

Title ref.: CT 5268/995 **Plan Parcel:** F111401AL93

Council: CITY OF PROSPECT



(ii) 24 Frist Av Broadview

Site characteristics

Primary street frontage:	15.08 m
Allotment depth:	39.55 m
Site area:	596 sq. m
Shape:	Rectangle
Topography:	Flat land
Existing Structures:	Single storey detached dwelling with associated carport and verandah.
Existing vegetation:	Nil.
Local Heritage Listed:	No
Other:	Character Area Overlay

Locality

The locality is predominantly residential in nature, with the majority of development on First Avenue consisting of single storey and a few two storey dwellings. The subject land has a west – east orientation and is located on an internal road of modest traffic volumes parallel to Main North Road.

The locality has late 19th and early 20th century low density and low scale detached, semi-detached and row dwellings with associated ancillary outbuilding/ sheds. The developments are either extended towards the rare boundary or have ancillary structures located in the backyard with soft landscaping provided as private open space for the dwelling.



(iii) *Locality Plan*

3. CONSENT TYPE REQUIRED:

Planning Consent

4. CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
Outbuilding: Code Assessed - Performance Assessed
- **OVERALL APPLICATION CATEGORY:**
Code Assessed - Performance Assessed
- **REASON**
P&D Code; No DTS or accepted development pathway

5. PUBLIC NOTIFICATION

- **REASON**

The proposed gable end shed is to be built on boundary and is proposed to be higher than 3.2m (4.4m)

- **LIST OF REPRESENTATIONS**

Two representations by same person were received during the public notification period. The representor supported the development with some concerns and has requested to be heard. A summary of the representations received as listed below:

Name	Address	Support / Support with Concerns / Oppose	Request to be heard
Lucky Ioannidis	22 First Avenue NAILSWORTH SA, 5083	Support with concerns	Yes

- **SUMMARY**

A summary of the concerns raised by the representation are as follows:

Reasons for support but have concerns

- The eave height on either side facing west onto 22 First Avenue, not to be greater than 2.4 metres in height
- The peak height facing west onto 22 First Avenue, not to be greater than 3.6 metres in height,
- The heights are excessive and will greatly impact on (my) adjacent property.

Applicant's response

The applicant provided the following comments in response to the representation:

- Neighbouring property's land height was built up when their house was built, and it increased the land height by approximately 60 cm higher than the natural level. The reason for the height and design of our shed is to allow for storage of my motor vehicles on a hoist and for my equipment for my small business / self-employment of a gardener. The original design eave height was 3.2. After speaking with the neighbour (representor- Lucky), I compromised and reduced the eave height to 3metres from our side.

A full copy of representation can be found within **Attachment 12-15.**

A copy of the applicant's response to the representation can be found within **Attachment 16.**

6. AGENCY REFERRALS

Nil.

7. INTERNAL REFERRALS

Nil.

8. PLANNING COMMENTARY

- 8.1** The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained at **Attachments 17-29**.
- 8.2** The Planning and Design Code outlines zones, subzones, overlay and general provisions policy which provide Performance Outcomes (POs) and Desired Outcome (DOs).
- 8.3** In order to assist a relevant authority to interpret the Performance Outcomes, in some cases the policy includes a standard outcome which will generally meet the corresponding performance outcome (a Designated Performance Feature or DPF). A DPF provides a guide to a relevant authority as to what is generally considered to satisfy the corresponding performance outcome. A DPF does not need to necessarily be satisfied to meet the Performance Outcome and does not derogate from the discretion to determine that the outcome is met in another way, or from discretion to determine that a Performance Outcome is not met despite a DPF being achieved.
- 8.4** Part 1 of the Planning and Design Code outlines that if there is an inconsistency between provisions in the relevant policies for a particular development, the following rules will apply to the extent of any inconsistency between policies:
- the provisions of an overlay will prevail over all other policies applying in the particular case; and
 - a subzone policy will prevail over a zone policy or a general development policy; and
 - a zone policy will prevail over a general development policy.

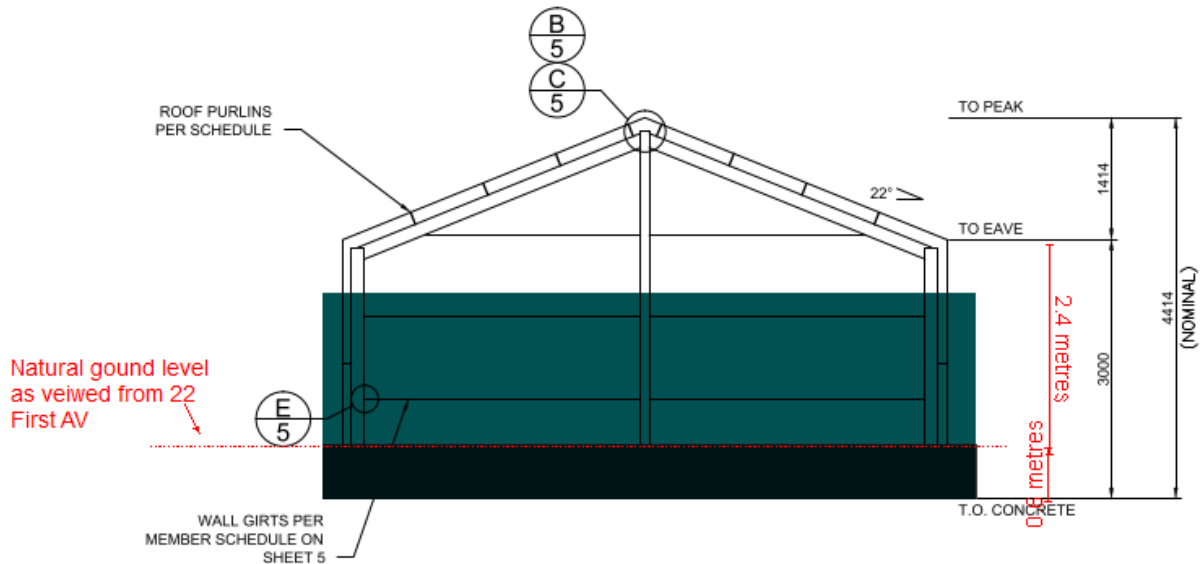
9. PLANNING ASSESSMENT

9.1 Site Coverage

- 9.1.1** It is anticipated that building footprints would be consistent with the character and pattern of the neighbourhood has to provide sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation (Established Neighbourhood Zone PO 3.1) and one way of achieving it is to have a maximum site coverage of 50%.
- 9.1.2** The proposed shed and existing dwelling would result into site coverage of 329m² approx. i.e. approx.55%. The proposal is to remove an existing shed of 35m² and replace it with 49m² of shed resulting into an increase of 3% of site coverage. The modest increase of site coverage associated with the proposal is not considered by staff to be inappropriate.

9.2 Ancillary structure (Boundary wall) Height

- 9.2.1** Residential ancillary buildings and structures should be sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties (ENZ PO 11.1). One way of demonstrating that is to achieve a building height where no part of the roof is more than 5m above the natural ground level and where the wall height or post height does not exceeding 3m above natural ground level (not including a gable end) (ENZ DPF 11.1).
- 9.2.2** It is anticipated that development would be consistent with the prevailing building and wall heights in the character area (Character Area Overlay PO2.2).
- 9.2.3** The proposed gable end shed would be ancillary to an existing dwelling having a wall height of 3m (not including gable end) and total height of 4.4 m from natural ground level satisfying the relevant Designated Performance Features. The overall height of the proposed shed as visible from the adjoining property at 22 Frist Av would be 3.8m (due to the existing site level difference).



3 ENDWALL INTERIOR ELEVATION
2 SCALE: 1 = 100

(iv) **Proposed Shed as viewed from neighbouring site at 22 First Ave, Nailsworth SA 5083**

9.2.4 It is noted that the proposal would be largely invisible from the streetscape and neighbouring properties due to its location, site topography and narrow viewing angles past existing buildings, and thus would not detract from the streetscape and neighbouring properties.



(v) **Existing Shed as viewed from subject site at 24 First Ave, Nailsworth SA 5083**



(v) **Existing Shed as viewed from neighbouring site at 22 First Ave, Nailsworth SA 5083**

9.3 Ancillary structure (Boundary Wall) Length

9.3.1 Residential ancillary buildings and structures should be sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties (ENZ PO 11.1). One way of demonstrating that this has been achieved is by limiting the length of boundary walls. Boundary

walls (not being a boundary with a primary street or secondary street) should not exceed 8m in length for any one building, should be separated from other buildings on the boundary by a distance of 3m, and the total wall length of all buildings should not exceed 45% of the length of that boundary (ENZ DPF 11.1)

- 9.3.2 The proposed shed would have a setback of 11 m from an existing carport located on the boundary, satisfying the relevant Designated Performance Feature.
- 9.3.3 The proposed shed would be built on the western and northern boundary and would have a length of 7m on both the sides. The subject site has an existing carport built on the western boundary and the combined length of these structures would be 55% of the western boundary further the shed length would be approximately 46.4 % of the northern boundary it is noted that the proposed shed would be replacing an existing shed of approximately the same length on the western boundary and thus not result in additional building length being visible from adjoining properties.
- 9.3.4 While the proposed development would exceed the total wall length to be built on both the boundaries of subject land, it is noted that the proposal would not change the existing amount of boundary development for western boundary and would be approximately 1.6% over the Designated Performance Feature for the northern boundary it is the view of council staff that this is a minor departure that would not unreasonably impact the subject or neighbouring sites.

9.4 Design & Appearance

- 9.4.1 Ancillary development, including carports, outbuildings, and garages should complement the character of the area and associated building(s) (CAO PO 4.1) and be located behind the building line of the principal building (CAO PO 4.2) Materials should either be consistent with or complement those within the character area (CAO PO2.5).
- 9.4.2 The proposed shed would be located approximately 25 m behind the building line satisfying the overlay provisions.
- 9.4.3 The existing dwelling has a bull nose verandah and carport wrapping around the dwelling and a hip roof with monument and cottage green metal finishes. The proposed shed would have a gable roof and would have a woodland grey metal finish. While the development would not match the style and material of the existing house, the proposed shed would match the style of existing shed on the site and the materials would complement the character of the area having grey tones, satisfying the overlay provisions.

9.5 Private open space

- 9.5.1 Ancillary buildings and structures should not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site (Established Neighbourhood Zone PO 11.2) One way of achieving this is to maintain 60 m² of private open space.
- 9.5.2 The proposed shed would retain approximately 130 m² of private open space on site behind the existing dwelling thus not impeding on the on-site functional requirements of dwelling occupants.

9.6 Landscaping

- 9.6.1 In accordance with DPF 11.1 of the ENZ, ancillary structures should maintain opportunities for soft landscaping totalling 25% of the site or should not diminish the amount of existing soft landscaping provided prior to the development occurring.

- 9.6.2 Development should maintain the valued landscape pattern and characteristics that contribute to the character area, except where they compromise safety, create nuisance, or impact adversely on existing buildings or infrastructure (CAO PO 6.2)
- 9.6.3 The subject site would retain 110 m² of landscaping at the rear of the dwelling and 80 m² in front of the dwelling resulting in 32 % of soft landscaping on site. The proposal does not change the existing area or location of soft landscaping, thus would not impact the existing streetscape. This aspect of the development is considered to satisfy the relevant Designated Performance Feature.
- 9.6.4 has no changes proposed to the existing landscaping pattern thus not impacting the existing streetscape satisfying the zoning and overlay provisions.

9.7 Vehicular Access

- 9.7.1 Vehicle access should be safe, convenient, minimise interruption to the operation of public roads and does not interfere with street infrastructure or street. Furthermore, access points are to be located so as to not interfere with street trees, directional signs, or infrastructure services that maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets (Design in Urban Areas General Development Policies DPF 23.3 and DPF 23.4).
- 9.7.2 No changes are proposed to the existing access of subject site.

9.8 Site Preparation

- 9.8.1 Development should not involve excavation exceeding a vertical height of 1m, filling exceeding a vertical height of 1m and a total combined excavation and filling vertical height of 2m or more (Design in Urban Areas General Development Policies DPF 8.1)
- 9.8.2 No excavation or filling is proposed on the subject site.

9.9 Quantitative Provision including Technical Numeric Variations (TNVs) that are relevant to the subject land are:

Provision	Standard	Proposal	Assessment
Minimum Building height (TNV)	9m	4.4m	Satisfies
Maximum Building height – Levels (TNV)	2 levels	1 Level	Satisfies
Primary Street Setback	Located 500mm behind the building line	Located at the rear of the allotment (32.43m from primary street)	Satisfies
Boundary Walls	If situated on a boundary (not being a boundary with a primary street or secondary street), a length not exceeding 8m, all walls or structures on the boundary not	7m length along each side boundary, 55% (west) and 46.4% (north) boundary build and not located within 3m of any other wall along the same boundary	Does not Satisfy

	exceeding 45% of the length of that boundary and will not be located within 3m of any other wall along the same boundary		
Site coverage (TNV)	50%	55%	Does not Satisfy
Floor Area	60m ²	49 m ²	Satisfies
Private Open Space	60m ² located behind the building line	130 m ²	Satisfies
Landscaping	25% of the site (with min dimensions of 700mm), or The amount of existing soft landscaping prior to the development occurring	32%	Satisfies
On-site Car parking	2 spaces per dwelling, 1 of which is to be covered	2 covered 1 uncovered	Satisfies

10. CONCLUSION

- 10.1** The proposed development would satisfy the intent of Established Neighbourhood Zone for ancillary developments to be sympathetic to the predominant built form character and development patterns and maintain the predominant streetscape character.
- 10.2** The proposed shed would not result in over development of site, is designed and sited to be discreet and avoid dominating the appearance of the associated dwelling and would not detract from the streetscape or appearance of buildings on the site or neighbouring properties. The proposed shed would also satisfy the on-site functional requirements of private open space and on-site care parking.
- 10.3** For these reasons the application is therefore considered to be relatively consistent with the relevant provisions of the Planning and Design Code and warrants Planning Consent.

11. RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107(2)(c) of the Planning, Development, and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and
2. Development Application Number 23013478, by Mr Adam Lawrie is Granted Planning Consent.

Conditions:

1. The development shall take place in accordance with plans and details stamped by Council relating to Development Application Number 23013478, except as modified by any conditions detailed herein. All works detailed in the approved plans and required by conditions are to be completed prior to the occupation of the approved development.
2. All driveways, parking and manoeuvring areas must be formed, surfaced with concrete, bitumen or paving, and be properly drained. The surfacing of the driveway and drainage shall be maintained to the reasonable satisfaction of Council thereafter.

espalia trees to be planted along boundary

Attachment 1

462

on both boundaries

box gutter on rear boundary

old shed to be removed

proposed shed

pa door*

FFL: 0mm cut and fill

tree already removed, lawn underneath

stormwater down driveway to existing system

lemon tree

roller doors*



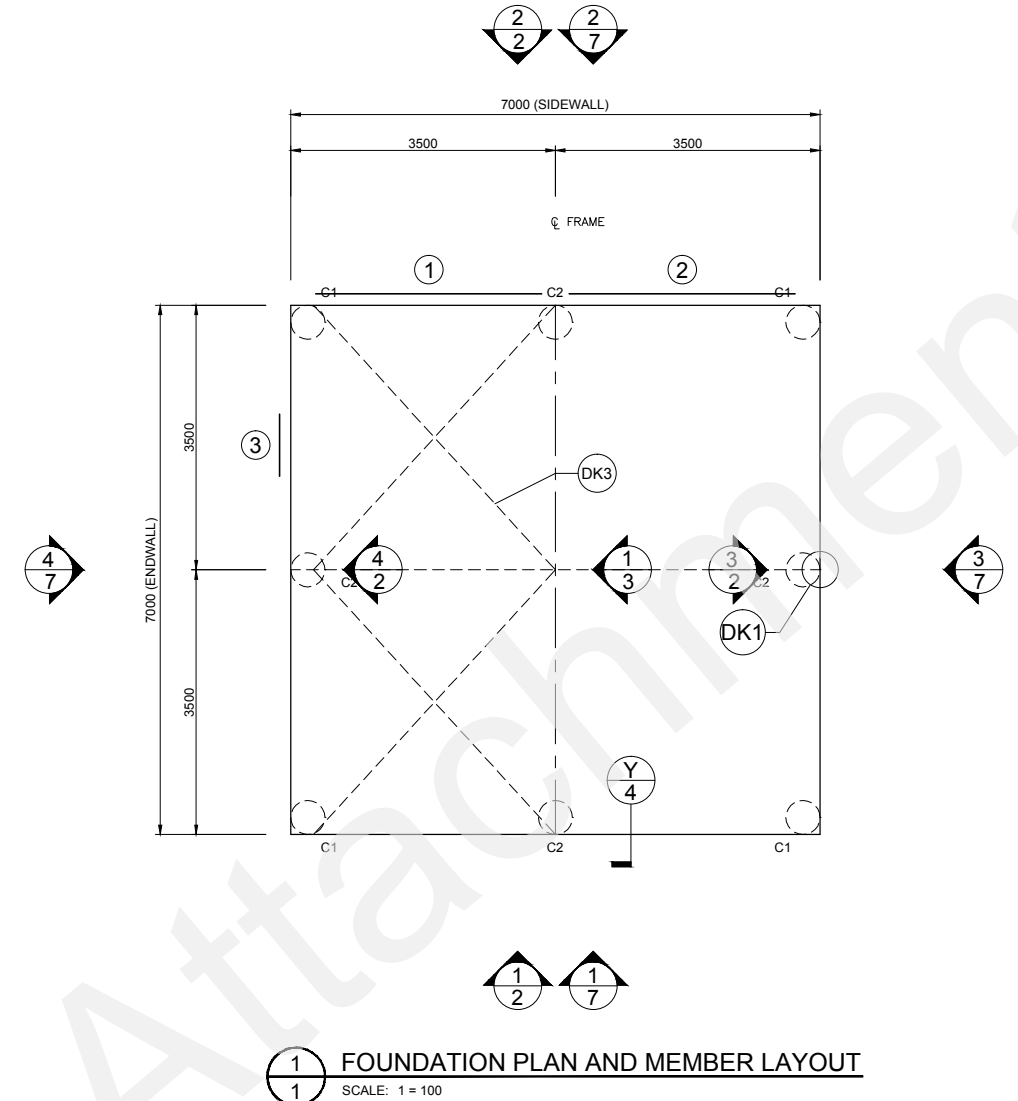
scale 1:200 - 5mm = 1m

*refer to engineering document for external building elevations

41% of site pervious to water

N

IF IN DOUBT, ASK.



1 FOUNDATION PLAN AND MEMBER LAYOUT
SCALE: 1 = 100

ROOF STRAP BRACING TO BE CONNECTED TO THE PURLIN CLOSEST TO THE LINE OF THE END WALL MULLION
ROOF STRAP BRACING CAN BE PLACED FROM EITHER END OF THE BUILDING PROVIDING THE STRAP PATTERN REMAINS AS PER PLANS

MEMBER LEGEND

C1	C15012
C2	C15015

8 OF 8 SHEET
JOB NO. FDGW100450
DATE 9/5/2023
CHECKED TM
DRAWN FDB

STEEL BUILDING BY (CONTACT)
FAIR DINKUM BUILDS GAWLER
08 83916442
PETER WARREN
24 FIRST AVE
NAILSWORTH



NORTHERN CONSULTING engineers
Civil & Structural Engineers
50 Punari Street
Currajong, Qld 4812
Fax: 07 4725 5850
Email: design@nceng.com.au
ABN 341 008 173 56

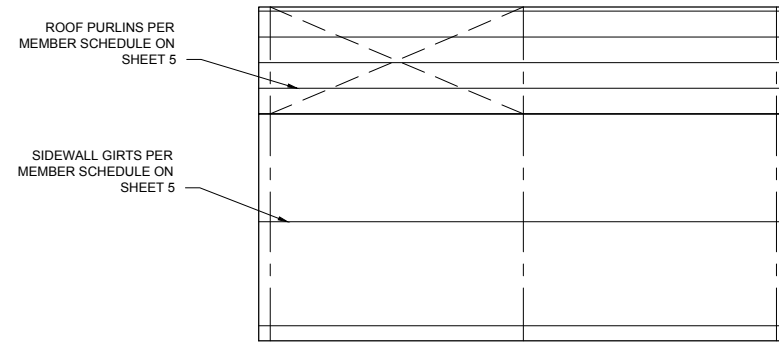
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Registered Engineer - (Civil) VIC
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Regn. No. 9985
Regn. No. 116373ES
Regn. No. PE0002216
Regn. No. CC5648M

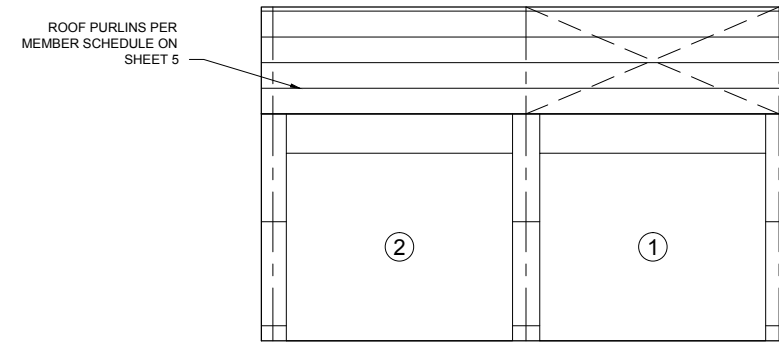
Mr Timothy Roy Messer BE MIEAust RPEQ
Signature *T. Messer*
Date 9/5/2023
Registered on the NPER in the areas of practice of Civil & Structural National Professional Engineers Register

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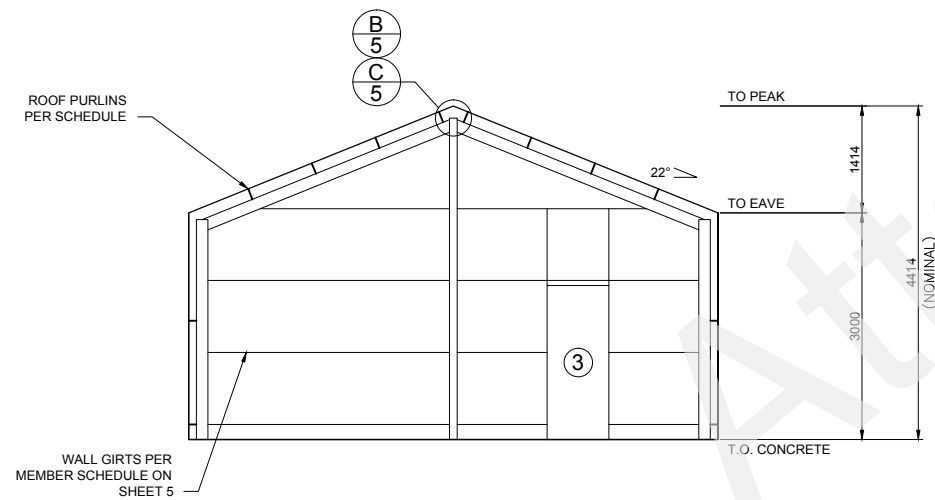
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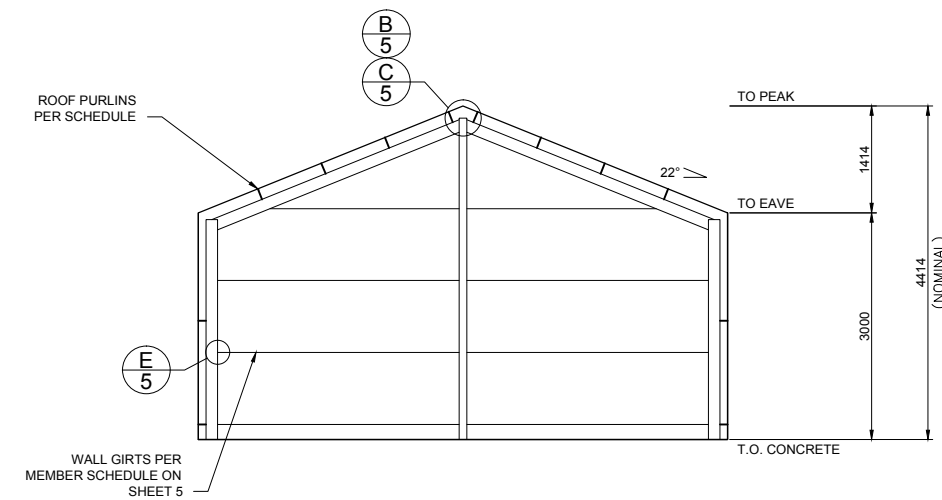
1 SIDEWALL EXTERIOR ELEVATION
2 SCALE: 1 = 100



2 SIDEWALL EXTERIOR ELEVATION
2 SCALE: 1 = 100



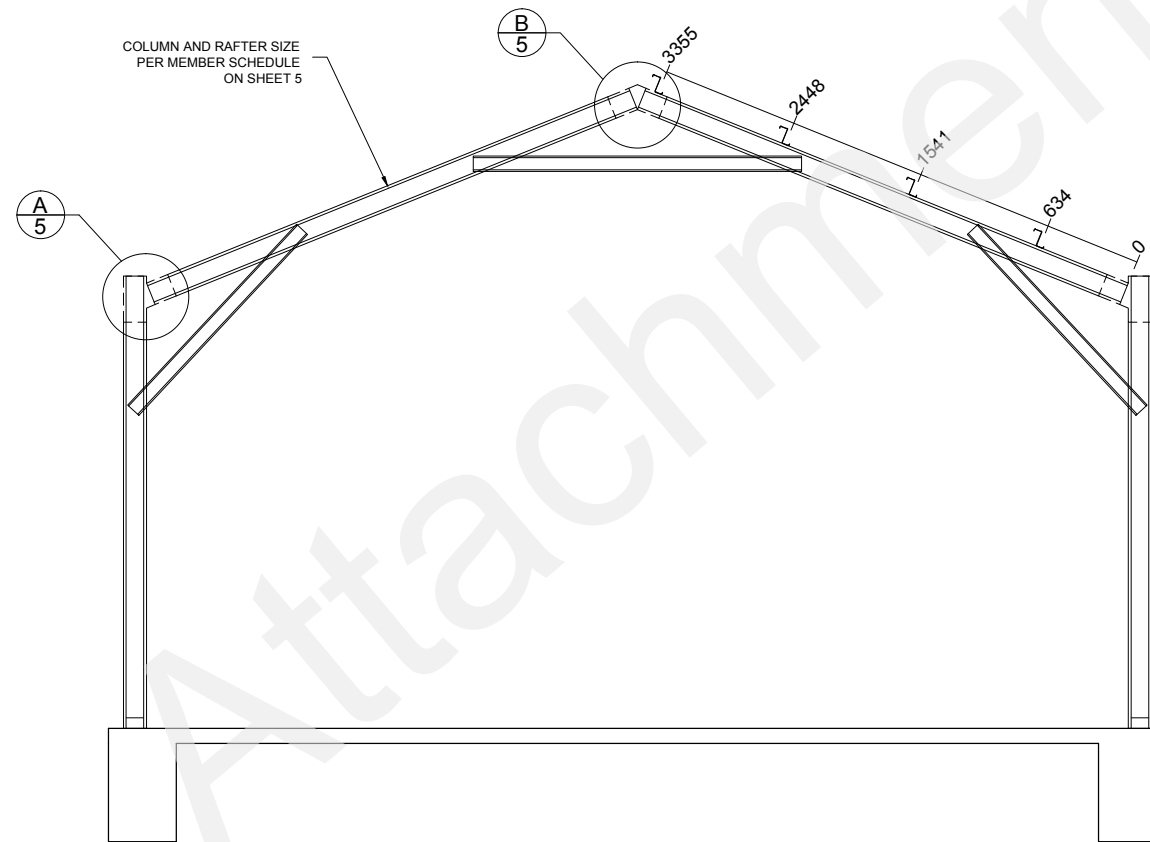
4 ENDWALL INTERIOR ELEVATION
2 SCALE: 1 = 100



3 ENDWALL INTERIOR ELEVATION
2 SCALE: 1 = 100




X BRACING IS REQUIRED IN 2 ROOF BAYS.
SEE LAYOUT OR PLANS FOR PLACEMENT.

OF 2 OF 8	SHEET	JOB NO. FDGW100450	DATE 9/5/2023	CHECKED TM	DRAWN FDB	STEEL BUILDING BY FAIR DINKUM BUILDS GAWLER (CONTACT) 08 83916442 PETER WARREN 24 FIRST AVE NAILSWORTH	FOR AT			Civil & Structural Engineers 50 Punari Street Currajong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 56	Mr Timothy Roy Messer BE MIEAust RPEQ Signature <i>T. Messer</i> Date <u>9/5/2023</u> Registered on the NPER in the areas of practice of Civil & Structural National Professional Engineers Register
									Registered Chartered Professional Engineer Registered Professional Engineer (Civil & Structural) QLD Registered Certifying Engineer (Structural) N.T. Registered Engineer - (Civil) VIC Registered Engineer - (Civil) TAS	Regn. No. 2558980 Regn. No. 9985 Regn. No. 116373ES Regn. No. PE0002216 Regn. No. CC5648M	



1 INTERNAL FRAME SECTION
3 SCALE: 1 = 50

Refer to Sheet #4 for concrete specification.

OF 3 OF 8	SHEET NO. FDGW100450	DATE 9/5/2023	CHECKED TM	DRAWN FDB	STEEL BUILDING BY (CONTACT) FAIR DINKUM BUILDS GAWLER 08 83916442 PETER WARREN 24 FIRST AVE NAILSWORTH			 Civil & Structural Engineers 50 Punari Street Currajong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 56	Mr Timothy Roy Messer BE MIEAust RPEQ Signature <i>T. Messer</i> Date 9/5/2023 Registered on the NPER in the areas of practice of Civil & Structural National Professional Engineers Register
	Registered Chartered Professional Engineer Registered Professional Engineer (Civil & Structural) QLD Registered Certifying Engineer (Structural) N.T. Registered Engineer - (Civil) VIC Registered Engineer - (Civil) TAS		Regn. No. 2558980 Regn. No. 9985 Regn. No. 116373ES Regn. No. PE0002216 Regn. No. CC5648M						

STRUCTURAL GENERAL NOTES

- GOVERNING CODE** : NATIONAL CONSTRUCTION CODE (NCC), LOADING TO AS1170 - ALL SECTIONS. BUILDING SUITABLE AS EITHER A PRIVATE GARAGE CLASS 10a, OR A FARM SHED (CLASS 7 OR 8), UNLESS OTHERWISE SPECIFICALLY NOTED. FOR USE AS A FARM SHED, IT MUST MEET THE FOLLOWING REQUIREMENTS:
 - BE LESS THAN 2000 SQM IN AREA (INCLUSIVE OF ANY MEZZANINE FLOOR AREA).
 - MUST BE LOCATED ON A FARM AND USED IN CONNECTION WITH FARMING PURPOSES.
 - BUILDING IS NOT TO BE OCCUPIED FREQUENTLY NOR FOR EXTENDED PERIODS BY PEOPLE, WITH A MAXIMUM OF 1 PERSON PER 200 SQM OR 2 PERSONS MAXIMUM IN TOTAL WHICHEVER IS THE LESSER.
- DRAWING OWNERSHIP** : THESE DRAWINGS REMAIN THE PROPERTY OF FBHS (AUST) PTY LIMITED. ENGINEERING SIGNATURE AND CERTIFICATION IS ONLY VALID WHEN BUILDING IS SUPPLIED BY A DISTRIBUTOR OF FBHS. DRAWINGS ARE PROVIDED FOR THE DUAL PURPOSE OF OBTAINING BUILDING PERMITS AND AIDING CONSTRUCTION. ANY OTHER USE OR REPRODUCTION IS PROHIBITED WITHOUT WRITTEN APPROVAL FROM FBHS.
- DRAWING SIGNATURE REQUIREMENTS** : THESE DRAWINGS ARE NOT VALID UNLESS SIGNED BY THE ENGINEER. THE ENGINEER ACCEPTS NO LIABILITY OR RESPONSIBILITY FOR DRAWINGS WITHOUT A SIGNATURE. EACH TITLE BLOCK CONTAINS A WATER MARK UNDER THE CUSTOMERS NAME CONTAINING THE DATE OF PRODUCTION OF THE DRAWINGS; THE DRAWINGS ARE TO BE SUBMITTED TO COUNCIL WITHIN 21 DAYS OF THIS DATE. THIS IS TO ENSURE THAT ONLY CURRENT DRAWINGS ARE IN CIRCULATION.
- CONTRACTOR RESPONSIBILITIES** : CERTIFIER AND CONTRACTOR TO CONFIRM (ON SITE) THAT THE WIND LOADINGS APPLIED TO THIS DESIGN ARE TRUE AND CORRECT FOR THE ADDRESS STATED IN THE TITLE BLOCK. CONTRACTOR SHALL VERIFY AND CONFIRM ALL EXISTING CONDITIONS AND DIMENSIONS. ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN DRAWINGS AND EXISTING CONDITIONS PRIOR TO START OF WORK. CONTRACTOR MUST NOT MAKE ANY DEVIATION FROM THE PROVIDED PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM ONE OF THE UNDERSIGNING ENGINEERS. THE ENGINEER / FBHS TAKE NO RESPONSIBILITY FOR CHANGES MADE WITHOUT WRITTEN APPROVAL. CONTRACTOR IS RESPONSIBLE FOR ENSURING NO PART OF THE STRUCTURE BECOMES OVERSTRESSED DURING CONSTRUCTION. BUILDING IS NOT STRUCTURALLY ADEQUATE UNTIL THE INSTALLATION OF ALL COMPONENTS AND DETAILS SHOWN IS COMPLETED IN ACCORDANCE WITH THESE DRAWINGS. THE INDICATED DRAWING SCALES ARE APPROXIMATE. DO NOT SCALE DRAWINGS FOR CONSTRUCTION PURPOSES. FOR FURTHER DIRECTIONS ON CONSTRUCTION THE CONTRACTOR SHOULD CONSULT THE APPROPRIATE INSTRUCTION MANUAL.
- ENGINEERING** : THE ENGINEER / FBHS ARE NOT ACTING AS PROJECT MANAGERS FOR THIS DEVELOPMENT, AND WILL NOT BE PRESENT DURING CONSTRUCTION. THE UNDERSIGNING ENGINEERS HAVE REVIEWED THIS BUILDING FOR CONFORMITY ONLY TO THE STRUCTURAL DESIGN REQUIREMENTS APPLICABLE TO THIS DEVELOPMENT. THESE DOCUMENTS ARE STAMPED ONLY AS TO THE COMPONENTS SUPPLIED BY FBHS. IT IS THE RESPONSIBILITY OF THE PURCHASER TO COORDINATE DRAWINGS PROVIDED BY FBHS WITH OTHER PLANS AND/OR OTHER COMPONENTS THAT ARE PART OF THE OVERALL PROJECT. IN CASES OF DISCREPANCIES, THE LATEST DRAWINGS PROVIDED BY FBHS SHALL GOVERN. NO ALTERATIONS TO THIS STRUCTURE (INCLUDING REMOVAL OF CLADDING) ARE TO BE UNDERTAKEN WITHOUT THE CONSENT OF THE CERTIFYING ENGINEER. OPENINGS SUCH AS WINDOWS AND DOORS NEED TO BE INSTALLED AS PER THE PRODUCT MANUFACTURER'S INFORMATION/DETAILS.
- INSPECTIONS** : NO SPECIAL INSPECTIONS ARE REQUIRED BY THE GOVERNING CODE ON THIS JOB. ANY OTHER INSPECTIONS REQUESTED BY THE LOCAL BUILDING DEPARTMENT SHALL BE CONDUCTED AT THE OWNER'S EXPENSE.
- SOIL REQUIREMENTS** : SITE CLASSIFICATION TO BE A, S OR M ONLY. SOIL SAFE BEARING CAPACITY VALUE INDICATED ON DRAWING SHEET 4 OCCURS AT 100mm BELOW FINISH GRADE, EXISTING NATURAL GRADE, OR AT FROST DEPTH SPECIFIED BY LOCAL BUILDING DEPARTMENT, WHICHEVER IS THE LOWEST ELEVATION. REGARDLESS OF DETAIL Y ON SHEET 4 THE MINIMUM FOUNDATION DEPTH SHOULD BE 100MM INTO NATURAL GROUND OR BELOW FROST DEPTH SPECIFIED BY LOCAL COUNCIL. ROLLED OR COMPACTED FILL MAY BE USED UNDER SLAB, COMPACTED IN 150mm LAYERS TO A MAXIMUM DEPTH OF 900mm. CONCRETE FOUNDATION EMBEDMENT DEPTHS DO NOT APPLY TO LOCATIONS WHERE ANY UNCOMPACTED FILL OR DISTURBED GROUND EXISTS OR WHERE WALLS OF THE EXCAVATION WILL NOT STAND WITHOUT SUPPLEMENTAL SUPPORT, IN THIS CASE SEEK FURTHER ENGINEERING ADVICE.
 - CLASS 10a or Class 7 FOOTING DESIGNS**: THE FOUNDATION DOCUMENTED IS ALSO APPROPRIATE FOR CLASS 10a or CLASS 7 BUILDING DESIGNS ON 'M-D', 'H', 'H-D' OR 'E' CLASS SOILS, IF TOTAL SLAB AREA IS UNDER 100m SQUARE AND THE MAXIMUM SLAB DIMENSION (LENGTH AND WIDTH) IS LESS THAN OR EQUAL TO 12m. PLEASE BE AWARE THAT THE SLAB DESIGN FOR H & E CLASS SOILS IN THESE INSTANCES ARE DESIGNED TO EXPERIENCE SOME CRACKING. THIS CRACKING IS NOT CONSIDERED A STRUCTURAL FLAW OR DESIGN ISSUE, AND IS SIMPLY COSMETIC IN NATURE. IF THIS IS A CONCERN TO THE CLIENT IT IS ADVISED THEY DISCUSS OTHER OPTIONS WITH THE RELEVANT DISTRIBUTOR PRIOR TO THE POURING OF THE SLAB.
- CONCRETE REQUIREMENTS** : ALL CONCRETE DETAILS AND PLACEMENT SHALL BE PERFORMED IN ACCORDANCE WITH AS2870 AND AS3600. CONCRETE SHALL HAVE A MIN. 28-DAY STRENGTH OF 20MPa FOR EXPOSURE A1 & B1, 25MPa FOR EXPOSURE A2 & B2 AND 32MPa FOR EXPOSURE C, IN ACCORDANCE WITH SECTION 4, AS3600. CEMENT TO BE TYPE A. MAX AGGREGATE SIZE OF 20mm. SLUMP TO BE 80mm +/-15mm. SLABS TO BE CURED FOR 7 DAYS BY WATERING OR COVERING WITH A PLASTIC MEMBRANE, AFTER WHICH CONSTRUCTION CAN BEGIN, DUE CARE GIVEN NOT TO OVER-TIGHTEN HOLD DOWN BOLTS. GIVEN ALLOWABLE SOIL TYPES 1 LAYER OF SL72 REINFORCING MESH IS TO BE INSTALLED ON STANDARD SLABS WITH A MINIMUM 30mm COVER FROM CONCRETE SURFACE. CONCRETE REINFORCING TO CONFORM TO AS 1302, AS1303 & AS 1304. ALL REINFORCING COVER TO BE A MINIMUM OF 30mm.
- STRUCTURAL STEEL REQUIREMENTS** : ALL STRUCTURAL STEEL, INCLUDING SHEETING THOUGH EXCLUDING CONCRETE REINFORCING, SHALL CONFORM TO AS 1397 (GAUGE <= 1mm fy = 550MPa, GAUGE > 1mm < 1.5mm fy = 500MPa, GAUGE >= 1.5mm fy = 450MPa). NO WELDING IS TO BE PERFORMED ON THIS BUILDING. ALL STRUCTURAL MEMBERS AND CONNECTIONS DESIGNED TO AS4600. ALL BOLT HOLE DIAMETERS TO STRAMIT GENERAL FRANCHISES.
- FOOT TRAFFIC** : FOR ERECTION AND MAINTENANCE PLEASE NOTE THE FOLLOWING DEFINED FOOT TRAFFIC ZONES:
 - CORRUGATED: WALK ONLY WITHIN 200MM OF SCREW LINES. FEET SPREAD OVER AT LEAST TWO RIBS.
 - MONOCLAD: WALK ONLY IN FANS, OR ON RIBS AT SCREW LINES.

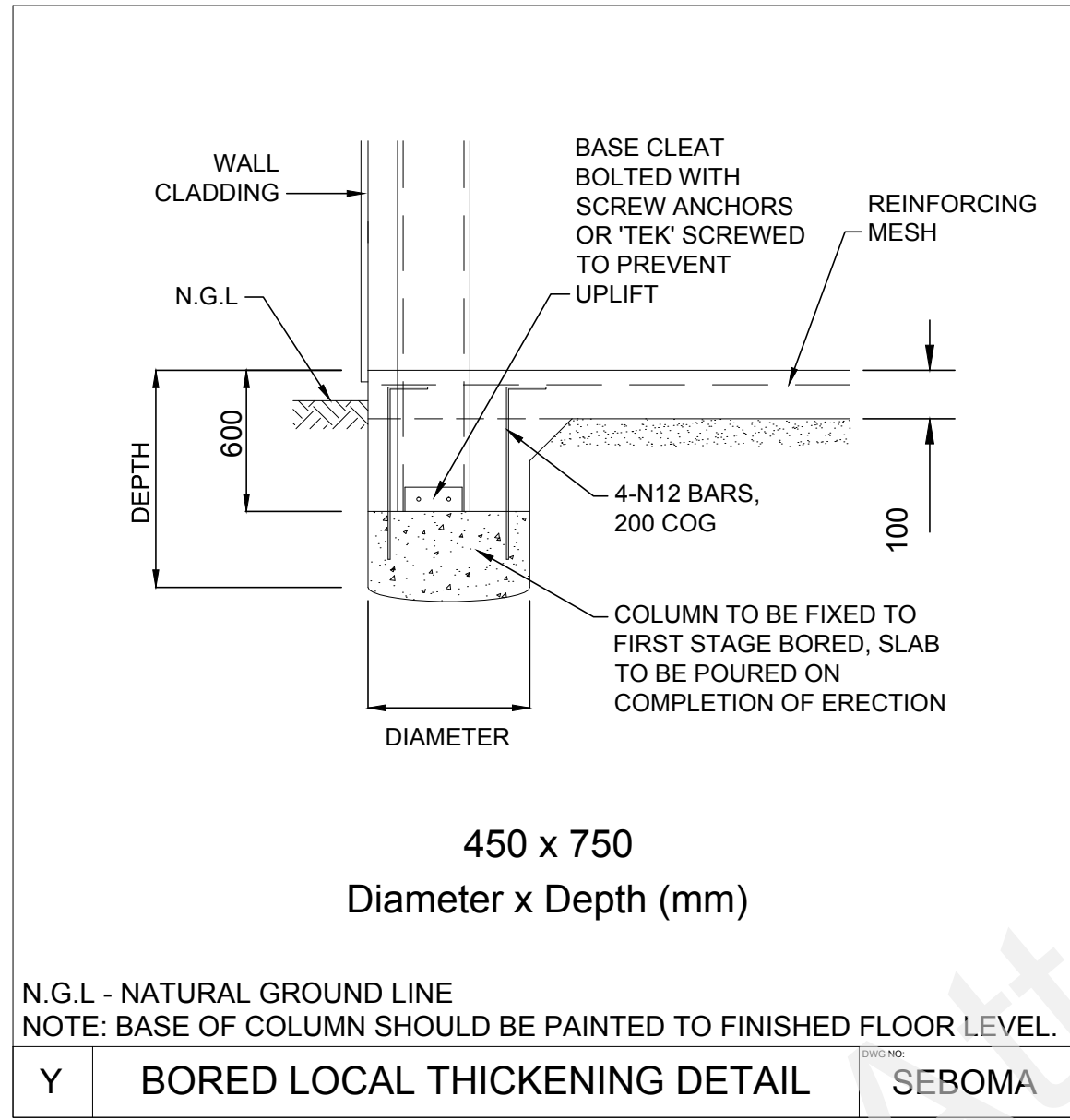
PROJECT DESIGN CRITERIA	
ROOF LIVE LOAD:	0.25 kPa
BASIC WIND SPEED:	VR 45 m/s
SITE WIND SPEED:	VsitB 30.6 m/s
WIND REGION:	Reg A
TOPOGRAPHY FACTOR, Mt:	1
SHIELDING FACTOR, Ms:	0.82
MAX GROUND SNOW LOAD:	N/A
MAX ROOF SNOW LOAD:	N/A
SITE ALTITUDE:	N/A
TERRAIN CATEGORY:	TCat 3
SOIL SAFE BEARING CAPACITY:	100 kPa
RETURN PERIOD:	1:500
LIMITING CPI 1:	-0.68
LIMITING CPI 2:	0.75
IMPORTANCE LEVEL:	2

DETAIL KEYS	
DK1	ENDWALL VERTICAL MULLION (SEE DETAIL C/5 FOR TOP CONN. AND F/5 FOR BASE CONN.)
DK2	FLYBRACING PER DETAIL L/5
DK3	X-BRACING IN ROOF ABOVE (SEE DETAIL M/5)
DK4	DOUBLE X-BRACING IN ROOF ABOVE (SEE DETAIL M/5)

SCHEDULE OF OPENINGS							
DOOR	OPENING WIDTH	SIZE HEIGHT	MAX	OPENING TYPE	HEADER GIRT	OPENING JAMBS	WIND RATED
①	2990	2480*	2.50H X 3.05 CB	'SERIES A #	SINGLE	XSRDZ10030	NO
②	2990	2480*	2.50H X 3.05 CB	'SERIES A #	SINGLE	XSRDZ10030	NO
③	820	2040	EXTERNAL PA DOOR	180 DEG	SINGLE		YES

NOTES: 1) SEE SHEET 5 FOR DOOR OPENING FRAMING INFORMATION.
2) ALL DOOR SCHEDULE MEASUREMENTS ARE ACTUAL DOOR/WINDOW SIZE NOT OPENING SIZE.

* ROLLER DOOR OPENING HEIGHT DEPENDENT ON FINAL BUILD LOCATION.



N.G.L - NATURAL GROUND LINE
NOTE: BASE OF COLUMN SHOULD BE PAINTED TO FINISHED FLOOR LEVEL.

4 OF 8 SHEET

JOB NO. FDGW100450

DATE 9/5/2023

CHECKED TM

DRAWN FDB

STEEL BUILDING BY (CONTACT)

FAIR DINKUM BUILDS GAWLER

08 83916442

PETER WARREN

24 FIRST AVE NAILSWORTH

fair dinkum builds™

SHED SAFE

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50 Punari Street Currajong, Qld 4812

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Email: design@nceng.com.au

ABN 341 008 173 56

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Registered Professional Engineer (Civil & Structural) QLD

Registered Certifying Engineer (Structural) N.T.

Registered Engineer - (Civil) VIC

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Regn. No. 9985

Regn. No. 116373ES

Regn. No. PE0002216

Regn. No. CC5648M

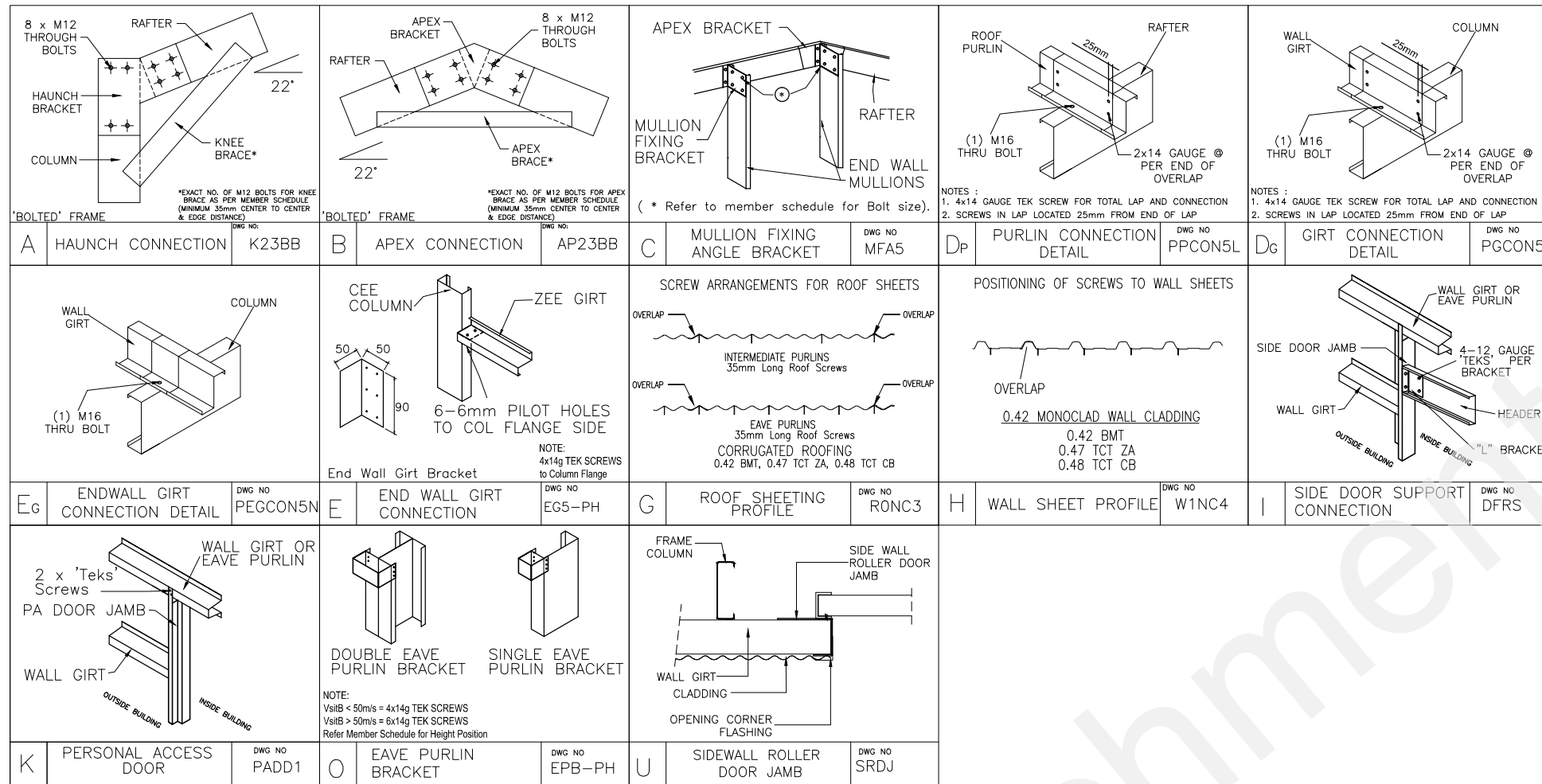
Mr Timothy Roy Messer BE MIEAust RPEQ

Signature *T. Messer*

Date 9/5/2023

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MEMBER AND MATERIAL SCHEDULE

1	END WALL RAFTER	Single C15012
2	C.S. FRAME RAFTER	Single C15012
3	END FRAME COLUMN (C1)	Single C15012
4	C.S. FRAME COLUMN (C2)	Single C15015
5	MULLION (C2)	Single C15015
6	C.S. FRAME KNEE BRACE	Single C10010 @ 1.83 LONG 2 bolts each end
7	KNEE BRACE HEIGHT UP COLUMN	2.07m
8	KNEE BRACE LENGTH UP RAFTER	1.17m
9	C.S. FRAME APEX BRACE	Single C10010 @ 2.17 LONG 2 bolts each end
10	APEX POSITION FROM RAFTER END	1.13m
11	ANCHOR BOLTS (# PER DETS.)	Screw Anchor 12mm x 100 Galv
12	EAVE PURLIN	C10010 (Eave Purlin Bracket 5mm down from top of column)
13	TYP. ROOF PURLIN SIZE	Z10010
14	MAIN BLDG. PURLIN SPACING	0.907 m. (4 rows) (Max Allow. 1.000m)
15	MAIN BLDG. PURLIN LENGTH	3.85 m. (0.35m Overlap)
16	TYP. SIDEWALL GIRT SIZE	Z10010
17	MAIN BLDG. SIDEWALL GIRT SPACING	1.374 m. (2 rows) (Max Allow. 2.000m)
18	MAIN BLDG. SIDEWALL GIRT LENGTH	3.85 m. (0.35m Overlap)
19	TYP. ENDWALL GIRT SIZE	Z10010
20	MAIN BLDG. ENDWALL GIRT SPACING	0.952 m. (4 rows) (Max Allow. 1.274m)
21	MAIN BLDG. ENDWALL GIRT LENGTH	3.55 m. (0.3m Overlap)
22	FRAME SCREW FASTENERS	14-13x22 Hex C/S (SP HD 5/16" Hex Drive)
23	FRAME BOLT FASTENERS	Purlin Assy M12x30 Z/P
24	PURLIN/GIRT FASTENERS	Purlin Assy M16x30 Z/P
25	X-BRACING STRAP AND FASTENERS	32 x 1.2mm Strap with 4 x 14g Tek Screws Each End
26	WALL COLOUR	WOODLAND_GREY
27	ROOF COLOUR	WOODLAND_GREY
28	ROLLER DOOR COLOUR	WOODLAND_GREY
29	P.A. DOOR COLOUR	WOODLAND_GREY
30	DOWNPIPE COLOUR	WOODLAND_GREY
31	GUTTER COLOUR	WOODLAND_GREY
32	CORNER FLASHING COLOUR	WOODLAND_GREY
33	BARGE FLASHING COLOUR	WOODLAND_GREY
34	OPENING FLASHING COLOUR	WOODLAND_GREY
35	OPEN BAY HEADER HEIGHT	0.5

C.S. = CLEARSPAN "L" = LEFT "R." = RIGHT

5 OF 8 SHEET

JOB NO. FDGW100450

DATE 9/5/2023

CHECKED TM

DRAWN FDB

STEEL BUILDING BY (CONTACT)

FAIR DINKUM BUILDS GAWLER

08 83916442

PETER WARREN

24 FIRST AVE NAILSWORTH



NORTHERN CONSULTING engineers

Civil & Structural Engineers
50 Punari Street
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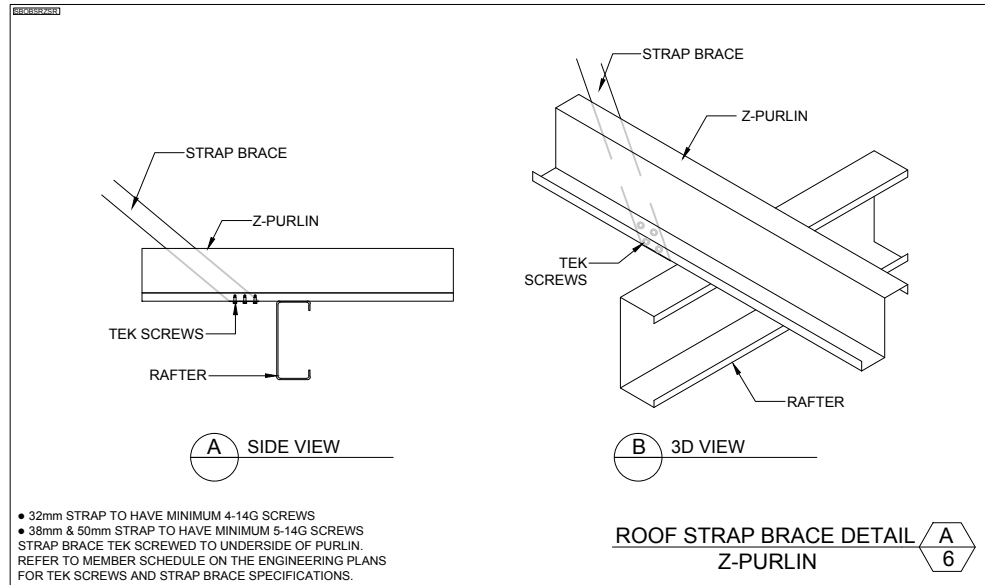
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Signature *T. Messer*

Date 9/5/2023

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Attachment

6 OF 8 SHEET

JOB NO. FDGW100450

DATE 9/5/2023

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STEEL BUILDING BY (CONTACT)

FAIR DINKUM BUILDS GAWLER

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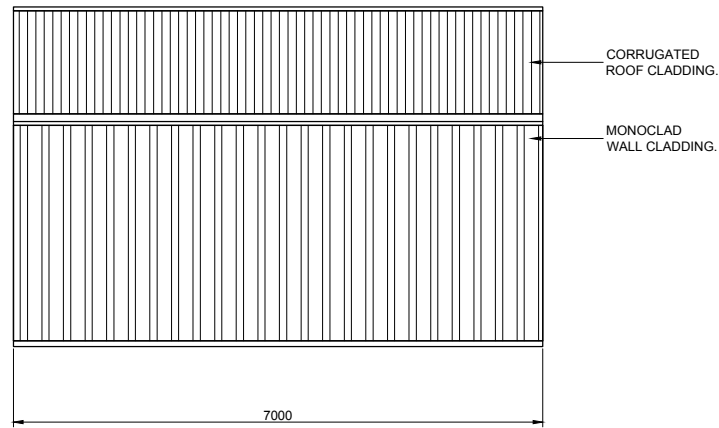
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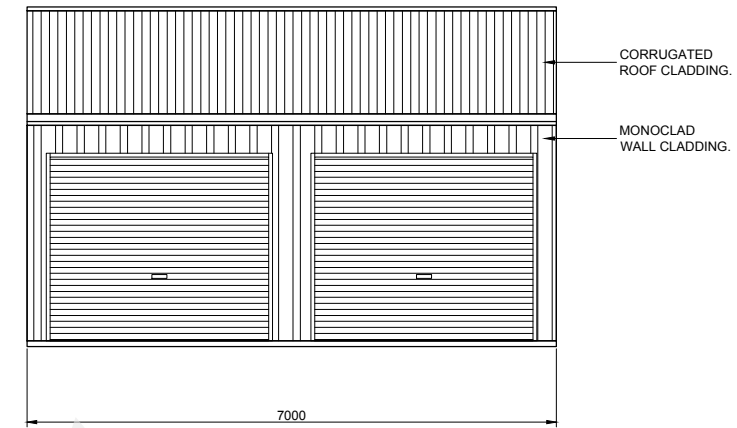
Signature *T. Messer*

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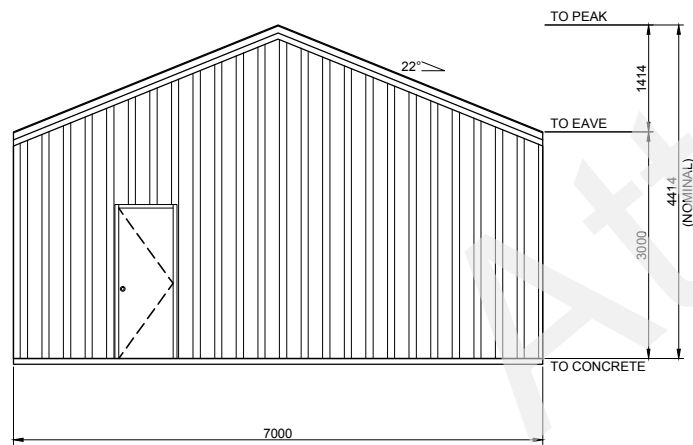
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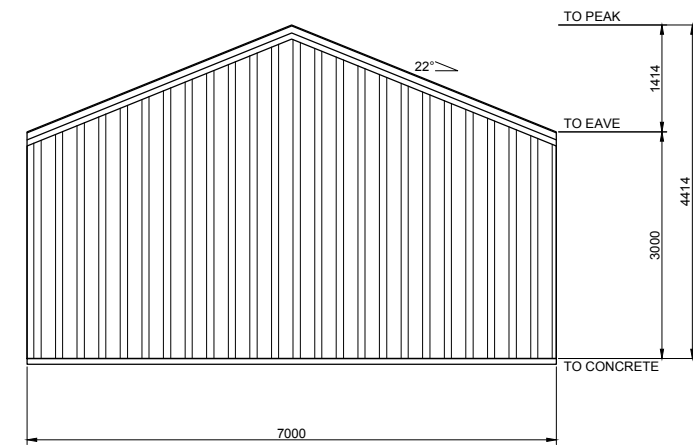
1 SIDEWALL EXTERIOR ELEVATION
7 SCALE: 1 = 100



2 SIDEWALL EXTERIOR ELEVATION
7 SCALE: 1 = 100



4 ENDWALL EXTERIOR ELEVATION
7 SCALE: 1 = 100



3 ENDWALL EXTERIOR ELEVATION
7 SCALE: 1 = 100

BUILDING COLOURS

WALL	WOODLAND GREY
ROOF	WOODLAND GREY
ROLLER DOOR	WOODLAND GREY
P.A. DOOR	WOODLAND GREY
DOWNPIPE	WOODLAND GREY
GUTTER	WOODLAND GREY
CORNER FLASHING	WOODLAND GREY
BARGE FLASHING	WOODLAND GREY
OPENING FLASHING	WOODLAND GREY

8 OF 7 SHEET
 JOB NO. FDGW100450
 DATE 9/5/2023
 CHECKED TM
 DRAWN FDB

STEEL BUILDING BY (CONTACT)
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 Regn. No. PE0002216
 Regn. No. CC5648M

Mr Timothy Roy Messer BE MIEAust RPEQ
 Signature *T. Messer*
 Date 9/5/2023
 Registered on the NPER in the areas of practice
 of Civil & Structural National Professional
 Engineers Register

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GUIDE TO THE INSTALLATION OF TEMPORARY BRACING

(REFER TO INSTALLATION GUIDE MANUAL FOR THE TWO METHODS OF CONSTRUCTION)

NOTES:

BRACING MATERIALS - THE SHED ERECTOR TO SUPPLY SPECIFIC BRACING. SUITABLE RIGID MEMBERS CAPABLE OF TENSION AND COMPRESSION OR OPPOSING CHAINS OR OPPOSING LOAD RATED RATCHET STRAPS TO BE USED. (RIGID BRACING AS SHOWN ON DIAGRAM) ROPE BRACING SUITABLE ONLY FOR SMALLER STRUCTURES IN IDEAL CONDITIONS.

BRACING LOCATION - TEMPORARY BRACING TO BE ERECTED AS CLOSE TO 45 DEGREE ANGLE AND FIXED TO THE TOP OF THE COLUMN OR MULLION TO ACHIEVE THE OPTIMUM EFFECTIVENESS. IF THERE IS NOT ENOUGH SPACE FOR A 45 DEGREE ANGLE, THEN 20 DEGREE ANGLE IS TO BE THE MINIMUM ANGLE ALLOWED (REFER TO DIAGRAM). RIGID TEMPORARY BRACING MEMBER TO BE BOLTED TO HEAVY ANGLE PEGS HAMMERED INTO THE GROUND OR TO A BRACKET, MASONRY ANCHORED TO THE SLAB.

BRACING REMOVAL - TEMPORARY BRACING TO REMAIN IN PLACE UNTIL CLADDING IS FULLY INSTALLED WHERE POSSIBLE. IN NO CASE SHOULD TEMPORARY BRACING BE REMOVED UNTIL ALL PURLINS, GIRTS (AND PERMANENT CROSS BRACING WHERE USED) ARE FIXED.

SITE SAFETY - DUE CONSIDERATION TO BE GIVEN TO SITE SAFETY IN REGARD TO LOCATIONS OF BRACING AND PEGS.

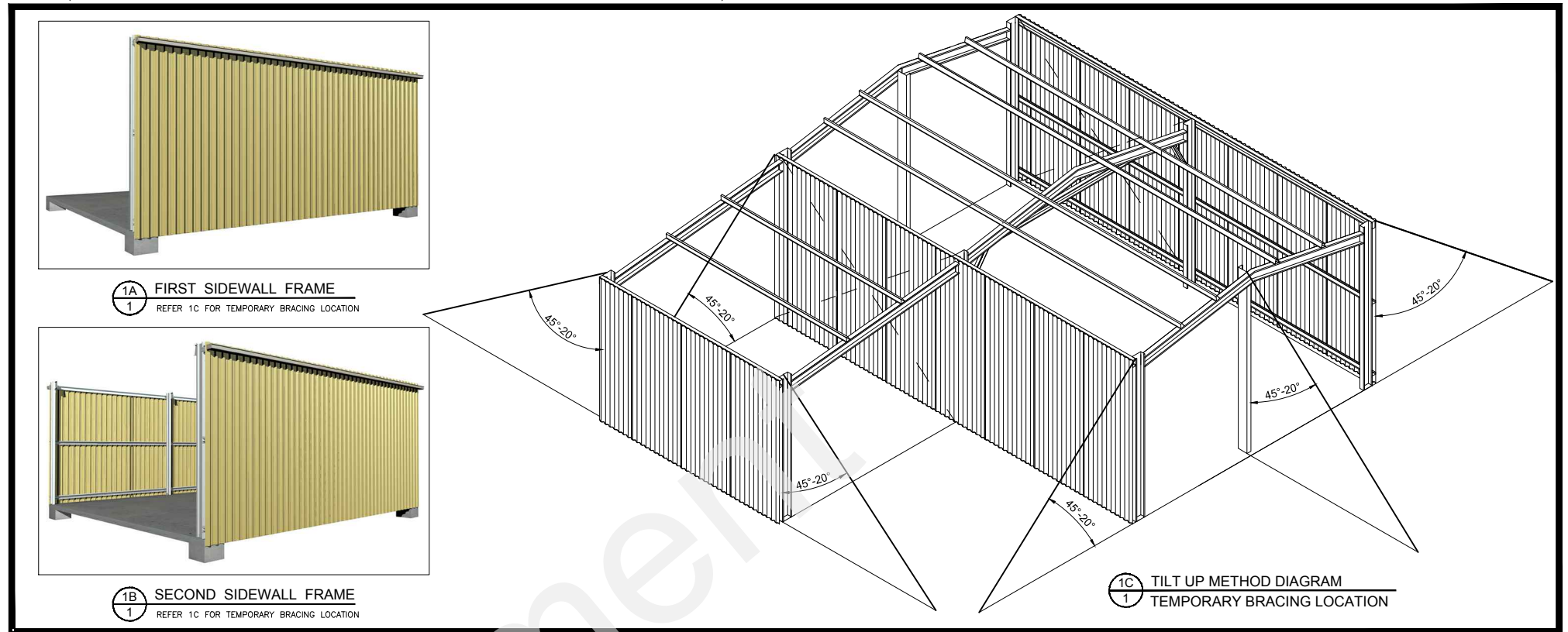
GUIDE APPLICATION - TEMPORARY BRACING AS DESCRIBED IS A MINIMUM REQUIREMENT FOR AN AVERAGE, STANDARD SITE CONDITION. PROVIDE ADDITIONAL BRACING FOR MORE SEVERE AND/OR HIGH EXPOSURE SITE CONDITIONS. ADDITIONAL BRACING TO BE USED AS AND WHERE NECESSARY TO ENSURE THAT ENTIRE FRAME IS RIGID THROUGHOUT CONSTRUCTION. RESPONSIBILITY FOR ENSURING STABILITY OF STRUCTURE REMAINS WITH THE BUILDER.

TILT UP METHOD
FOR STRUCTURES UNDER 9M SPAN, LESS THAN 3M HIGH AND LESS THAN 12M LONG

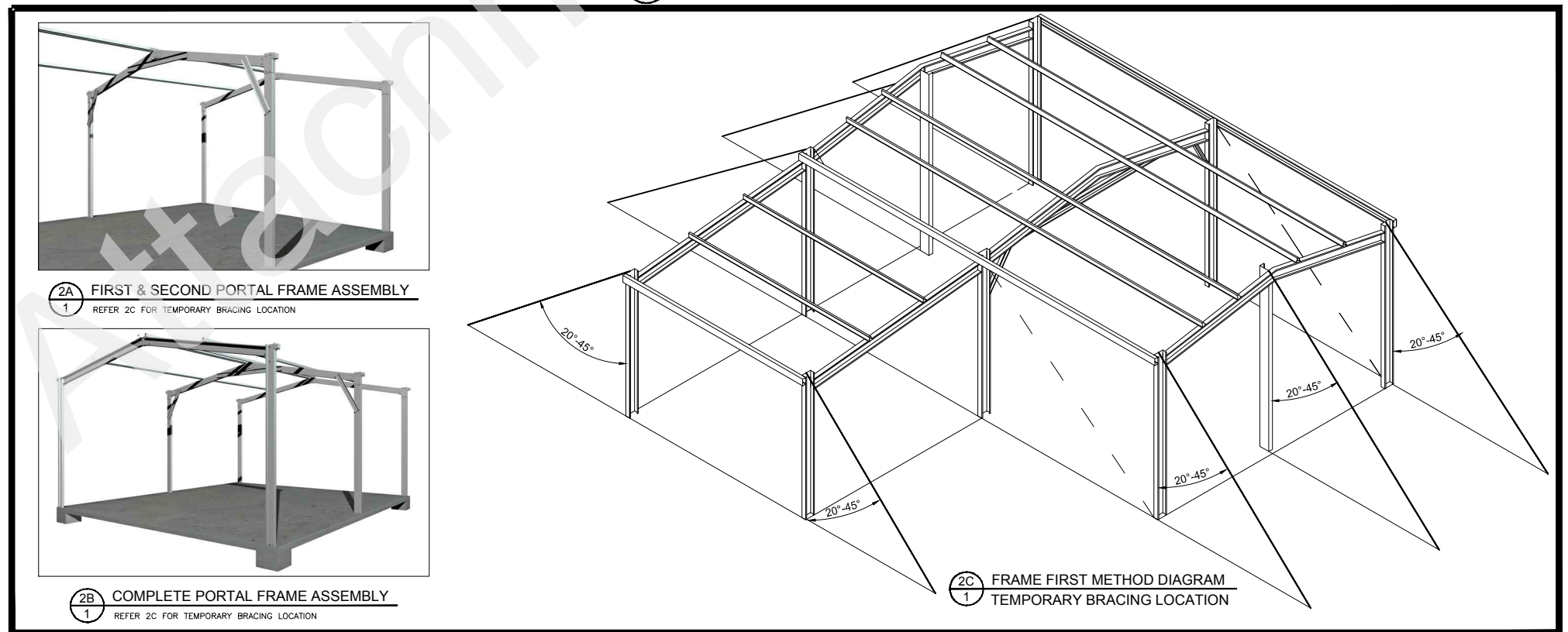
- ASSEMBLE THE FIRST SIDEWALL FRAME (COMPLETE WITH WALL SHEETING, BRACING AND GUTTER) ON THE GROUND AND LIFT ASSEMBLED SIDEWALL FRAME INTO POSITION. FIX OFF TEMPORARY SIDE BRACING TO EACH END (REFER TO DIAGRAM). FIX BASE CLEATS.
- ASSEMBLE THE SECOND SIDEWALL FRAME AS PER FIRST SIDEWALL FRAME. LIFT INTO POSITION. FIX OFF TEMPORARY WALL BRACING TO EACH END (REFER TO DIAGRAM) FIX BASE CLEATS.
- FIX GABLE END RAFTERS TO COLUMNS TO TIE WALLS. PROP APEX UNTIL ENDWALL MULLION AND APEX TEMPORARY BRACE ARE FIXED OFF. IF NO MULLION IS REQUIRED THEN PROP AND BRACE APEX UNTIL CLADDING IS COMPLETE.
- INSTALL REMAINING RAFTERS. AS EACH RAFTER PAIR IS INSTALLED, AT LEAST ONE PURLIN PER 3M OF RAFTER LENGTH IS TO BE INSTALLED TO SECURE RAFTERS.
- INSTALL REMAINING PURLINS
- INSTALL KNEE AND APEX BRACES IF AND WHERE APPLICABLE.
- REPEAT FOR LEANTO'S.

FRAME FIRST METHOD
FOR STRUCTURES OVER 9M SPAN, GREATER THAN 3M HIGH AND GREATER THAN 12M LONG

- ASSEMBLE PORTAL FRAMES ON THE GROUND (WITH KNEE AND APEX BRACES IF AND WHERE APPLICABLE). LIFT THE FIRST PORTAL FRAME ASSEMBLY INTO POSITION. FIX OFF TEMPORARY END BRACING (REFER TO DIAGRAM). FIX BASE CLEATS.
- PROP APEX UNTIL ENDWALL MULLION AND APEX TEMPORARY BRACE ARE FIXED OFF. IF NO MULLION IS REQUIRED THEN PROP AND BRACE APEX UNTIL CLADDING IS COMPLETE.
- THE SECOND PORTAL FRAME ASSEMBLY TO BE LIFTED INTO POSITION. FIX EAVE PURLINS AND AT LEAST ONE PURLIN PER 3M OF RAFTER TO SECURE FRAME ASSEMBLY. FIX BASE CLEATS. FIX TEMPORARY SIDEWALL BRACING.
- STAND REMAINING PORTAL FRAME ASSEMBLY AS PER STEP C, FIXING TEMPORARY SIDE WALL BRACING TO EVERY SECOND BAY. BRACE OTHER END PORTAL FRAME AS PER FIRST PORTAL FRAME.
- INSTALL REMAINING PURLINS AND GIRTS.
- REPEAT FOR LEANTO'S.



1 TILT UP METHOD DIAGRAM
SCALE: NTS



2 FRAME FIRST METHOD DIAGRAM
SCALE: NTS

8 OF 8	SHEET	JOB NO.	DATE	CHECKED	DRAWN	STEEL BUILDING BY	(CONTACT)
		FDGW100450	9/5/2023	TM	FDB	FOR	AT

FAIR DINKUM BUILDS GAWLER
08 83916442
PETER WARREN
24 FIRST AVE
NAILSWORTH

SHED SAFE

NORTHERN CONSULTING engineers

Civil & Structural Engineers
50 Punari Street
Currajong, Qld 4812
Fax: 07 4725 5850
Email: design@nceng.com.au
ABN 341 008 173 56

Regn. No. 2558980
Registered Professional Engineer (Civil & Structural) QLD
Registered Certifying Engineer (Structural) N.T.
Registered Engineer - (Civil) VIC
Registered Engineer - (Civil) TAS

Regn. No. 9985
Regn. No. 116373ES
Regn. No. PE0002216
Regn. No. CC5648M

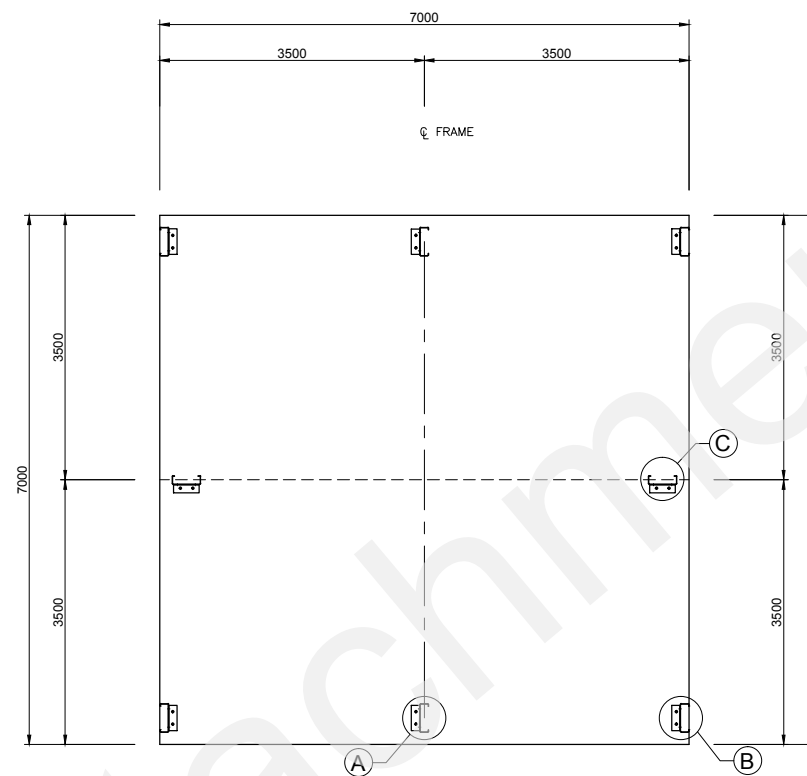
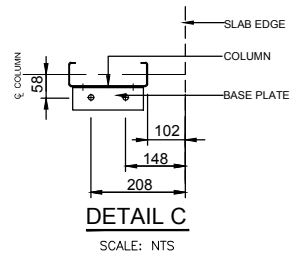
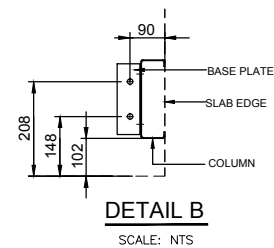
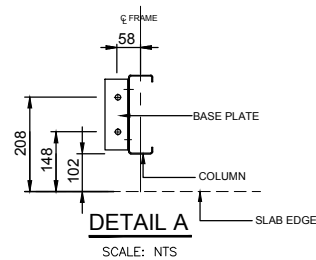
Mr Timothy Roy Messer BE MIEAust RPEQ

Signature *T. Messer*

Date 9/5/2023

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1 BOLT LAYOUT PLAN
1 SCALE: 1 = 100

IF YOU HAVE A ROLLER DOOR IN THE GABLE END OF YOUR SHED, CONTACT YOUR DISTRIBUTOR TO SEE IF MULLION NEEDS TO BE ROTATED FOR USE AS A DOOR JAMB.

NOT PART OF COUNCIL APPLICATION DOCUMENTATION

JOB NO. FDGW100450	DATE 9/5/2023	CHECKED TM	DRAWN FDB
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STEEL BUILDING BY
FAIR DINKUM BUILDS GAWLER
08 83916442
FOR
PETER WARREN
AT
24 FIRST AVE
NAILSWORTH



BOLT LAYOUT PLAN

DEVELOPMENT APPLICATION FORM

472

South Australian Development Act

Regulation 88

Planning Development Infrastructure

Regulation Section 61

CERTIFICATE OF COMPLIANCE - DESIGNFDGW100450
PETER WARRENTo:
Relevant Building Surveyor: City of Prospect

Address: _____

Postcode: _____

Independent Certifier Details :

From : Dr Simon Harb

Postal Address: S.Y HARB ENGINEERING
Civil & Structural Engineer
12 Wilson Street, Strathfield, NSW 2135

Accreditation No: NPER Reg. No. 726821

Specialty area of expertise : Structural Engineering

Details of workCustomer Address : 24 FIRST AVE City/Suburb/Town NAILSWORTHPostcode : 5083 Lot No. _____ Certificate Title No. _____Steel Portal Frame Structure. 7m span x 7m O/A length x 3m eaves height.
Consisting of 2 bays at 3.5m spacing.Produced by the MultiBuild building design program (previously certified by me).
All Components to equivalent AS1170.2 rating.Basis of Certification

Detail the basis for giving the Certificate and the extent to which tests, specifications, rules, standards, codes of practice and other publications were relied upon.

Region= Reg A Terrain Category= TCat 3 Importance level= 2 NCC Wind Class= N/A V= 31Annual probability of exceedance wind = 1:500 V^R = 45 Design Wind Speed = 31 m/sDesign Roof Live load= 0.25 kPa Internal pressure Coefficients Cpi = -0.68 & 0.75

Certificate type : Structure & Foundations only

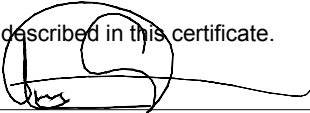
In issuing this certificate, Part 7 - Assessment - processes and assessment facilitation, Division 6 - Other matters,
61 - Certificate of independent technical expert in certain cases the following matters are relevant:Design Documents : 'Fair Dinkum Builds' Structural Drawings for this project
to be read in conjunction with sheets #1 to 8 Prepared by : FDB Dated : 9/5/2023
For Door and Window Details see sheet #5
NCC Building Classification = Class 10

Relevant Calculations : NA

References: AS/NZS 4600-2018, AS 1170.1-2002, AS1170.2-2021, AS 2870-2011. AS 3600-2018, AS 3623-1993, AS 1288-2006,
AS1562.1-1992, AS 5216-2021. Part B1- Volume 1, or Part H1 Structures - Volume 2 of the National Construction Code
and the matters referred to in Section E Volume 1 of the National Construction Code 2022Substance of Certificate :

The materials, forms of construction and systems to which the details, particulars, plans, drawings or specifications relate will, if installed or carried out in accordance with the details, particulars, plans, drawings or specifications, comply with the requirements of the National Construction Code of Australia.

I certify the matters described in this certificate.

Certifier : 
DR SIMON HARB REGISTRATION NO. 726821Date : 9/5/2023Designer : 
TIMOTHY R MESSER REGISTRATION NO. 2558980Date : 9/5/2023

Details of Representations

Application Summary

Application ID	23013478
Proposal	General storage shed
Location	24 FIRST AV NAILSWORTH SA 5083

Representations

Representor 1 - Lucky Ioannidis

Name	Lucky Ioannidis
Address	22 First Avenue NAILSWORTH SA, 5083 Australia
Submission Date	12/06/2023 10:21 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns

Reasons

I wish to bring to your attention that, we do support the proposed plans but only on the conditions that are stated below. Western Boundary: 1. The eave height on either side facing west onto 22 First Avenue, Not to be greater than 2.4 metres in height. 2. The peak height facing west onto 22 First Avenue, Not to be greater than 3.6 metres in height. This will reduce the impact on our natural light as we only have approximately 33.32 square metres of backyard. We understand there is a difference in land height between the two properties therefore the above maximum height that we have stated are based on our land level. If you require further clarification, I'll be more happy to discuss this further. Kind regards, Lucky Ioannidis 0433139945 0409280611 truecon@outlook.com agatha.labrinidis@adelaide.edu.au

Attached Documents

Representations

Representor 2 - Lucky Ioannidis

Name	Lucky Ioannidis
Address	22 FIRST AVENUE NAILSWORTH SA, 5083 Australia
Submission Date	28/06/2023 10:53 AM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns

Reasons

The specific reasons I believe that planning consent should be granted/refused are: This submission is a second submission to support the first one. All I'll like to add to my first submission is that, the heights are excessive and will impact greatly on my property. The one detail the applicant has not stated on the application is the heights facing west on my boundary as the ground levels between both properties differ. This will give a better indication of the final height from my side of the property. I would like to offer an alternative solution which may reduce the impact to my property. By building the storage shed with a hip roof instead of a gable roof, will reduce the impact, increase natural light and lessen the visual impact as well. This is not a submission to stop this development but one that can offer an alternative to find a solution satisfactory to all.

Attached Documents

Representation_on_application_-_performance_assessed_development1-5874588.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:

Adam Lawrie

Development Number:

23013478 *[development application number]*

Nature of Development:

Storage Shed *[development description of performance assessed elements]*

Zone/Sub-zone/Overlay:

RA450 *[zone/sub-zone/overlay of subject land]*

Subject Land:

24 First Avenue, Nailsworth 5083 *[street number, street name, suburb, postcode]*
[lot number, plan number, certificate of title number, volume & folio]

Contact Officer:

Devarshi Shah *[relevant authority name]*

Phone Number:

08 8269 5355 *[authority phone]*

Close Date:

28 June 2023 at 11:59pm *[closing date for submissions]*

My name*: Lucky Ioannidis

My phone number: 0433 139945 OR 0409 280611

My postal address*: 22 First Avenue, Nailsworth

My email: truecon@outlook.com

** Indicates mandatory information*

My position is:

I support the development

I support the development with some concerns (detail below)

I oppose the development

The specific reasons I believe that planning consent should be granted/refused are: This submission is a second submission to support the first one. All I'll like to add to my first submission is that, the heights are excessive and will impact greatly on my property. The one detail the applicant has not stated on the application is the heights facing west on my boundary as the ground levels between both properties differ. This will give a better indication of the final height from my side of the property. I would like to offer an alternative solution which may reduce the impact to my property. By building the storage shed with a hip roof instead of a gable roof, will reduce the impact, increase natural light and lessen the visual impact as well. This is not a submission to stop this development but one that can offer an alternative to find a solution satisfactory to all.

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
 - [Click here to enter text.](#) *[list any accepted or deemed-to-satisfy elements of the development].*

I: Lucky Ioannidis

wish to be heard in support of my submission*

do not wish to be heard in support of my submission

By:

appearing personally

being represented by the following person: [Click here to enter text.](#)

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: Lucky Ioannidis

Date: [27 June 2023](#)

Return Address: [CI](#) *[relevant authority postal address]* or

Email: [Click here to enter text.](#) *[relevant authority email address]* or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

Application ID 23013478
Proposal General storage shed
Location 24 FIRST AV NAILSWORTH SA 5083

Please find responses from land owner below:

As Lucky lives in the property on the west side of us he wants the eaves on our shed, to be no higher than 2.4m from his land. Their property land height was built up when their house was built and it increased the land height by approximately 60 cm higher than the natural level. The reason for the height and design of our shed is to allow for storage of my motor vehicles on a hoist and for my equipment for my small business / self employment of a gardener. The original design eave height was 3.2. After speaking with Lucky, I compromised and reduced the eave height to 3metres from our side. This makes the eave height on his side approximately 2.4 so we are in agreement to this request so I am not sure why he has raised this as a concern? In saying this, we need to take note the eaves are not even on his side of the shed and so would not impact him anyhow.

Lucky wants the peak on his side to be no more than 3.6 metres. It is currently 3.8 which is a compromise to what I first presented to him. When we discussed the fence, I considered his points and reduced the height of the peak. I feel this compromise is sufficient, considering the current use of his back yard, as detailed below. I require a height of 3.8 to accommodate the internal fixtures I am installing.

Lucky is concerned the shed will reduce the natural light into his backyard. Currently on the boundary fence where the shed will go, his back yard is a storage space for multiple pieces of building equipment such as ladders and pieces of wood and metal leaning on our boundary fence. Lucky's backyard is a concrete slab, housing this building equipment and a trailer and a small garden shed. There is no lawn, garden, or play area, not even a clothesline in this space, therefore we do not believe the shed will have a significant impact on the outdoor space in his yard, in fact it will provide some respite from the hot summer sun by offering some shade in the peak of a summer afternoon.

Lucky is concerned the approval of our shed application will impact his property as the heights are excessive. There has already been council approval of a house built (19 Emily Street Nailsworth) which is very close to his boundary fence - our shed will be lower than the house which is already in place. No part of our shed will over look their house and there are no windows so privacy will not be impacted.

Lucky has requested a hip roof instead of a gable. This is a non negotiable for us. The design and orientation of the shed allows a hoist to be installed in one section of the shed and this hoist is placed in the shed, in line with the driveway making the best use of the shed floorspace.

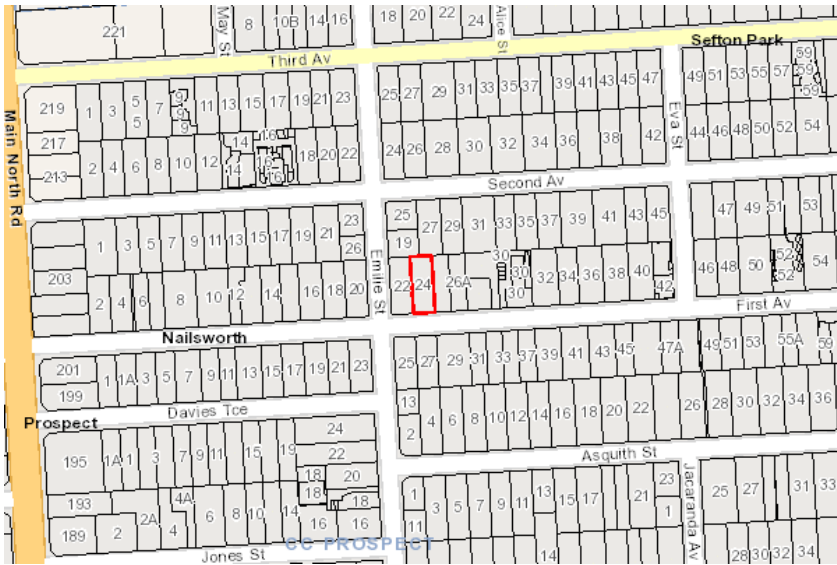
Lucky and his family are currently building a home in Prospect and has told us they plan to move into this home by Christmas time. His mother actually lives in this house and does not access this corner part of the back yard so the impact will be further reduced in a few months. We aren't sure what the impact of this feedback from Lucky will be on the application outcome, but considering the points made by Lucky we prefer to offer the above feedback to the council with a request to continue the process and approve our application.

24 FIRST AV NAILSWORTH SA 5083

Address:

Click to view a detailed interactive [SAILIS](#) in SAILIS

To view a detailed interactive property map in SAPPA click on the map below



Property Zoning Details

Zone

Established Neighbourhood

Overlay

Airport Building Heights (Regulated) (All structures over 45 metres)

Character Area (PrC2)

Prescribed Wells Area

Regulated and Significant Tree

Stormwater Management

Urban Tree Canopy

Local Variation (TNV)

Maximum Building Height (Metres) (Maximum building height is 9m)

Minimum Frontage (Minimum frontage for a detached dwelling is 12m; semi-detached dwelling is 8m; row dwelling is 8m)

Minimum Site Area (Minimum site area for a detached dwelling is 450 sqm; semi-detached dwelling is 350 sqm; row dwelling is 350 sqm)

Maximum Building Height (Levels) (Maximum building height is 2 levels)

Minimum Side Boundary Setback (Minimum side boundary setback is 1m for the first building level; 3m for any second building level or higher)

Site Coverage (Maximum site coverage is 50 per cent)

Selected Development(s)

Outbuilding

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.

If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

Property Policy Information for above selection

Outbuilding - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Established Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.
DO 2	Maintain the predominant streetscape character, having regard to key features such as roadside plantings, footpaths, front yards, and space between crossovers.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature		
Site coverage			
PO 3.1 Building footprints are consistent with the character and pattern of the neighbourhood and provide sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.	DTS/DPF 3.1 Development does not result in site coverage exceeding: <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Site Coverage</th> </tr> </thead> <tbody> <tr> <td>Maximum site coverage is 50 per cent</td> </tr> </tbody> </table> In instances where: <ol style="list-style-type: none"> (a) no value is returned (i.e. there is a blank field), then a maximum 50% site coverage applies (b) more than one value is returned in the same field, refer to the Site Coverage Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development. 	Site Coverage	Maximum site coverage is 50 per cent
Site Coverage			
Maximum site coverage is 50 per cent			
Appearance			
PO 10.1	DTS/DPF 10.1		

<p>Garages and carports are designed and sited to be discrete and not dominate the appearance of the associated dwelling when viewed from the street.</p>	<p>Garages and carports facing a street (other than an access lane way):</p> <ul style="list-style-type: none"> (a) are set back at least 0.5m behind the building line of the associated dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a total garage door / opening width not exceeding 30% of the allotment or site frontage, to a maximum width of 7m.
---	--

Ancillary buildings and structures

<p>PO 11.1</p> <p>Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 11.1</p> <p>Ancillary buildings and structures:</p> <ul style="list-style-type: none"> (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m² (c) are constructed, added to or altered so that they are situated at least <ul style="list-style-type: none"> (i) 500mm behind the building line of the dwelling to which they are ancillary or (ii) 900mm from a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: <ul style="list-style-type: none"> (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street has a total door/opening not exceeding 7m or 30% of the site frontage (whichever is the lesser) when facing a primary street or secondary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), a length not exceeding 8m unless: <ul style="list-style-type: none"> (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary not exceeding 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or abut the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end), and where located to the side of the associated dwelling, have a wall height or post height no higher than the wall height of the associated dwelling
--	---

	<p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, are pre-colour treated or painted in a non-reflective colour.</p> <p>(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:</p> <p>(i) a total area as determined by the following table:</p> <table border="1" data-bbox="919 344 1522 801"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th> <th>Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td><150</td> <td>10%</td> </tr> <tr> <td>150-200</td> <td>15%</td> </tr> <tr> <td>201-450</td> <td>20%</td> </tr> <tr> <td>>450</td> <td>25%</td> </tr> </tbody> </table> <p>(ii) the amount of existing soft landscaping prior to the development occurring.</p>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	201-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										
<p>PO 11.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.</p>	<p>DTS/DPF 11.2</p> <p>Ancillary buildings and structures do not result in:</p> <p>(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space</p> <p>(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.</p>										

Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
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<p>1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.</p>	<p>None specified.</p>
<p>2. All development undertaken by:</p> <ul style="list-style-type: none"> (a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust. 	<p>Except development involving any of the following:</p> <ul style="list-style-type: none"> 1. residential flat building(s) of 3 or more building levels 2. the demolition of a State or Local Heritage Place 3. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
<p>3. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> (a) air handling unit, air conditioning system or exhaust fan (b) ancillary accommodation (c) building work on railway land (d) carport (e) deck (f) dwelling (g) dwelling addition (h) fence (i) outbuilding (j) pergola (k) private bushfire shelter (l) residential flat building (m) retaining wall (n) shade sail (o) solar photovoltaic panels (roof mounted) (p) swimming pool or spa pool (q) verandah (r) water tank. 	<p>Except development that:</p> <ul style="list-style-type: none"> 1. exceeds the maximum building height specified in Established Neighbourhood Zone DTS/DPF 4.1 or 2. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: <ul style="list-style-type: none"> (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
<p>4. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> (a) consulting room (b) office (c) shop. 	<p>Except development that:</p> <ul style="list-style-type: none"> 1. does not satisfy Established Neighbourhood Zone DTS/DPF 1.2 or 2. exceeds the maximum building height specified in Established Neighbourhood Zone DTS/DPF 4.1 or 3. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: <ul style="list-style-type: none"> (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post

	height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
5. Any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> (a) internal building works (b) land division (c) recreation area (d) replacement building (e) temporary accommodation in an area affected by bushfire (f) tree damaging activity. 	None specified.
6. Demolition.	Except any of the following: <ul style="list-style-type: none"> 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance
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Feature

Built Form

<p>PO 1.1</p> <p>Building height does not pose a hazard to the operation of a certified or registered aerodrome.</p>	<p>DTS/DPF 1.1</p> <p>Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas.</p> <p>In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.</p>
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Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Any of the following classes of development:</p> <p>(a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the <i>Airport Building Heights (Regulated) Overlay</i></p> <p>(b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the <i>Airport Building Heights (Regulated) Overlay</i>.</p>	<p>The airport-operator company for the relevant airport within the meaning of the <i>Airports Act 1996</i> of the Commonwealth or, if there is no airport-operator company, the <i>Secretary of the Minister</i> responsible for the administration of the <i>Airports Act 1996</i> of the Commonwealth.</p>	<p>To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities.</p>	<p>Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.</p>

Character Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Valued streetscape characteristics and development patterns are reinforced through contextually responsive development, design and adaptive reuse that responds to the attributes expressed in the Character Area Statement.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance
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Feature

All Development	
PO 1.1 All development is undertaken having consideration to the valued attributes expressed in the Character Area Statement.	DTS/DPF 1.1 None are applicable.
Built Form	
PO 2.1 The form of new buildings and structures that are visible from the public realm are consistent with the valued streetscape characteristics of the character area.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is consistent with the prevailing building and wall heights in the character area.	DTS/DPF 2.2 None are applicable.
PO 2.3 Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) are consistent with the prevailing characteristics in the character area.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development is consistent with the prevailing front and side boundary setback pattern in the character area.	DTS/DPF 2.4 None are applicable.
PO 2.5 Materials are either consistent with or complement those within the character area.	DTS/DPF 2.5 None are applicable.
Ancillary Development	
PO 4.1 Ancillary development, including carports, outbuildings and garages, complements the character of the area and associated building(s).	DTS/DPF 4.1 None are applicable.
PO 4.2 Ancillary development, including carports, outbuildings and garages, is located behind the building line of the principal building(s).	DTS/DPF 4.2 None are applicable.
Context and Streetscape Amenity	
PO 6.1 The width of driveways and other vehicle access ways are consistent with the prevalent width of existing driveways in the character area.	DTS/DPF 6.1 None are applicable.
PO 6.2 Development maintains the valued landscape pattern and characteristics that contribute to the character area, except	DTS/DPF 6.2 None are applicable.

where they compromise safety, create nuisance, or impact adversely on existing buildings or infrastructure.

Character Area Statements

Statement#	Statement												
Character Areas affecting City of Prospect													
PrC2	<p>Suburban Neighbourhood 2 Character Area Statement (Pr-C2)</p> <p>The Character Area Overlay identifies localities that comprise valued character attributes. They can be characterised by a consistent rhythm of allotment patterns, building setting and spacing, landscape or natural features and the scale, proportion and form of buildings and their key elements.</p> <p>These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of a Character Area.</p> <p>The preparation of a Contextual Analysis can assist in determining potential additional attributes of a Character Area where these are not identified in the below table.</p>												
	<table border="1"> <tr> <td>Eras, themes and context</td> <td>Late 19th and Early 20th centuries residential. Limited post-1950s infill residential. Primarily low density and low scale residential, including detached, semi-detached and row dwellings.</td> </tr> <tr> <td>Allotments, subdivision and built form patterns</td> <td>Original land division patterns following grid type street pattern and displaying rectangular, rectilinear allotments. Large allotments. Large allotment frontages. Large front setbacks along with reasonable side setbacks. Street facing front dwelling facades. Moderate spaces around dwellings including asymmetrical (one side larger than the other) side setbacks between dwellings. Typically two storey dwellings to display consistent side boundary setbacks between building levels.</td> </tr> <tr> <td>Architectural styles, detailing and built form features</td> <td>Mainly single storey detached bungalows, cottages and villas. Pitched roofs with the vertical proportion similar to wall height and typically around 25 to 49 degree pitch. Front verandahs (with bull-nose or concave design) with façade detailing and moderate articulation. Moderate front façade detailing and articulation (wall off-sets, verandahs and deep eaves) with walls with a solid to void ratio of greater than 1:1 and fenestrations showing a vertical prominence.</td> </tr> <tr> <td>Building height</td> <td>Primarily single storey presentation to the street with any two storey components sited behind. Predominantly 1 storey dwellings with vertical proportions consistent with traditional dwellings at least 3 metres and no more than 3.6 metres in wall height for single storey and up to 7 metres for two storeys. Moderate scale in context with low rise development, allotment size and frontages.</td> </tr> <tr> <td>Materials</td> <td>Stone, brick and rendered finishes. Detailing around doors, windows, wall edges and gables Limited colour palette for the majority of building façade and roof areas (sandstone to reds; bluestone and grey tones) with complementary colour highlights in the detailing.</td> </tr> <tr> <td>Fencing</td> <td>Front fences forward of the building are of an open style and low in height (to 1.2 metres high). Style associated with dwelling style and era of development. Some more solid fencing</td> </tr> </table>	Eras, themes and context	Late 19th and Early 20th centuries residential. Limited post-1950s infill residential. Primarily low density and low scale residential, including detached, semi-detached and row dwellings.	Allotments, subdivision and built form patterns	Original land division patterns following grid type street pattern and displaying rectangular, rectilinear allotments. Large allotments. Large allotment frontages. Large front setbacks along with reasonable side setbacks. Street facing front dwelling facades. Moderate spaces around dwellings including asymmetrical (one side larger than the other) side setbacks between dwellings. Typically two storey dwellings to display consistent side boundary setbacks between building levels.	Architectural styles, detailing and built form features	Mainly single storey detached bungalows, cottages and villas. Pitched roofs with the vertical proportion similar to wall height and typically around 25 to 49 degree pitch. Front verandahs (with bull-nose or concave design) with façade detailing and moderate articulation. Moderate front façade detailing and articulation (wall off-sets, verandahs and deep eaves) with walls with a solid to void ratio of greater than 1:1 and fenestrations showing a vertical prominence.	Building height	Primarily single storey presentation to the street with any two storey components sited behind. Predominantly 1 storey dwellings with vertical proportions consistent with traditional dwellings at least 3 metres and no more than 3.6 metres in wall height for single storey and up to 7 metres for two storeys. Moderate scale in context with low rise development, allotment size and frontages.	Materials	Stone, brick and rendered finishes. Detailing around doors, windows, wall edges and gables Limited colour palette for the majority of building façade and roof areas (sandstone to reds; bluestone and grey tones) with complementary colour highlights in the detailing.	Fencing	Front fences forward of the building are of an open style and low in height (to 1.2 metres high). Style associated with dwelling style and era of development. Some more solid fencing
	Eras, themes and context	Late 19th and Early 20th centuries residential. Limited post-1950s infill residential. Primarily low density and low scale residential, including detached, semi-detached and row dwellings.											
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	Architectural styles, detailing and built form features	Mainly single storey detached bungalows, cottages and villas. Pitched roofs with the vertical proportion similar to wall height and typically around 25 to 49 degree pitch. Front verandahs (with bull-nose or concave design) with façade detailing and moderate articulation. Moderate front façade detailing and articulation (wall off-sets, verandahs and deep eaves) with walls with a solid to void ratio of greater than 1:1 and fenestrations showing a vertical prominence.											
	Building height	Primarily single storey presentation to the street with any two storey components sited behind. Predominantly 1 storey dwellings with vertical proportions consistent with traditional dwellings at least 3 metres and no more than 3.6 metres in wall height for single storey and up to 7 metres for two storeys. Moderate scale in context with low rise development, allotment size and frontages.											
	Materials	Stone, brick and rendered finishes. Detailing around doors, windows, wall edges and gables Limited colour palette for the majority of building façade and roof areas (sandstone to reds; bluestone and grey tones) with complementary colour highlights in the detailing.											
Fencing	Front fences forward of the building are of an open style and low in height (to 1.2 metres high). Style associated with dwelling style and era of development. Some more solid fencing												

Statement#	Statement	
		of standard height along major roads.
	Setting, landscaping, streetscape and public realm features	Leafy public realm that supports the built form. Garages and carports are designed and sited to be subordinate to the main dwelling. Access points are narrow and consolidated. Well landscaped front yards with mature vegetation/tree canopy. Minimal hard and artificial surfaces. Front and side garden landscaping. Leafy, garden suburb character and visual separation between houses.
	Representative Buildings	[Not identified]

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Part 4 - General Development Policies

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: (a) a declaration is provided by or on behalf of the applicant

	<p>to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i></p> <p>(b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.</p>
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Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
Earthworks and sloping land	
<p>PO 8.1</p> <p>Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.</p>	<p>DTS/DPF 8.1</p> <p>Development does not involve any of the following:</p> <ul style="list-style-type: none"> (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
<p>PO 8.2</p> <p>Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.</p>	<p>DTS/DPF 8.2</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):</p> <ul style="list-style-type: none"> (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.

<p>PO 8.3</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):</p> <ul style="list-style-type: none"> (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land. 	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>
<p>PO 8.4</p> <p>Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.</p>	<p>DTS/DPF 8.4</p> <p>None are applicable.</p>
Residential Development - Low Rise	
Car parking, access and manoeuvrability	
<p>PO 23.3</p> <p>Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.</p>	<p>DTS/DPF 23.3</p> <p>Driveways and access points satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: <ul style="list-style-type: none"> (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
<p>PO 23.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 23.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 23.5</p>	<p>DTS/DPF 23.5</p>

<p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site
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Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Wastewater Services	
<p>PO 12.2</p> <p>Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.</p>	<p>DTS/DPF 12.2</p> <p>Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.</p>

ITEM NO.: 10.1
TO: Council Assessment Panel (CAP) 14 August 2023
FROM: Scott McLuskey, Assessment Manager
SUBJECT: Summary of Court Appeals

The status of appeals is provided to the CAP for information purposes. Further clarification may be sought from staff during the meeting.

APPEALS

Development Application / Subject Site	Nature of Development	Decision authority and date	Current status
050/95/2021 84 Main North Road, Prospect	Telecommunications Facility	Refused by CAP on 13/09/2021 CAP considered compromise proposal plans on 10/01/2022	Appeal lodged against Refusal. Draft Consent Orders have been provided to the ERD Court for consideration. An adjoining land owner lodged an appeal with the Supreme Court. A resuming Directions Hearing is scheduled for 29 September 2023.
22039821 5 Fitzroy Terrace, Fitzroy	Partial Demolition of State Heritage Place, Additions and Alterations, Deck, Two Underground Rainwater Tanks, Alterations to Swimming Pool Safety Fence, Air Conditioning Unit(s)	Refused by CAP on 05/06/2023 CAP considered compromise proposal plans on 10/07/2022	Appeal lodged against Refusal. Consent Orders granted by ERD Court on 31 July 2023.
22037804 60 Howard Street, Nailsworth	Coffee shop, carport and verandah	Refused by CAP on 10/07/2023	Appeal lodged against Refusal. Further consideration of this matter is contained in Items 5.1 of this agenda. A Preliminary Conference in relation to this matter is scheduled for 18 August 2023.
22038426 38 Barker Road, Prospect	Two Storey Residence, Verandah, Alfresco, Garage, Swimming pool and associated Safety fence	Refused by CAP on 05/06/2023	Appeal lodged against Refusal. Further consideration of this matter is contained in Items 5.2 of this agenda. A Preliminary Conference in relation to this matter is scheduled for 18 August 2023.

<p>22033460 159 Churchill Road, Prospect</p>	<p>Mixed Use Development – a Shop and a Two- Storey Residential Flat Building comprising 4 dwellings</p>	<p>Refused by Assessment Manager on 30/06/2023</p>	<p>Appeal lodged against Refusal.</p> <p>A Preliminary Conference in relation to this matter is scheduled for 14 September 2023</p>
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