



## **AGENDA**

**FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON**

**27 JUNE 2023 AT 6.30 PM**

**IN LITTLE PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB, 34  
CHURCH STREET, SALISBURY**

### **MEMBERS**

Mr T Mosel (Presiding Member)  
Mr R Bateup  
Ms C Gill  
Mr B Brug  
Mr M Atkinson

### **REQUIRED STAFF**

Assessment Manager, Mr C Zafirooulos  
General Manager, City Development, Ms M English  
Team Leader Planning, Mr C Carrey  
Development Officer Planning, Ms K Brown

### **APOLOGIES**

### **LEAVE OF ABSENCE**

### **ADOPTED MINUTES FROM PREVIOUS MEETING**

Presentation of the Minutes of the Council Assessment Panel Meeting held on 23 May 2023.

### **DECLARATIONS OF CONFLICTS OF INTEREST**

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**REPORTS**

*Development Applications*

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110 Levels Road, CAVAN SA 5094

Change of use from warehouse to light industry (processing and storage of vegetables) with associated office, storage and car parking

**OTHER BUSINESS**

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8.2.1 Policy Issues Arising from Consideration of Development Applications

8.2.2 Future Meetings & Agenda Items

**CLOSE**

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**MINUTES OF COUNCIL ASSESSMENT PANEL MEETING HELD IN LITTLE PARA  
CONFERENCE ROOMS, SALISBURY COMMUNITY HUB, 34 CHURCH STREET,  
SALISBURY ON**

**23 MAY 2023**

**MEMBERS PRESENT**

Mr T Mosel (Presiding Member)  
Mr R Bateup  
Mr B Brug

**STAFF**

Assessment Manager, Mr C Zafiropoulos  
General Manager, City Development, Ms M English  
Development Officer Planning, Mr B Ferguson  
Development Officer Planning, Ms K Brown  
Development Engineer, Mr C Coates  
Team Leader Business Services, Ms H Crossley

The meeting commenced at 6.30pm.

The Presiding Member welcomed the members, staff and the gallery to the meeting.

**APOLOGIES**

Apologies were received from Ms C Gill and Mr M Atkinson.

**LEAVE OF ABSENCE**

Nil

**ADOPTED MINUTES FROM PREVIOUS MEETING**

The Minutes of the Council Assessment Panel Meeting held on 26 April 2023, be taken as read and confirmed.

**DECLARATIONS OF CONFLICTS OF INTEREST**

Nil

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## REPORTS

### *Development Applications*

#### **8.1.1 22039606**

Transport depot with associated office (Unit 3) at 14 Barndioota Road, Salisbury Plain SA 5109 for Anna Parente.

#### **REPRESENTORS**

Mr P Brunning spoke on behalf of Mr D Raschella, to his representation.

#### **APPLICANT**

Mr D Iuliano spoke on behalf of the applicant.

Mr Bateup moved, and the Council Assessment Panel resolved that:

Development Application No 22039606 for Transport depot with associated office (Unit 3) at 14 Barndioota Road, Salisbury Plain SA 5109 be deferred and placed on hold with the agreement of the applicant to further explore engineering solutions and take steps to address each of the issues presented in the report, and the application be presented to the Panel within 2 months.

#### **8.1.2 23002678**

Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing at 61 Stanford Rd Salisbury Heights SA 5109 for Development Holdings Pty Ltd.

#### **REPRESENTORS**

Mr T Jenzen and Mr P Brunning spoke on behalf of Ms B Jenzen representation.

Ms R Pearce, MP, spoke to her representation.

#### **APPLICANT**

Mr R Gagetti and Mr R Hutchins (Ekistics), Mr C Turnbull (Sonus Acoustics) and Mr B Wilson (Cirqa) spoke on behalf the applicant.

Mr R Bateup moved, and the Council Assessment Panel resolved that:

That Development Application No 23002678 for Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing at 61 Stanford Rd Salisbury Heights SA 5109 is not considered to be seriously at variance with the Planning and Design Code (Version 2023.2) however, is **REFUSED** Planning Consent for the following reasons:

Reasons for Refusal

The proposed development is contrary to the following provisions of the Planning and Design Code:

- a) Hills Neighbourhood Zone Performance Outcome 1.1, 1.2 and 1.4

Reason: *In that, the proposal would introduce a form of development at odds with the established residential character of the locality. In particular, the expansive car park proposed to the front of the land and large building footprint (relative to established residential dwellings in the locality), will not complement the established residential character of the locality. The proposal would introduce a scale and intensity of development which does not presently exist within the locality and is considered to be detrimental to its amenity and character.*

- b) Design in Urban Areas- Desired Outcome 1(a) and PO 7.4

Reason: *Despite landscape outcomes proposed, in maximizing the front of the land for car parking, the proposed development fails to achieve desired landscape and tree planting requirements and does not respond to the context of the locality.*

Advice Notes

The applicant has a right of appeal against the decision. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

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**OTHER BUSINESS**

**8.2.1 Status of Current Appeal Matters and Deferred Items**

Mr B Brug moved, and the Council Assessment Panel resolved that the information was received.

**8.2.1 Policy Issues Arising from Consideration of Development Applications**

Nil

**8.2.2 Future Meetings & Agenda Items**

Next meeting scheduled for Tuesday 27 June 2023.

**ADOPTION OF MINUTES**

Mr B Brug moved, and the Council Assessment Panel resolved that the Minutes of the Council Assessment Panel Meeting be taken and read as confirmed.

The meeting closed at 8.28pm.

**PRESIDING MEMBER:** Mr T Mosel

**DATE:** 23 May 2023  
(refer to email approving minutes registered in the City of Salisbury's Record Management System - Document Number 7786735)

<b>ITEM</b>	8.1.1
	<b>COUNCIL ASSESSMENT PANEL</b>
<b>DATE</b>	27 June 2023
<b>APPLICATION NO.</b>	DA22022225
<b>APPLICANT</b>	Beyond Ink
<b>PROPOSAL</b>	Change of use from warehouse to light industry (processing and storage of vegetables) with associated office, storage and car parking
<b>LOCATION</b>	110 Levels Road, CAVAN SA 5094
<b>CERTIFICATE OF TITLE</b>	CT 5065/283
<b>AUTHOR</b>	Kieron Barnes, Planning Consultant, City Development

### 1. DEVELOPMENT APPLICATION DETAILS

<b>Zone/Policy Area</b>	Strategic Employment Zone
<b>Application Type</b>	Performance Assessed (Planning and Design Code)
<b>Public Notification</b>	Representations received: Three Representations to be heard: One
<b>Referrals - Statutory</b>	Nil
<b>Referrals – Internal</b>	Development Engineering Traffic
<b>Development Plan Version</b>	2022.15
<b>Assessing Officer</b>	Kieron Barnes, Planning Consultant, Planning Studio Pty Ltd
<b>Recommendation</b>	Planning Consent with Conditions
<b>Meeting Date</b>	27 June 2023

### 2. REPORT CONTENTS

This report provides an assessment of the proposed development against the relevant provisions of the Planning and Design Code. This assessment has been based on a review of the following plans and documents which are appended to this report.

Attachment 1:	Proposal Plans and Supporting Documentation
Attachment 2:	Copy of Sign Displayed on the Land and Representations
Attachment 3:	Applicant's Response to Representations
Attachment 4:	Extract of Planning and Design Code

### 3. EXECUTIVE SUMMARY

The proposed development seeks consent to change the use of the subject land from 'warehouse' to 'light industry' in order to accommodate a food processing and storage facility which has been operating on the site for approximately 18 years.

The subject land is located in the Strategic Employment Zone and is adjacent the Housing Diversity Neighbourhood Zone. In accordance with Table 5 of the Strategic Employment Zone, the proposed development was subject to a statutory public notification process during which three representations were received. Two of these representations were opposed to the development and raised concerns in relation to noise, hours of operation and the impacts associated with increased traffic movements.

This report provides a detailed assessment of the application against the relevant provisions of the Planning and Design Code. This assessment has concluded that the proposed development:

- Is consistent with the land uses sought by the Strategic Employment Zone;
- Represents an appropriate use of the existing building which has been used for commercial purposes for many years;
- Provides appropriate vehicular access and car parking spaces to accommodate the proposed use; and
- Has appropriately addressed potential interface issues with the adjacent residential area.

For the above reasons, it is recommended that the Council Assessment Panel grant Planning Consent for the proposed development subject to a number of conditions.

#### **4. BACKGROUND**

During April 2022, Council received a complaint regarding the use of the subject land, in particular raising concerns that trucks were being reversed into the site and loading occurring forward of the building.

Upon review, it was found that development approval had been granted in 1996 for a warehouse and office, and the land has generally been built in accordance with that approval. The existing approval does not restrict vehicle size or access arrangements to the land, nor does it limit hours of operation.

Upon inspection by Council staff, it was determined the subject land was being used as a light industrial use for the processing and storage of vegetables. Accordingly, Council staff brought the matter to the attention of the owner and occupier and a development application was lodged seeking approval for the change in land use.

Accordingly, this application seeks to change the use of an existing building on the subject land which was originally designed and constructed in the mid-1990's to accommodate a warehouse with an associated office, car parks and landscaping. It is noted that the building has been occupied by 'Barker Boy Fresh' for around 18 years. Barker Boy Fresh runs a business from the building which involves the processing and temporary storage of vegetables. It is understood that the activities associated with the business, as well as other activities on nearby sites within the Strategic Employment Zone, have been the subject of complaints from nearby residents – particularly in terms of the transmission of noise.

Given that the activities occurring within the building are no longer consistent with the original 'warehouse' approval, a retrospective application has been lodged to change the use to 'light industry' which is defined in the Planning and Design Code as follows:



*Means an industry where the process carried on, the materials and machinery used, the transport of materials, goods or commodities to and from the land on or in which (wholly or in part) the industry is conducted and the scale of the industry does not:*

- (a) detrimentally affect the amenity of the locality or the amenity within the vicinity of the locality by reason of the establishment or the bulk of any building or structure, the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, spilled light, or otherwise howsoever;*  
*or*
- (b) directly or indirectly cause dangerous or congested traffic conditions in any nearby road.*

The applicant has provided expert reports from an Acoustic Engineer and Traffic Consultant, which demonstrate that the proposed development will not detrimentally affect the amenity of the locality – particularly in relation to the transmission of noise. On this basis, the proposed development is consistent with the definition of ‘light industry’.

## **5. SUBJECT SITE**

The subject site is a 2,800m<sup>2</sup> rectangular parcel of land located at 110 Levels Road, Cavan. It is more formally described as Deposited Plan 28994 Allotment 43 in Certificate of Title Volume 5065 Folio 283. The land has a primary frontage to Levels Road of 39.8 metres and a depth of 68.5 metres.

The subject land contains a single building with a gable roof which accommodates two separate tenants with individual vehicular access points off Levels Road. Separate car parking spaces are also provided for each tenancy in front of the building. Barker Boy Fresh occupy the eastern portion of the building with six car parking spaces provided in front of their tenancy. Two additional car parking spaces will be provided for staff at the rear of the building. Vehicles accessing these car parking spaces will be required to drive through the building as a refrigerated shipping container is located along the eastern side of the building.

A relatively large tree is located near the front boundary of the site along with smaller forms of vegetation within a landscaped area which provides a visual separation between the two tenancies.

Internally, the building contains a processing area of some 304.83m<sup>2</sup> as well as cool rooms of 217.39m<sup>2</sup>. In addition, a 73.8m<sup>2</sup> administration area containing an office and staff amenities is provided at ground level at the front of the building with approximately 49.5m<sup>2</sup> of storage provided above the administration area on the first floor.

Site photos are provided on the following page.

**Photo 1.**  
*Subject land as viewed from Levels Road looking south.*



**Photo 2.**  
*View to adjacent residential development to the north.*



**Photo 3.**  
*Levels Road  
looking east.*



**Photo 4.**  
*Internal  
arrangements –  
existing  
coolrooms.*



*Photo 5.  
Internal  
arrangements  
– existing  
vegetable  
processing  
area.*



## 6. LOCALITY

The subject site is located within the Strategic Employment Zone and is adjacent the Housing Diversity Neighbourhood Zone which is located to the north of Levels Road. A vegetated buffer of some 18 metres in width is also located to the north of Levels Road. Residential development in the form of low-density dwellings, are located further north.

The subject land forms part of a substantial industrial and commercial precinct located to the east of Port Wakefield Road in Cavan. This precinct includes a range of employment related activities with vehicular access generally provided from Montague Road to the south.





Along Levels Road, existing uses include small to medium-scale manufacturing, a road building contractor, a road transport business and an electricity sub-station.

A locality plan and contextual plan are provided below.

Locality Plan - Aerial



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Legend (Source: Nearmap)	
	Subject land boundary
	Tenancy Area
	Locality boundary
	Representor

Locality Plan – Cadastre





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**Legend (Source: SAPPA)**

	Subject land boundary
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Panorama Views



Legend (Source: Nearmap)	
	Subject land boundary
	Tenancy Area

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## 7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development seeks to change the use of the building from 'warehouse' to 'light industry' (processing and storage of vegetables) with associated office, storage and car parking. No retail activity will occur on the site.

Based on the Environmental Noise Assessment provided by Sonus, the food processing activities within the building comprise the peeling, cutting and shredding of vegetables. Once the vegetables have been processed, they are stored within the internal cool rooms or within the external refrigerated shipping container. Sonus also advise that the following vehicle movements are associated with the proposed development:

- 4:30am – one small truck is loaded and leaves the Site
- 6:00am to 6:30am – two small trucks are loaded and leave the Site
- 7:00am to 4:00pm – three to four trucks are loaded and leave the Site
- 7:00pm to 8:00pm – one small truck is loaded and leaves the Site

Further, Sonus has advised that two forklifts are located at the facility to load and unload produce as well as to assist with general activities around the building.

The applicant's Planning Consultant has provided the following details in relation to the number and size of vehicles that will access the site:

- A series of vehicle sizes will be used for the business, including HRV, MRV and SRV sizes. No semi-trailers will be used. See attached photos demonstrating examples of vehicles used.
- Deliveries from the HRV will be limited to 4 times a week. Pick-up of produce with the HRV will occur once a day 3 days a week. These trucks are not stored on-site.
- Deliveries from the MRV will be limited to twice a day, between 8am and 8pm. These trucks are not stored on-site.
- Four (4) refrigerated SRVs are used for the business. One leaves the site no earlier than 4.30am. Two leave the site around 6-6.30am. One loads and leaves the site between 7pm and 8pm. One (1) truck is stored off-site. Three (3) are stored within the building overnight. There is adequate manoeuvring [sic] space for these within the building. While not in use, they can park between the building and the eastern boundary.

The applicant's Planning Consultant has also advised that the hours of operation will be from 4:30am to 8:00pm. However, they note that the majority of activities on the site will occur between 6:00am to 5:00pm, Monday to Friday, with occasional work occurring on Saturdays and Sundays.

As noted in the traffic and parking assessment undertaken by CIRQA Traffic Consultants, vehicles larger than a Small Rigid Vehicle (SRV) will need to reverse into the site from Levels Road. This is due to the physical constraints posed by the site and the existing building. In practical terms, this means that reversing movements from Levels Road will need to be undertaken four times a week by Heavy Rigid Vehicles (HRV) and twice a day by Medium Rigid Vehicles (MRV). This equates to a total of 14 reversing movements per week from Levels Road or an average of 2.8 reversing movements per day (excluding any occasional work that may occur on Saturdays and Sundays).



In terms of the management of waste, the Site Plan indicates that a refuse area will be located at the rear of the building. The applicant's Planning Consultant has advised that general waste will be stored in a 3 metre long skip bin and will be collected weekly by a private contractor. Cardboard recycling will be collected approximately once a month and organic waste will be collected every second day by a local pig farmer via an enclosed utility vehicle. Liquid waste is treated through a Dissolved Air Flotation System (DAF) to remove suspended solids before being discharged into the SA Water sewer. It is understood the facility has a trade waste approval from SA Water for vegetable processing and the site operates in accordance with their requirements.

In terms of the number of staff, the applicant's Planning Consultant has advised that approximately eight to ten people will be working on the site at any one time. Parking for these staff, as well as any visitors, will be provided via six spaces located at the front of the building and two spaces located at the rear. There are no restrictions to on-street parking directly in front of the subject land.

A copy of the proposal plans and supporting documentation are contained in Appendix 1.

## 8. CLASSIFICATION

Given that 'light industry' is not listed as 'Accepted' or 'Deemed to Satisfy' in the Strategic Employment Zone, the proposed development is a Performance Assessed development which must be assessed against the relevant provisions of the Planning and Design Code.

## 9. PUBLIC NOTIFICATION

Table 5 of the Strategic Employment Zone identifies land use classes of performance assessed development that are excluded from notification. Table 5 indicates that 'light industry' is exempt from notification except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone. Given that the subject site is adjacent to land used for residential purposes in the Housing Diversity Neighbourhood Zone, the proposed development requires public notification.

Public notification commenced on 9 December 2022 and concluded on 6 January 2023. Three (3) representations were received during the notification period. Two representations opposed the development while the third supports the development with some concerns.

The representors are listed below.

Representations received			
Representations received		Support or Oppose	Wish to be Heard
1	David Lambrakis 21 Prion Circuit MAWSON LAKES SA 5095	Oppose	
2	Anthony Nguyen 17 Prion Circuit MAWSON LAKES SA 5095	Support with concerns	

3	Darren Golley 15 Petrel Crescent MAWSON LAKES SA 5095	Oppose	✓
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A copy of the public notice and representations received are contained in Appendix 2. The applicant's response to the representations is contained in Appendix 3. The content of the representation and the applicant's response are summarised in the table below.

Summary of Representations	
Representation	Applicant's Response
David Lambrakis	
<ul style="list-style-type: none"> <li>Concerned that the proposal will result in increased levels of traffic including heavy vehicles and associated noise.</li> </ul>	<p>The applicant has provided a consolidated response to the concerns raised by the representors as follows:</p> <p><b>Traffic and Parking</b></p> <ul style="list-style-type: none"> <li>The Traffic and Parking review undertaken by CIRQA has concluded that the limited number of reversing movements would not result in unacceptable safety risks or obstruction to other traffic on Levels Road.</li> <li>The shortfall of two parking spaces is considered to be minor and can be accommodated on Levels Road in front of the site.</li> </ul> <p><b>Noise</b></p> <ul style="list-style-type: none"> <li>An Environmental Noise Assessment prepared by Sonus has concluded that the site was operating satisfactorily when measured against the <i>Environment Protection (Noise) Policy 2007</i>.</li> </ul> <p><b>Hours of Operation</b></p> <ul style="list-style-type: none"> <li>The hours of operation are not considered unreasonable given the industrial context of the locality and the unrestricted hours available for the previous warehouse use.</li> </ul> <p><b>Pollution</b></p> <ul style="list-style-type: none"> <li>The processes on-site are managed within the building and will not result in pollution or adverse impacts, particularly on the adjacent residents to the north.</li> </ul>

	<p>Proximity to Residential</p> <ul style="list-style-type: none"> <li>The representor's dwellings are a minimum of 55 metres from the subject land and are separated by a colorbond fence and vegetated buffer.</li> </ul> <p>Areas for loading and unloading</p> <ul style="list-style-type: none"> <li>There is sufficient area within the building for the loading and unloading of produce.</li> </ul> <p>Accuracy of floor plan</p> <ul style="list-style-type: none"> <li>The floor plan is considered to be accurate.</li> </ul>
<b>Anthony Nguyen</b>	
<p>Raises concerns in relation to:</p> <ul style="list-style-type: none"> <li>Air pollution from trucks and cars.</li> <li>Noise from trucks and cars.</li> </ul>	'As Above'
<b>Darren Golley</b>	
<p>Raises concerns in relation to:</p> <ul style="list-style-type: none"> <li>Proximity of the business to residential properties.</li> <li>Conflicting information in relation to the hours of operation.</li> <li>Noise from delivery vehicles, refrigerated trucks and forklifts.</li> <li>Use of car parking area to load and unload vehicles.</li> <li>Trucks required to reverse into the site from Levels Road.</li> <li>Plans don't reflect the actual external situation and don't identify the existing refrigerated storage facility.</li> </ul>	'As Above'

## 10. REFERRALS – STATUTORY

No statutory referrals were triggered by the proposed development.

**11. REFERRALS – INTERNAL**

Section	Comments
<b>Development Engineering</b>	While not preferred (typically entry and exit in a forward direction should be achieved), as the site is constrained by existing built form and access arrangements, infrequent reverse maneuvers into the site are accepted, provided these are restricted to a maximum 10.0m HRV as proposed.
<b>Traffic</b>	The change of use would not (and has not) notably interrupted the operation of Levels Road or generated unreasonable queuing conditions at and adjacent the site's access point.

**12. ASSESSMENT**

Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act*, it is recommended that the Panel determine that the proposed development is not seriously at variance with the Planning and Design Code. The following reasons are given in support of this recommendation:

- a) The proposed development is consistent with the land uses sought in the Strategic Employment Zone;
- b) The proposed development will not have an unreasonable impact on the amenity of the locality.

Assessment

Detailed assessment of the application has taken place against the relevant provisions of the Planning and Design Code and is described below under headings.

A Policy Enquiry containing the relevant provisions of the Planning and Design Code relating to the proposed development on the subject land, is contained in Appendix 4.

Overlays

A summary of the proposed development's compliance with the relevant Overlays affecting the subject land is provided in the table below.

Overlay	Assessment
Airport Building Heights (Regulated) – (All Structures over 45 metres)	Satisfied – the proposed development does not involve any building work.
Building Near Airfields	Satisfied – no additional outdoor lighting is proposed by the development and the change in use is unlikely to attract or result in the congregation of wildlife.
Defence Aviation Area (All structures over 90 metres)	Satisfied – the proposed development does not involve any building work.
Hazards (Flooding – Evidence	Satisfied – the proposed development does involve

Required)	any additional building work nor does it seek to change the existing stormwater management arrangements or increase the amount of impervious surfaces on the site.
Prescribed Wells Area	Not applicable – the proposed development will not rely on a water supply from a prescribed well
Regulated and Significant Tree	Not applicable – the proposed development does not include Tree Damaging Activity.

### Land Use

The Strategic Employment Zone seeks:

*A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state. (DO 1)*

Performance Outcome (PO) 1.1 and its associated Deemed to Satisfy / Designated Performance Feature (DTS/DPF) provides greater clarity in relation to the land uses sought in the Zone:

#### *PO 1.1*

*Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.*

#### *DTS/DPF 1.1*

*Development comprises one or more of the following:*

- (a) Advertisement*
- (b) Automotive collision repair*
- (c) Electricity substation*
- (d) Energy generation facility*
- (e) Energy storage facility*
- (f) Fuel depot*
- (g) General industry*
- (h) Intermodal facility*
- (i) Light Industry*
- (j) Motor repair station*
- (k) Public service depot*
- (l) Rail marshalling yard*
- (m) Renewable energy facility (other than a wind farm)*
- (n) Retail fuel outlet*
- (o) Service trade premises*
- (p) Shop*
- (q) Store*
- (r) Telecommunications facility*
- (s) Training facility*
- (t) Warehouse*

The proposed use of the land for ‘light industry’ is consistent with the land uses sought by DO 1 and PO1.1. Importantly, the proposed use is also consistent with PO 1.2 and DTS/DPF 1.2 of the Zone which indicate that lower impact uses should be located on land adjacent to another Zone which is used for residential purposes:

*PO 1.2*

*Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.*

*DTS/DPF 1.2*

*Development involving any of the following uses on a site adjacent land in another zone used for or expected to be primarily used for residential purposes:*

- (a) Bulky goods outlet*
- (b) Consulting room*
- (c) Indoor recreation facility*
- (d) Light industry*
- (e) Motor repair station*
- (f) Office*
- (g) Place of worship*
- (h) Research facility*
- (i) Service trade premises*
- (j) Store*
- (k) Training facility*
- (l) Warehouse.*

Given that the proposed ‘light industry’ use of the site appears amongst the list of anticipated forms of development in DTS/DPF 1.2, the proposed land use is considered acceptable.

*Interface between Land Uses*

The Strategic Employment Zone seeks development which achieves a:

*A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements. (DO 3)*

Desired Outcome 3 is reinforced by Performance Outcome 1.2 of the Strategic Employment Zone which seeks “... a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.” Further guidance is provided by the following ‘Interface between Land Use’ General Development Policies within the Planning and Design Code:

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

*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.*

*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:*

- (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.*

*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:*

- (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.*

In relation to the ‘interface’ policies of the Planning and Design Code, it is noted that the subject site, as well as a number of other commercial and industrial sites fronting Levels Road, are adjacent to land used for residential purposes within the adjoining Housing Diversity Neighbourhood Zone. It is further noted that the proximity of residential development to the Strategic Employment Zone creates the potential for land use conflicts. While the existing vegetated buffer and colorbond fences at the rear of the residential properties goes some way to address interface issues (particularly visual impacts), it appears inevitable that some of the activities occurring within the existing substantial industrial and commercial developments across the Strategic Employment Zone may create impacts to a varying degree on the nearby residential area.

PO 1.2 of the Zone seeks to reduce the potential for land use conflict by requiring that development located at the immediate interface with residential areas constitutes low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone. Further, DTS/DPF 1.2 advises that ‘light industry’ is an appropriate type of low-impact, non-residential use which can be located at the immediate residential interface.

In response to the 'interface' policies of the Planning and Design Code, the applicant engaged Sonus to prepare an Environmental Noise Assessment which assesses the proposed development against the requirements of the *Environment Protection (Noise) Policy 2007*.

Given that the business is already operating on the site (and has done so for a number of years), Sonus was able to measure existing noise levels associated with the existing activities. More specifically, Sonus undertook noise measurements at the following three locations:

- Immediately in front of the building at the main roller door;
- At the north eastern boundary of the site on Levels Road; and
- On the opposite side of Levels Road within the Housing Diversity Neighbourhood Zone.

The noise measurements were undertaken between 6:00am and 7:00am on a Tuesday morning. (7 June 2022). This time was selected given the high levels of delivery activities and given that the more onerous night time noise criterion of 50 dB(A) applies during this time.

Sonus note that the primary sources of noise from the development related to forklifts unloading delivery trucks within the front car park. Sonus further notes that the noise level from this activity peaked at 46 dB(A) at 6:15am. Given that the peak noise level is less than the night time criterion of 50 dB(A), and given that this is busiest time of day in terms of delivery activity, Sonus conclude that the current operations occurring on the site are compliant with the requirements of the *Environment Protection (Noise) Policy 2007*.

Based on the Environmental Noise Assessment prepared by Sonus, it is considered that the proposed development will satisfy the relevant 'Interface between Land Uses' provisions of the Planning and Design Code and will, in particular, comply with the requirements of the *Environment Protection (Noise) Policy 2007*.

### Lighting

The following provision of the Design in Urban Areas provision of the Code is considered to be relevant to the assessment of the proposal.

#### *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.*

No outdoor lighting has been proposed. If outdoor lighting were to be installed (e.g. for security purposes) it is unlikely to have a negative impact on the surrounding locality. Nearby industrial properties are likely to adopt similar arrangements and are not considered to be a 'sensitive' receptor.

Landscaping within the Levels Road Reserve and the existing solid fence provide an appropriate screen to prevent vehicle headlight glare affecting residential properties within the Mawson Lakes residential area.



Accordingly, the proposal sufficiently aligns with PO 6.1.

Waste

The following provision of the Design in Urban Areas provision of the Code is considered to be relevant to the assessment of the proposal.

*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.*

In terms of the management of waste, the Site Plan indicates that the designated refuse area will be located at the rear of the building. This will not be visible from the public realm. General waste will be stored in a 3 metre long skip bin and will be collected weekly by a private contractor. Cardboard recycling will be collected approximately once a month and organic waste will be collected every second day by a local pig farmer via an enclosed utility vehicle. The Applicant has advised that liquid waste is treated through a Dissolved Air Flotation System (DAF) to remove suspended solids before being discharged into the SA Water sewer.

Further, no outdoor storage at the front of the building is expected.

Accordingly, the proposal sufficiently aligns with PO 1.5.

Transport, Access and Parking

The proposed development will retain the existing access and parking arrangements that currently apply to the subject land. In this respect, it is noted that the design of the site and the existing building does not allow for Medium Rigid Vehicles (or larger) to enter and exit the site in a forward direction. Rather, vehicles of this size are required to reverse into the site from Levels Road where all loading and unloading is to occur on the subject land. These vehicles then exit the site in a forward direction.

While it is not ideal that Medium Rigid Vehicles (or larger) are required to reverse into the site, it is noted that these movements are relatively infrequent and, as outlined previously in this report, would only equate to an average of 2.8 movements per day. It is also noted that Levels Road is a local road which is not particularly busy (less than 1,000 vehicles per day) and does not act as a through-road to other areas. On this basis, the majority of vehicle movements on Levels Road relate to the existing industrial and commercial activities which are located on the southern side of the road.

It is also noted that the applicant's Traffic Consultant has undertaken a detailed review of the existing (and proposed) reversing movements and has advised that:

*It is acknowledged that the proposal requires commercial vehicles to be reversed into (or out of) the site via Levels Road. As detailed above, this is a constraint relates to the existing layout of the building and its associated access and parking layout. Notably this constraint was formed by the original approval and not as a direct result of the change of use. I also note that such conditions would also be associated with other existing uses along Levels Road including the north-western tenancy on the subject site and the two tenancies at 112 Levels Road.*

*I note that traffic volumes on Levels Road would be relatively low as it primarily services the allotments which have direct frontage and access to it (only seven properties have driveway access on it), with little benefit for movements associated with the broader road network (i.e. given it forms a loop between the northern ends of Cross Keys Road and Sharp Court, and provides little further connectivity other than the driveway link to Beechwood Avenue). Accordingly, the majority of movements along Levels Road would be associated with the sites immediately abutting it and drivers would typically be familiar with conditions along the road (including the potential for commercial vehicles to be reversed into driveways along it).*

*Of particular note, there are no reported crashes identified within the Department for Infrastructure and Transport's available crash data set. Noting that the application is retrospective and that the use has operated for some time, it is apparent that the associated access conditions (including reversing movements by commercial vehicles) has not resulted in any notable conflict issue.*

*I have also had regard to the provisions of the "Australian Standard for Parking Facilities – Part 2: Off-Street Commercial Vehicle Facilities" (AS 2890.2:2018) which identifies requirements relevant to the above matter. The Standard would define Levels Road as a 'minor road' and the level of commercial vehicle activity associated with the site as 'regular'. In such instances, the Standard states that "... manoeuvring on-street, if permitted by the relevant authority, shall be strictly limited to one reverse movement either onto or off the street, and be subject to determination of both safety and obstruction to other on-street traffic... arguably, Council has already accepted a reverse movement for the site in the past (as the original approval would rely on this) and the proposal does not change this requirement. Importantly the Standard indicates that reverse movements are acceptable.*

*The provisions of the Standards infer that reversing movements are not inherently unsafe or unacceptable (for vehicles up to 19 m long Semi-Trailers). For the various reasons discussed above, I am of the opinion that the reverse movements would not result in an unacceptable safety risks or obstruction to other traffic on Levels Road.*

*Therefore, in my view, the formalisation of the change of use would not (and has not) notably interrupted the operation of Levels Road or generated unreasonable queuing conditions at and adjacent the site's access point.*

Given the limited number of reversing movements that will occur during the day and given that the traffic on Levels Road generally relates to a relatively small number of existing commercial and industrial developments (rather than residential traffic), the proposed vehicle movements are considered, on balance, acceptable.

In terms of the adequacy of the parking area, it is noted that “*Table 1 – General Off-Street Car Parking Requirements*” indicates that ‘Industry’ should provide 1.5 spaces per 100m<sup>2</sup> of total floor area. This equates to approximately 10 car parking spaces for the total 645.52m<sup>2</sup> floor area of the building.

Given that eight car parking spaces are proposed, the proposal results in a theoretical shortfall of two parking spaces.

It should be noted, this calculation is based on the total floor area and does not take into consideration individual uses undertaken in the building. For example, if the cool room portion were specifically considered (storage area), which occupies 217.39m<sup>2</sup> of the floor area, this generates a theoretical requirement for 1.1 spaces when calculated at the ‘warehouse’ rate (0.5 spaces per 100m<sup>2</sup>). This is less than the above ‘industry’ rate which results in a requirement for 3.26 spaces for that particular portion of the building (1.5 spaces per 100m<sup>2</sup>).

While it may be considered there is a minor shortfall in theoretical car parking provision, on balance, the proposed car parking supply is not inappropriate, noting available on-street provision at this location. In this respect, it is noted there are no restrictions to on-street parking directly in front of the subject land on both sides of Levels Road.

In regards to loading and unloading, this will occur entirely on the subject land. There is sufficient room for vehicles to park either in the building or immediately adjacent the building where all loading and unloading will occur.

With the above in mind, an ‘on-balance’ assessment has concluded that the proposed development satisfies the majority of the relevant Transport, Access and Parking provisions of the Planning and Design Code as follows:

*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.*

*PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.*

*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.*

*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.*

- PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.*
- 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.*
- PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.*
- PO 3.8 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.*
- PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads*
- PO 5.1 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:*
- (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.*
- 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.*
- 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.*
- PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.*

Landscaping

The Strategic Employment Zone seeks:

**PO 5.2**  
*Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.*

**DTS/DPF 5.2**  
*Landscape areas comprise:*

- (a) not less than 10 percent of the site*
- (b) a dimension of at least 1.5m.*

Further, the following Design in Urban Areas provision of the Code is considered relevant to the assessment of the proposal.

**PO 3.1**

*Soft landscaping and tree planting are incorporated to:*

**DTS/DPF 3.1**

*None are applicable.*

- (a) Minimise heat absorption and reflection*
- (b) Maximise shade and shelter*
- (c) Maximise stormwater infiltration*
- (d) Enhance the appearance of land and streetscapes.*

There is a 3 metre wide landscaping strip provided adjacent the front property boundary in front of the car parking area. This includes an existing mature tree. The landscape areas are limited in spatial area and comprise approximately 180m<sup>2</sup> (12%) of the overall subject land. No additional landscaping or tree planting is proposed as part of this application. As illustrated in Photograph 1 earlier in this report, the existing landscape and mature tree offers some level of visual amenity to the streetscape.

Accordingly, the proposal aligns with PO 5.2 (Strategic Employment Zone) and PO 3.1 (Design in Urban Areas).

### **13. CONCLUSION**

This report has provided a detailed assessment of the application against the relevant provisions of the Planning and Design Code. The assessment found that the proposed development:

- Is consistent with the land uses sought by the Strategic Employment Zone;
- Is consistent with DTS/DPF 1.2 of the Strategic Employment Zone which indicates that development involving light industry is an appropriate use for sites that are adjacent land in another zone used for residential purposes;
- Has appropriately addressed the interface with the adjacent residential area to the north through the provision of an Environmental Noise Assessment which concludes that the existing (and proposed) activities will be compliant with the requirements of the *Environment Protection (Noise) Policy 2007*;
- Has demonstrated that the proposed vehicle movements will not adversely impact on the amenity of the locality and will not create unacceptable safety risks or obstruction to other traffic on Levels Road; and
- While there is a minor shortfall in theoretical car parking provision, on balance, the proposed car parking supply is not inappropriate, noting available on-street provision at this location.

Accordingly, it is recommended that Planning Consent be granted, subject to conditions.

**14. STAFF RECOMMENDATION**

That the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Planning and Design Code.
- B. Pursuant to Section 33 of the *Planning, Development and Infrastructure Act 2016*, Planning Consent is **GRANTED** to application number DA22022225 V2 for Change of use from warehouse to light industry (processing and storage of vegetables) with associated office, storage and car parking in accordance with the plans and details submitted with the application and subject to the following conditions:

*Planning Consent Conditions*

1. The development shall be carried out in accordance with the details submitted with the application and the following stamped approved plans and documents, except where otherwise varied by the conditions herein:

<b>Drawing No.</b>	<b>Plan Type</b>	<b>Date</b>	<b>Prepared By</b>
PA01 Revision D	Site Plan	Amended 10/05/2023	Beyond Ink
PA03 Revision C	Floor Plans	Amended 11/04/2023	Beyond Ink
S7372C1	Environmental Noise Assessment	June 2022	Sonus
22441BNW	Traffic and Parking Assessment	16 November 2022	Cirqa

2. Noise measured at the nearest residential property boundary shall comply with the *Environment Protection (Noise) Policy 2007* at all times.
3. The largest vehicle to access the subject land is restricted to a maximum 10.0m HRV.
4. All loading and unloading of vehicles of vehicles in connection with the now approved land use shall be carried out entirely within the subject land.
5. Outside lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads.

Advice Notes

**Rights of Appeal**

The applicant has a right of appeal against decision. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

**ATTACHMENTS**

This document should be read in conjunction with the following attachments:

1. Proposal Plans and Supporting Documentation
2. Copy of Sign Displayed on the Land and Representations
3. Applicant's Response to Representations
4. Extract of Planning and Design Code



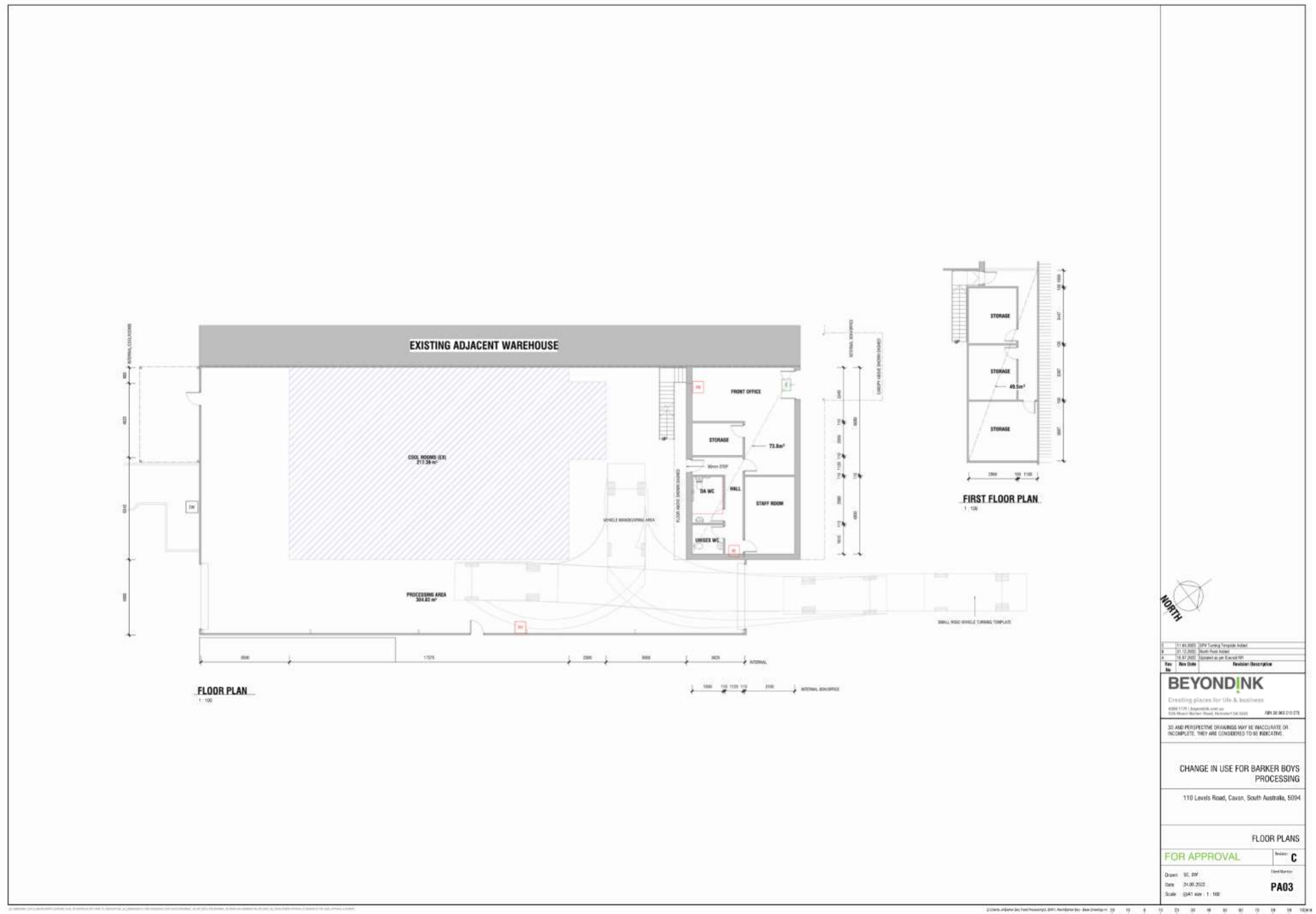


## **Appendix 1**

### *Proposal Plans and Supporting Documentation*



Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation



111 84 2000 25th Taringui Terrace Adelaide	
101 12 2000 South Post Adelaide	
18 87 2002 Located in an Council Plot	
Rev	Revision Description
<b>BEYONDINK</b> Creating places for life & business	
6090 1171   beyondink.com.au 526 Monash Mall, Adelaide SA 5006      ABN 96 160 210 273	
3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.	
<b>CHANGE IN USE FOR BARKER BOYS PROCESSING</b>	
110 Levels Road, Cavan, South Australia, 5094	
FLOOR PLANS	
FOR APPROVAL      Revision: <b>C</b>	
Drawn: SC, RW	Used Number:
Date: 24.05.2022	<b>PA03</b>
Scale: 3041 size 1:100	

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Wednesday, 29 June 2022

City of Salisbury  
PO Box 8  
Salisbury SA 5108

Attention Karyn Brown,

**Retrospective Change in Use to Light Industry  
at 110 Levels Road, Cavan**

Please find attached application for a change in use (retrospective) to light industry at 110 Levels Road, Cavan.

Vegetable processing business Barker Boys have operated from the Cavan production facility for some 18 years in addition to their presence in the Adelaide Hills. Based on discussions with the City of Salisbury, it has been confirmed that the use was never formalised by way of a change in use development application from the prior warehouse and associated office (DA 361/924/1996). This application is to address the CRM that Council has on record #386315 and formalise the current use by way of a retrospective change in use.

Business operation information

- Barker Boy Fresh has been in business for over 30 years;
- The business has approximately 8 to 10 staff on site at any one time;
- Six (6) carparks for staff are established at the front of the site and any additional demand for carparking is met along Levels Road or in the adjacent tenant on the western portion of the site;
- The business receives fresh vegetable produce (carrots, potatoes, sweet potatoes, turnips, swedes) and uses a large abrasive machine to the rear of the building. This altered produce is then stored in the cool rooms where they are sorted and collected at a later date;
- There is no direct retail sales to the public;
- Operating hours are predominantly between 6.00am and 5.00pm Monday to Friday. During long weekends, occasional work is conducted Saturday or Sundays;
- Deliveries are as per the Sonus report (Reference S7372C1) :
  - 4.30am – one small truck loaded and leaves the site
  - 6.00am to 6.30am – two small trucks are loaded and leave the site
  - 7.00am to 4.00pm – three to four trucks are loaded and leave the site
  - 7.00am to 8.00pm - one small truck is loaded and leaves the site.

On average, 7 delivery vehicles attend the site each day. Maximum vehicle size is around 10m heavy rigid vehicle.

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#### Trade Waste

The facility has a trade waste approval from SA Water for vegetable processing – Reference no. 522552. The site operates in accordance with their requirements and undergoes regular inspections.

#### Noise

An Environmental Noise Assessment report has been provided by Sonus Pty Ltd dated June 2022. This was requested due to noise complaints received by residents across the road. Six (6) noise measurements were undertaken at the front of the building (A), front of the site (b) and across the road (C). The adjusted noise levels for each measurement meet the *Environment Protection (Noise) Policy 2007*.

#### Process

Given the above description of the business, Beyond Ink suggests that the development is categorised as 'light industry' due to the minimal external impacts of the development in terms of noise levels in accordance with the *Environment Protection (Noise) Policy 2007*, minimal vibration, negligible odour and trade waste being managed via SA Water. Traffic movements are not extraordinary in terms of volume or nuisance with around 7 daily deliveries and around 10 staff vehicles. There is room for six carparks on-site for staff and additional demand can be catered for in the locality.

Light industry is listed as an envisaged use under DPF 1.1 of the Strategic Employment Zone. We believe the residential zone interface has been addressed with the provision of an acoustic report that has provided measurements closer to the subject site than the location of the residents who are further buffered from noise from the location of the readings with a wide vegetation buffer and fencing to their rear boundaries.

It is acknowledged that public notification will occur due to Table 5 (PM), Clause 3 of the Planning and Design Code within the Strategic Employment Zone.

Please contact me should you require any more information about existing operations of the business.

Yours sincerely,

Sonia Gallarello  
Senior Town Planner

#### Attachments

- *Site plan and floor plan*
- *Acoustic report by Sonus Pty Ltd, Document reference 57372C1*
- *Trade Waste audit report #522552*

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Wednesday, 24 August 2022

City of Salisbury  
PO Box 8  
Salisbury SA 5108

Attention Karyn Brown,

**Retrospective Change in Use from Warehouse to Light Industry  
at 110 Levels Road, Cavan**

In response to the Request for Documentation, I wish to confirm the following:

- Amended plans have been uploaded to the Portal demonstrating:
  - The location and dimensions of the existing access point;
  - Entry movements for a 12.5m length vehicle. The business will use a shorter vehicle up to 10m in length;
  - There are no new access points therefore sight lines are existing and not added;
  - Distances from existing driveway to adjacent driveways;
  - The subject site is located on the southwestern side of Levels Road and 138m (approximately) from the 90 degree bend in Levels Road to the southeast where the road connects with Beechwood Avenue via a traffic calming section and 164m (approximately) from the 90 degree bend in Levels Road to the northwest. There is no merging along this section of road;
  - Setbacks of the existing building have been added;
  - The two Lemon scented gums (*corymbia citriodora*) within the front landscaping bed are to be retained and are unaffected by the proposed change in use. Adjacent trees to the rear are unaffected;
  - Internal floor areas and dimensions of the processing area and office are demonstrated on the plan;
  - Driveway and carparking areas are shown and unobstructed;
  - A designated waste refuse area is shown in the rear southeastern corner;
  - The fencing is a combination of sheet metal on low concrete plinth and chain mesh. The fencing is unaffected and not changing as part of the proposal.

Additional Comments

The expected number of vehicle movements a day on site are six (6) for the on-site staff carparks and around seven (7) for deliveries.

Hours of operation are 4.30am to 8.00pm with the main working hours between 6.00am and 5.00pm. The longer hours are for occasional deliveries outside of the core hours.

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Please contact me should you require any more information about existing operations of the business.

Yours sincerely,

Sonia Gallarello  
Senior Town Planner

08 8388 1179  
admin@beyondink.com.au  
beyondink.com.au

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Thursday, 1 December 2022

City of Salisbury  
PO Box 8  
SALISBURY SA 5108

Attention: Karyn Brown

Dear Karyn,

**Response to request for information – 22022225, Change of use from warehouse to light industry with associated office, storage and car parking, 110 Levels Road, Cavan**

We respond on behalf of Barker Boys Processing Pty Ltd to your letter dated 31 August, 2022.

#### Certificate of Title

We have uploaded a Copy of the Certificate of Title, Volume 5065, Folio 283 and associated Land Management Agreements to the Planning Portal.

#### Signage

There is no signage proposed on the building or along the front boundary.

#### Traffic

A traffic report from CIRQA has been provided that addresses the queries in respect to traffic concerns. The traffic advice acknowledges there was an existing approval on the land (DA 960924.1) for warehouse use. The decision did not have restrictions or conditions that related to largest vehicle sizes. It is likely given the building layout and access points that the previous warehouse use required vehicles of medium rigid vehicle (MRV) size to reverse in or out of the site via Levels Road. Barker Boys Processing Pty Ltd have been in operation for around 18 years, with no known traffic incidences in the local street or on-site. It is acknowledged also that many other sites in the locality require similar movements. While these movements are not considered to be ideal, they are a direct result of the warehouse use approval and current site layout.

The change in use triggers an additional requirement for car parking. Ten car parking spaces are required for industry when reviewed against Table 1 – General Off-Street Car Parking Requirements in the Planning and Design Code (General Development Policies). The subject proposal has eight (8) car parking spaces, six (6) to the front of the building and two (2) spaces to the rear. Six of the car parking spaces are nominated as staff parking. While there is a total shortfall of two spaces, these

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can be accommodated on Levels Road and therefore this meets Performance Outcome 5.1, where (a) acknowledges the availability and use of on-street parking spaces. The verge space to the front of 110 Levels Road can accommodate three car parking spaces which would accommodate these two (shortfall) spaces.

Barker Boys Processing Pty Ltd use the southern half of 110 Levels Road, Cavan. The business does not need to use the public road to move between different parking areas. The majority of traffic movements are for staff parking and they do not need to use the public road to move between parking areas. Two to three visitor spaces can be accommodated on the street.

The maximum vehicle size for the site is a semi-trailer which delivers produce twice a week. This is consistent with other types of movements in the locality.

#### Waste

Barker Boys Processing Pty Ltd use a general waste bin which is a three (3) metre long skip bin and this is collected weekly by JJ Richards. Cardboard recycling is infrequent and collected by JJ Richards, approximately once monthly.

Vegetable waste (off cuts) are stored in plastic produce bins (780 litres) which are cleaned regularly. There are generally up to four on site which are in a drained area which is part of the Clarifier /DAF System, which SA Water and City of Salisbury are familiar with. All washdown water and juices from vegetable processing are also passed through the Clarifier and DAF system before going to sewer which is approved by SA Water. A local pig farmer takes all the waste derived from production. The farmer uses a utility with a large, sealed trailer on the back. This is collected every second day.

A waste enclosure area has been nominated on the plan in the rear and southwestern corner of the site. This will mainly be used for waste, however the produce bins can be moved within the building to suit business needs at the time.

We trust this satisfies your queries and the application may be progressed. Please call me on 8388 1179 if you have any queries.

Yours Sincerely,

Sonia Gallarello  
Senior Town Planner

08 8388 1179  
admin@beyondink.com.au  
beyondink.com.au



Tuesday, 11 April 2023

City of Salisbury  
34 Church Street  
SALISBURY SA 5108

Attention: Karyn Brown

Dear Karyn,

**Change of use from warehouse to light industry (processing and storage of vegetables) with associated office, storage and car parking - 22022225 – 110 Levels Road, Cavan SA 5094**

In response to your email dated 14 March 2023, please see the amended plans detailing the following:

1. Manoeuvring area within the floor plan that allows vehicles up to SRV size to enter and exit the building in a forward direction.

In addition to this, we advise on behalf of Barker Boy Processing Pty Ltd the following:

2. Maximum vehicle size for the business will be a Heavy Rigid Vehicle (HRV). These movements will occur twice a week.
3. CIRQA in their traffic report advise there is the ability for 8 carparking spaces on-site, 6 to the front and 2 to the rear. This is sufficient to cater for the 6-7 employees on site at any one time and occasional visitor to the site. The small shortfall of 2 spaces (when assessed against the Planning and Design Code) could be catered for on Levels Road, but is largely unnecessary. This is deemed to be acceptable given the availability of on-street parking (refer PO 5.1 of the Transport, Access and Parking provisions of the Planning and Design Code).

I trust this addresses your concerns, please let me know if you require any further information or clarification.

Yours Sincerely,

A handwritten signature in black ink that reads "Sgallarelo".

Sonia Gallarelo  
Senior Town Planner

08 8388 1179  
admin@beyondink.com.au  
beyondink.com.au



Wednesday, 24 May 2023

City of Salisbury  
34 Church Street  
SALISBURY SA 5108

Attention: Karyn Brown

Dear Karyn,

**CHANGE OF USE FROM WAREHOUSE TO LIGHT INDUSTRY (PROCESSING AND STORAGE OF VEGETABLES) WITH ASSOCIATED OFFICE, STORAGE AND CAR PARKING - 22022225 – 110 LEVELS ROAD, CAVAN SA 5094**

Following our on-site meeting with Council dated 10 May 2023 we provide the following update:

- Amended plan set – Location Plan, Site plan (Revision D) and Floor plan (Revision C) By Beyond Ink demonstrating a refrigerated shipping container between the rear of the building and the eastern side boundary. This is used for cold storage for the business.
- Sonus Acoustic letter dated 5 May 2023, addendum to original acoustic letter dated June 2022 addressing further noise concerns from Council.
- Photos demonstrating Heavy Rigid Vehicle (HRV), Medium Rigid Vehicle (MRV) and Small Rigid Vehicle (SRV) sizes used for the business.

Noise concerns

Sonus Pty Ltd have now provided two acoustic reports, the latest dated 5 May 2023.

This considers the loading and unloading of trucks, associated forklift use and added refrigeration units to the trucks. Considering the siting of the business and the nearest sensitive receiver, where loading and unloading is to take place and the hours of operation, the predicted noise levels for the business are compliant with the dB(A) noise criteria.

Further to this, our client is able to keep the roller door down when not receiving or delivering produce to minimise noise.

During the site inspection with Council, there was minimal noise emanating toward the street from noise sources such as food processing at the rear of the cool rooms, the shipping container, forklifts, and the idling of the SRV. When considering the background noise of the industrial precinct, this site was contributing minimally to the overall noise in the locality.

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Page 1 | Planning Letter

Traffic concerns

Our client has provided a Traffic report from CIRQA dated 16 November 2022. The business has since clarified the following:

- A series of vehicle sizes will be used for the business, including HRV, MRV and SRV sizes. No semi-trailers will be used. See attached photos demonstrating examples of vehicles used.
- Deliveries from the HRV will be limited to 4 times a week. Pick-up of produce with the HRV will occur once a day 3 days a week. These trucks are not stored on-site.
- Deliveries from the MRV will be limited to twice a day, between 8am and 8pm. These trucks are not stored on-site.
- Four (4) refrigerated SRVs are used for the business. One leaves the site no earlier than 4.30am. Two leave the site around 6-6.30am. One loads and leaves the site between 7pm and 8pm. One (1) truck is stored off-site. Three (3) are stored within the building overnight. There is adequate manoeuvring space for these within the building. While not in use, they can park between the building and the eastern boundary.
- There are 8 carparking spaces available on-site which can accommodate the maximum number of staff that generally present on site at any one time (usually up to 7). The minor shortfall of 2 spaces could be catered for on Levels Road adjacent the site. Vehicles associated with the use will not need to park on the opposite side of the road closer to the adjacent dwellings.

In light of the above clarification, the proposal should not result in adverse traffic impacts either on-site or along Levels Road.

I trust this addresses your concerns, please let me know if you require any further information or clarification.

Yours Sincerely,



Sonia Gallarello  
Senior Town Planner

08 8388 1179  
planning@beyondink.com.au  
beyondink.com.au

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Small Rigid Vehicle

08 8388 1179  
planning@beyondink.com.au  
beyondink.com.au



Medium Rigid Vehicle

08 8388 1179  
planning@beyondink.com.au  
beyondink.com.au

Page 4 | Planning Letter



Heavy Rigid Vehicle

08 8388 1179  
planning@beyondink.com.au  
beyondink.com.au

Page 5 | Planning Letter

# Barker Boy Processing

Environmental Noise Assessment

June 2022

S7372C1

# sonus.

Simon Moore  
Associate  
Phone: +61 402 857 579  
Email: [smoore@sonus.com.au](mailto:smoore@sonus.com.au)  
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**Document Title** : Barker Boy Processing  
Environmental Noise Assessment

**Client** : Barker Boy Processing Pty Ltd  
ABN 91 008 173 484

**Document Reference** : S7372C1

**Date** : June 2022

**Author** : Simon Moore, MAAS

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Barker Boy Processing  
Environmental Noise Assessment  
S7372C1  
June 2022

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### 1. INTRODUCTION

An environmental noise assessment has been prepared for the Barker Boy Processing facility (the Site) located at 110 Levels Road, Cavan SA. The assessment has been undertaken in response to complaints regarding noise emissions from the facility, potentially impacting the residential area located to the north-east of the Site.

The location of the Site in relation to the nearest residences is shown in Figure 1.



Figure 1 Site locality



The Site is used for food processing and deliveries associated with the Barker Boy operations. Deliveries departing the Site usually occur on weekdays at the following times:

- 4:30am – one small truck is loaded and leaves the Site
- 6:00am to 6:30am – two small trucks are loaded and leave the Site
- 7:00am to 4:00pm – three to four trucks are loaded and leave the Site
- 7:00pm to 8:00pm – one small truck is loaded and leaves the Site

The facility has two forklifts for loading and unloading of deliveries and general use within the warehouse. One of the forklifts is gas powered (LPG) and the other is electric powered (battery); both of the forklifts were observed to have tonal reversing beepers.

Food processing activities within the warehouse comprise peeling, cutting and shredding of vegetables. Cool rooms are located within the warehouse with refrigeration plant located to the rear of the building, which is well shielded from the residential area. The warehouse layout is shown in Figure 2.



**Figure 2** Warehouse layout

The assessment is based on the assumption that the noise levels measured during a site visit on Tuesday 7 June 2022 are representative of typical noise levels at the Site.

Barker Boy Processing  
Environmental Noise Assessment  
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June 2022

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## 2. CRITERIA

### Environment Protection (Noise) Policy 2007

The *Environment Protection (Noise) Policy 2007* (the **Policy**) provides goal noise levels to be achieved at noise sensitive locations based on the principally promoted land use of the zones in which the noise source (the Site) and the noise sensitive receivers (the residential area) are located. Where these goal noise levels are achieved, the General Environmental Duty of the *Environment Protection Act 1993* is also achieved.

The Site is located within the Strategic Employment Zone of the *South Australian Planning and Design Code* (the Code). The residential area is located within the Housing Diversity Neighbourhood zone.

In this instance, based on the land uses principally promoted by the Strategic Employment and Housing Diversity Neighbourhood zones, the following goal noise levels are provided by the Policy to be achieved at the residences:

- An average noise level ( $L_{eq}$ ) of 59 dB(A) during the day time (7am to 10pm); and,
- An average noise level ( $L_{eq}$ ) of 50 dB(A) during the night time (10pm to 7am);

When measuring noise levels for comparison with the Policy, adjustments may be made for each “annoying” characteristic of tonality, impulsiveness, low frequency, and modulation of the noise source. The characteristic must be dominant in the acoustic environment (rather than simply being a part of it) and therefore the application of a penalty varies depending on the assessment location, time of day, the noise source being considered and the predicted noise level. The application of penalties at the Site is discussed further in the Assessment section of this report.

Barker Boy Processing  
Environmental Noise Assessment  
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### 3. ASSESSMENT

#### Noise Measurements

Noise measurements were conducted on site on Tuesday 7 June 2022 between 6:00am and 7:00am by an acoustic engineer. This period was selected for the noise monitoring since it is a period with high levels of delivery activities and it is when the more onerous night time noise criterion of 50 dB(A) applies.

Noise measurements were undertaken at the following locations at the Site (refer to Figure 3):

- **Location A:** Warehouse roller door (north-eastern roller door)
- **Location B:** North-eastern property boundary of the Site (footpath along Levels Road)
- **Location C:** Levels Road verge (residential side), directly opposite the Site



Figure 3 Measurement locations

Barker Boy Processing  
Environmental Noise Assessment  
S7372C1  
June 2022

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### Assessment

As the measurements were not conducted at residences, adjustments are required to be made, prior to comparison with the goal levels of the Policy, which apply at residences. The noise measurements have been analysed and adjusted to account for the following when determining compliance or otherwise with the Policy:

- Additional distance from each measurement location to the residential area
- Shielding provided by the Colorbond fence located at the rear of the residences
- High background noise present during the measurements that was attributable to noise sources other than Barker Boy Processing (i.e. distant traffic and industrial activities)
- Proportion of time that the activity takes place over a continuous 15-minute assessment period
- Annoying noise characteristics that were observed to be present and dominate the noise environment.

The results of the noise measurements are presented in Table 1. The applicable noise criterion for the assessment period is 50 dB(A). As can be seen from the results, the noise emissions from the Site are compliant with the night time noise criterion. As such it follows that the Site is also compliant with the day time noise criterion as there are no periods during the day with more deliveries that occur during the morning assessment period (and the periods where delivery truck are being loaded are the worst case for noise emissions from the Site).

**Table 1** Noise measurement results

Measurement Location	Measurement Time	Adjusted Noise Level $L_{eq,15min}$	Comments
C	5:54am	42 dB(A)	Forklift unloading delivery truck in front car park, +5 dB(A) penalty applied for tonality associated with forklift reversing beeper
B	5:58am	36 dB(A)	General activity within processing area
A	6:07am	28 dB(A)	General activity within processing area
C	6:15am	46 dB(A)	Loading two delivery trucks in front car park, +8 dB(A) penalty applied for tonality associated with forklift reversing beeper and impulsiveness associated with handling crates, pallets, boxes etc
C	6:49am	34 dB(A)	General activity within processing area
A	6:55am	34 dB(A)	Potato peeling within processing area

Barker Boy Processing  
Environmental Noise Assessment  
S7372C1  
June 2022

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#### 4. CONCLUSION

An environmental noise assessment has been prepared by Sonus for the Barker Boy Processing facility to respond to environmental noise complaints from the adjacent residential area. Relevant assessment criteria have been established based on the *Environment Protection (Noise) Policy 2007*.

Noise measurements were conducted to assess the noise emissions during a period when site activities result in the highest possible noise emissions and at a time when the noise criteria are most onerous. The measurements show that the noise levels achieve the established environmental noise criteria, based on the current operations of the Site.

It is therefore considered that compliance with the Policy is achieved for the Site, thereby satisfying the General Environmental Duty of the *Environment Protection Act 1993*.

The logo for Sonus, featuring the word "sonus." in a lowercase, red, sans-serif font with a period at the end, set against a dark grey rectangular background.

Barker Boy Processing Pty Ltd  
c/o BeyondInk  
52A Mount Barker Road  
Hahndorf SA 5245

S7372C2

**Attention: Sonia Gallarello**

5 May 2023

Dear Sonia,

**BARKER BOY PROCESSING, 110 LEVELS ROAD, CAVAN  
ENVIRONMENTAL NOISE ASSESSMENT**

**Introduction**

Sonus has previously prepared an environmental noise assessment for the Barker Boy processing facility located at 110 Levels Road, Cavan (Sonus report S7372C1, dated June 2022) (the **Sonus Report**). Following that report, the City of Salisbury has requested the following additional information be provided (via email dated 27 April 2023):

...

*Further to the above, we note that the following delivery arrangements are proposed (as outlined in the Sonus Environmental Noise Assessment and letters from Beyond Ink):*

- *4:30am – one small truck is loaded and leaves the Site*
- *6:00am to 6:30am – two small trucks are loaded and leave the Site*
- *7:00am to 4:00pm – three to four trucks are loaded and leave the Site*
- *7:00pm to 8:00pm – one small truck is loaded and leaves the Site*

*However, there does not appear to be any indication of the size of the “three to four trucks” which will be loaded between 7:00am to 4:00pm each day. Accordingly, can you please clarify:*

- *Whether the “three to four trucks” includes the two HRV movements that are proposed each week; and*
- *Whether these trucks will be Medium Rigid Vehicles (MRV) or HRVs.*

...

*Further to the above, I understand that you will also be providing further clarification in relation to loading/unloading arrangements for the HRVs as well as clarification in relation to the potential noise impacts associated with refrigerated trucks accessing the site.*



BARKER BOY PROCESSING, 110 LEVELS ROAD, CAVAN  
 ENVIRONMENTAL NOISE ASSESSMENT  
 5 May 2023  
 Page 2 of 3

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#### Assessment

The following additional information is provided in response to the information request:

*However, there does not appear to be any indication of the size of the "three to four trucks" which will be loaded between 7:00am to 4:00pm each day. Accordingly, can you please clarify:*

- *Whether the "three to four trucks" includes the two HRV movements that are proposed each week; and*
- *Whether these trucks will be Medium Rigid Vehicles (MRV) or HRVs.*

It is confirmed that the "three to four trucks" includes all truck sizes up to the proposed maximum sized HRV movements for the site.

*Further to the above, I understand that you will also be providing further clarification in relation to loading/unloading arrangements for the HRVs as well as clarification in relation to the potential noise impacts associated with refrigerated trucks accessing the site.*

The noise emissions resulting from loading and unloading of the HRVs will be controlled by the forklift operations as well as any short-term impact noise associated with the handling of crates, pallets and boxes etc. These noise emissions are independent of the vehicle size being loaded or unloaded and are as described in the Sonus Report for the activity being undertaken in the front car parking area (i.e. noise emissions at the closest noise sensitive receiver of 42-46 dB(A), inclusive of noise character penalty). Should these loading and unloading activities be undertaken within the shed, the noise emission levels will be lower than those presented in the Sonus Report. The noise from loading and unloading activities were found to be compliant with the more onerous night time noise criterion of 50 dB(A), even when accounting for the noise character penalties that are applied for the tonality associated with the forklift reverse alarm and the impulsiveness associated with the handling of crates, pallets and boxes etc.

The noise emissions measured and presented in the Sonus Report (i.e. 42-46 dB(A) as noted above) are inclusive of any refrigeration plant noise associated with the small delivery vehicles that were in operation at the time of measurements. It is noted, however, that refrigeration plant noise associated with larger HRV vehicles was not measured as part of the Sonus Report and as such, an additional assessment of this noise has been undertaken.

BARKER BOY PROCESSING, 110 LEVELS ROAD, CAVAN  
ENVIRONMENTAL NOISE ASSESSMENT  
5 May 2023  
Page 3 of 3

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A number of noise measurements of refrigerated vehicles in use at supermarket loading docks have previously been conducted. These measurements have been used in these additional calculations.

Assuming some of the noisier large refrigerated vehicles may access the Barker Boys site, the predicted noise level from the operation of the refrigerated vehicles within the front car parking area (when measured at the closest noise sensitive receiver to the site) would be up to 48 dB(A). If the noise from loading and unloading is added to the noise from a "noisy" HRV refrigeration unit, the noise at the nearest noise sensitive receiver is predicted to be 57 dB(A) which is also inclusive of two noise character penalties for tonality and impulsiveness. It is understood that the HRVs would only access the site between 7am and 4pm and as such, the predicted noise levels are compliant with the day time noise criterion of 59 dB(A). As noted previously, if the refrigerated HRVs are loaded and unloaded within the shed, the noise emission levels would be lower.

If you have any questions or require clarification, please call me.

Yours faithfully  
**Sonus Pty Ltd**



Simon Moore  
**Associate**

0402 857 579  
smoore@sonus.com.au



**Ref: 22441|BNW**

16 November 2022

Ms Sonia Gallarello  
Beyond Ink  
52A Mount Barker Road  
HAHNDORF SA 5245

Dear Sonia,

**PROPOSED CHANGE-OF-USE  
110 LEVELS ROAD, CAVAN**

I refer to the proposed change-of-use (from 'warehouse' to 'light industry') at 110 Levels Road, Cavan. As requested, I have undertaken a review of traffic and parking aspects of the proposal. Specifically, my review considers the comments provided in the City of Salisbury's Request for Information (RFI), dated 31 August 2022, in respect to the proposal.

The subject site is located at 110 Levels Road, Cavan. The site has previous approval for use as a warehouse with associated offices. Based on the site plan provided, it is assumed that the approved use comprised approximately 571.72 m<sup>2</sup> of warehouse (including mezzanine storage) floor area including approximately 73.8 m<sup>2</sup> of office floor area (and amenities).

The building is accessed via a two-way crossover on Levels Road. Six parking spaces are provided on-site and a roller door access is also provided at the south-western end of the internal access aisle. Notably, while the previously approved layout included the ability for commercial vehicles to circulate between the two tenancies, the layout would not have been physically able to accommodate commercial vehicles larger than Small Rigid Vehicles (6.4 m long). Vehicles larger than an SRV would be required to be either reversed into or out of the site.

Figure 1 below illustrates indicative turning movements for a Medium Rigid Vehicle (8.8 m long truck) to turnaround within the site and clearly show that such vehicles could not complete the required manoeuvres to exit in a forward direction (unless reversed into the site).

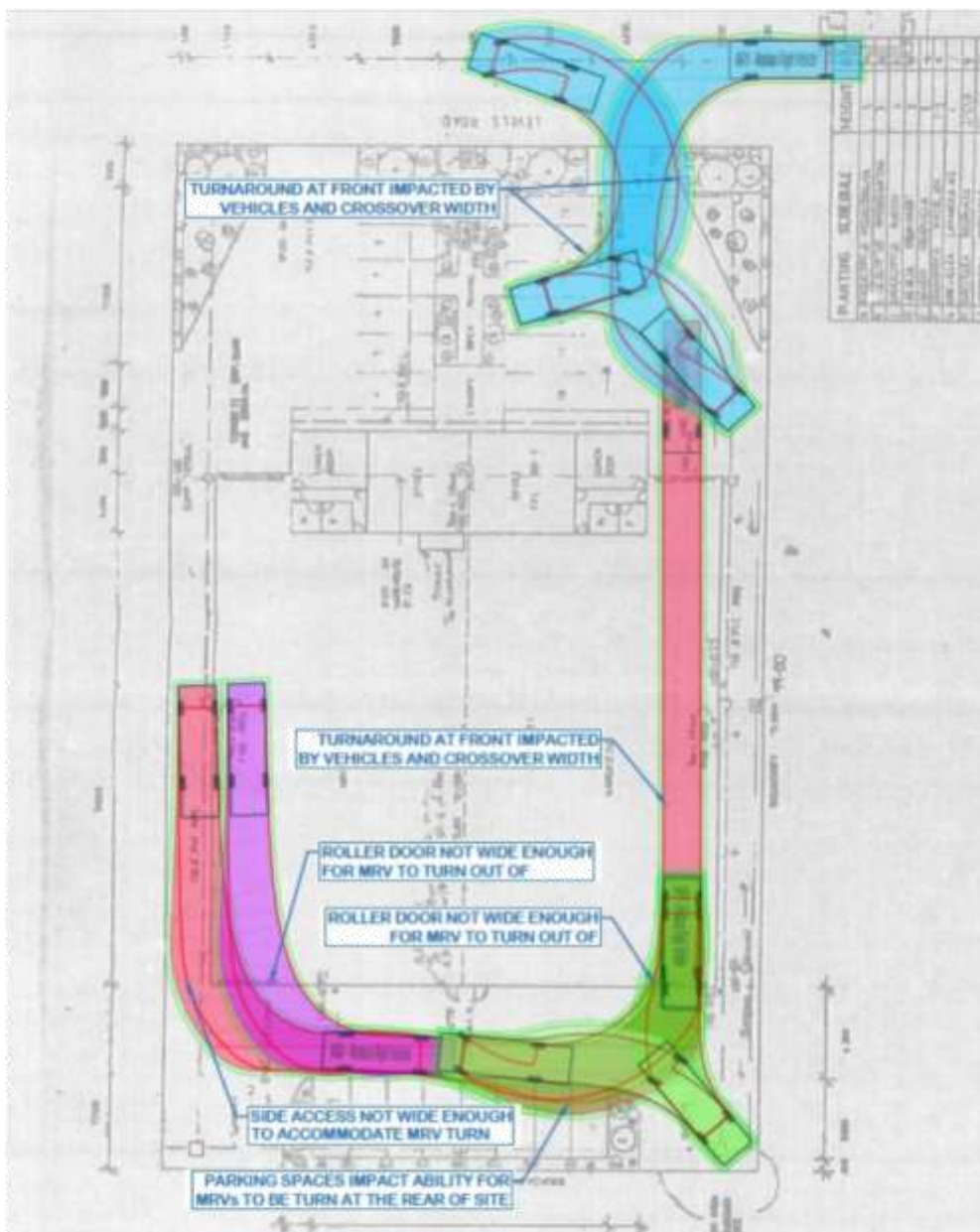


Figure 1 - Medium Rigid Vehicle turns on approved plan

A restriction to such a small service vehicle (SRVs only) is not feasible for a warehouse of the size of the subject facility. Realistically, larger vehicles would have been required for servicing and deliveries for the originally approved warehouse (noting as well that the Decision Notification Form does not identify any restrictions to vehicle sizes for the site).

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation



Therefore, the approved layout would require commercial vehicles larger than SRVs to either reverse into or out of the site via Levels Road.

The site has been utilised for some time (approximately 18 years) by a vegetable processing business ('Barker Boys'). However, it is understood that the Baker Boys' use constitutes 'light industry' and, accordingly, a retrospective application has been submitted to formalise the use. The same building areas noted above apply, albeit the originally approved 'warehouse' areas are now proposed as 'light industry'.

Subsequent to the lodgement of the retrospective application, the City of Salisbury has provided an RFI with a number of queries relating to traffic and parking aspects of the proposal. The queries/comments raised by Council are identified below in italics, followed by my response.

*"It is noted the proposal requires trucks to reverse into the site from Levels Road and this is not supported by Council."*

It is acknowledged that the proposal requires commercial vehicles to be reversed into (or out of) the site via Levels Road. As detailed above, this is a constraint relates to the existing layout of the building and its associated access and parking layout. Notably this constraint was formed by the original approval and not as a direct result of the change of use. I also note that such conditions would also be associated with other existing uses along Levels Road including the north-western tenancy on the subject site and the two tenancies at 112 Levels Road.

I note that traffic volumes on Levels Road would be relatively low as it primarily services the allotments which have direct frontage and access to it (only seven properties have driveway access on it), with little benefit for movements associated with the broader road network (i.e. given it forms a loop between the northern ends of Cross Keys Road and Sharp Court, and provides little further connectivity other than the driveway link to Beechwood Avenue). Accordingly, the majority of movements along Levels Road would be associated with the sites immediately abutting it and drivers would typically be familiar with conditions along the road (including the potential for commercial vehicles to be reversed into driveways along it).

Of particular note, there are no reported crashes identified within the Department for Infrastructure and Transport's available crash data set. Noting that the application is retrospective and that the use has operated for some time, it is apparent that the associated access conditions (including reversing movements by commercial vehicles) has not resulted in any notable conflict issue.

I have also had regard to the provisions of the "Australian Standard for Parking Facilities – Part 2: Off-Street Commercial Vehicle Facilities" (AS 2890.2:2018) which



identifies requirements relevant to the above matter. The Standard would define Levels Road as a 'minor road' and the level of commercial vehicle activity associated with the site as 'regular'. In such instances, the Standard states that "... manoeuvring on-street, if permitted by the relevant authority, shall be strictly limited to one reverse movement either onto or off the street, and be subject to determination of both safety and obstruction to other on-street traffic.... The [articulated vehicle] class is the largest vehicle to be considered for reverse manoeuvres.". It is acknowledged that the Standard indicates a requirement for approval by the relevant authority (in this instance, Council) and that Council's RFI indicates it does not support such arrangements. However, arguably, Council has already accepted a reverse movement for the site in the past (as the original approval would rely on this) and the proposal does not change this requirement. Importantly the Standard indicates that reverse movements are acceptable.

The provisions of the Standards infer that reversing movements are not inherently unsafe or unacceptable (for vehicles up to 19 m long Semi-Trailers). For the various reasons discussed above, I am of the opinion that the reverse movements would not result in an unacceptable safety risks or obstruction to other traffic on Levels Road.

Therefore, in my view, the formalisation of the change of use would not (and has not) notably interrupted the operation of Levels Road or generated unreasonable queuing conditions at and adjacent the site's access point.

*"Please advise how the proposed development proposes to address PO 5.1 noting sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development."*

The change in use would increase parking requirements associated with the proposal (given the Planning and Design Code rates for industry uses are higher than those for warehouses). Based on the DTS/DPF rate for industry in the Planning and Design Code, there would be a requirement for 10 parking spaces associated with the site's use. The site currently contains six parking spaces and it has been identified that an additional two (staff) spaces can be provided at the rear (with dimensions conforming with the relevant Australian Standards). The provision of 8 spaces within the site would result in a small shortfall of two spaces when assessed against the requirements of the Planning and Design Code.

The associated shortfall would need to be accommodated on-street in Levels Road. Given there are no properties accessed via the northern side of Levels Road, there is a significant level of on-street parking provision available on adjacent the site. Such a shortfall would not have significant impact on availability of parking for other users along Levels Road. Observations of conditions in Levels Road (including on site inspection and review of available aerial photography) confirm that there is ample



parking capacity on Levels Road (noting that the application is retrospective, and any parking shortfall associated with the use is already accommodated on Levels Road).

Furthermore, while the proposal would not meet the Deemed to Satisfy criteria of the Code in respect to parking provision, it is noted that Performance Outcome 5.1 of the General Development Policies (Transport, Access and Parking) states the following:

*"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:*

- (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."* (my emphases)

The Planning and Design Code therefore contemplates acceptance of lower parking provisions (than suggested by the specified rates) based on development and land use considerations including the availability of on-street parking. Noting the significant level of on-street parking availability in Levels Road and that distribution of the small shortfall to it would not have notable impact on other users, I am of the opinion that the application adequately aligns with PO 5.1 above.

*"Please advise how the proposed development proposes to address PO 6.1 noting 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. As such, movement between vehicle parking areas within the site can occur without the need to use a public road. It is noted the loading area has not been separated from the passenger parking area and this is unlikely to be supported by Council."*

The parking provision associated with the subject tenancy does not require circulation via the public road (other than ingress and egress movements). It is unclear why Council considers that there would be potential for movements between parking areas within the site. It may be a reference to the separate car park for the adjacent tenancy to the north-west, however, there would be no reason for drivers to circulate between the two tenancies.

In respect to the separation of the 'passenger parking area' from the loading area, this is an existing constraint associated with the original approval for the building (i.e. this would be the case regardless of the proposed change of use). I acknowledge that separation of light vehicles from heavy vehicles is typically sought for the design of warehouse and industry developments, where possible. However, this is often not feasible for smaller sites (such as the subject site). Notably, the vast



majority of parking demands associated with the site would be staff parking. Any visitor parking (for which demands would be very low and infrequent) would likely be accommodated on-street, whereby pedestrians can access the building via the footpath on Levels Road and the internal footpath within the site (albeit minor connection around the existing letterboxes would be desirable to complete the connection – such a provision could be conditioned should the application be approved).

I trust the above sufficiently responds to Council’s queries/comments in respect to the application. In my view, the application merits support from an access and parking perspective, noting that the issues raised primarily relate to constraints accepted as part of the original land use (warehouse) application. While the proposed land use would result in a higher intensity of activity, I am of the opinion that it would not be to such an extent to be fatal to the proposal, particularly noting the application is retrospective and the impacts are already experienced without significant issues.

Please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Ben Wilson".

**BEN WILSON**  
Director | CIRQA Pty Ltd





Our Ref: 522552  
 Account No: 4443260942  
 Enquiries: Eddy Tristante  
 Office Hours: 8.00am - 4.00pm  
 Telephone: (08) 7424 1336  
 Facsimile: (08) 7003 3366  
 Date: 08/09/2017

**SOUTH AUSTRALIAN  
 WATER CORPORATION**

SA Water House  
 250 Victoria Square  
 Adelaide SA 5000

GPO Box 1751  
 Adelaide SA 5001

Telephone +61 8 1300 650 950

ABN 69 336 525 019

**DAILY FRESH AUSTRALIA  
 1 SECKER ROAD  
 MOUNT BARKER SA 5251**

**TRADE WASTE AUDIT REPORT**

<b>Site Business Name and Address:</b>	DAILY FRESH AUSTRALIA 110 LEVELS RD CAVAN SA 5094
<b>Contact Details:</b>	<b>Name:</b> KENNY BORG <b>Phone:</b> 08 8398 2767 <b>Fax:</b> <b>Mobile:</b> 0408 434 801 <b>Email:</b> dave@barkerboy.com.au
<b>ACN/ABN Number:</b>	
<b>Site Activity:</b>	Vegetable Processing
<b>TW Reporting Category:</b>	TW VLB
<b>Audit#</b>	05637154
<b>Audit Frequency:</b>	6 Months
<b>Audit Due Date:</b>	30/03/2017
<b>Auditor:</b>	Eddy Tristante
<b>Audit Completed:</b>	05/09/2017 11:00 am
<b>Site Contact Person:</b>	Dave
<b>Complies with Permit Conditions:</b>	PASS
<b>Audit Fee:</b>	\$127.00
<b>Next Audit Due:</b>	30/03/2018

*Note: Please confirm that the business and contact details are correct and notify SA Water of any changes.*

**NOTICE UNDER SECTION 57 OF THE WATER INDUSTRY ACT 2012**

Issues to be addressed:

No non-compliance observed during time of audit.

**Audit Details**

Device Inspection Comments:

A. Wastewater Sample Results:  
Discussed sample results for this quarter. All results are within compliance limits.

B. Electronic Monitoring Alarms/Issues  
No alarms observed from site during this quarter.

C. Site initiatives/project  
Site started using more washed potatoes as supply for site. This seem to lower the suspended solids concentration in wastewater discharge.

D. Instantaneous Readings  
Flowmeter readings.  
43,421.6 kL Flow = 0 L/sec  
pH = 6.3 (site display 6.2)  
TDS = 1,900 mg/L  
Temperature = 19 degrees C

Description:	Yes	No	N/A	Description:	Yes	No	N/A
Bundling - Chemical Storage:	Yes			Self Monitoring Records:			N/A
Continuous Flow to Sewer:	Yes			Electronic Monitoring:	Yes		
Batch Treatment:			N/A	Calibration Records:		No	
Sample Analyses:	Yes			Contingency Plan:	Yes		

**Pre-Treatment Sampling Results Table**

Date:	Discharge Point	BOD (mg/L)	SS (mg/L)	TDS (mg/L)	TKN (mg/L)	TP (mg/L)	Grease (mg/L)
15/02/2017	L257765-5	569.00	157.00	1200.00	55.80	10.70	

Backflow Prevention:

No backflow issues identified during audit.

*Note: Any issues relating to Backflow Prevention will be forwarded to the Office of the Technical Regulator (OTR)*

Additional Audit Comments:

Your current Trade Waste Discharge Permit has been extended on an ongoing basis subject to the existing terms and conditions.

SA Water is pleased to inform you that your facility has met Trade Waste requirements.







<b>PRODUCT</b>	REGISTER SEARCH PLUS (CT 5065/283)
<b>Date/Time</b>	05/09/2022 10:46AM
<b>Customer Reference</b>	110 Levels Rd
<b>Order ID</b>	20220905002310



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



## Certificate of Title - Volume 5065 Folio 283

<b>Parent Title(s)</b>	CT 4365/976		
<b>Creating Dealing(s)</b>	CONVERTED TITLE		
<b>Title Issued</b>	10/03/1992	<b>Edition</b>	6
		<b>Edition Issued</b>	19/03/2002

### Estate Type

FEE SIMPLE

### Registered Proprietor

KORA BAY PTY. LTD. (ACN: 075 766 639)  
OF 4 WYFIELD STREET WATTLE PARK SA 5066

### Description of Land

ALLOTMENT 43 DEPOSITED PLAN 28994  
IN THE AREA NAMED CAVAN  
HUNDRED OF YATALA

### Easements

NIL

### Schedule of Dealings

Dealing Number	Description
6698652	AGREEMENT UNDER PLANNING ACT, 1982 PURSUANT TO SECTION 61(2) FOR DEVELOPMENT
6951947	AGREEMENT UNDER PLANNING ACT, 1982 PURSUANT TO SECTION 61(1) FOR DEVELOPMENT

### Notations

**Dealings Affecting Title** NIL

**Priority Notices** NIL

**Notations on Plan** NIL

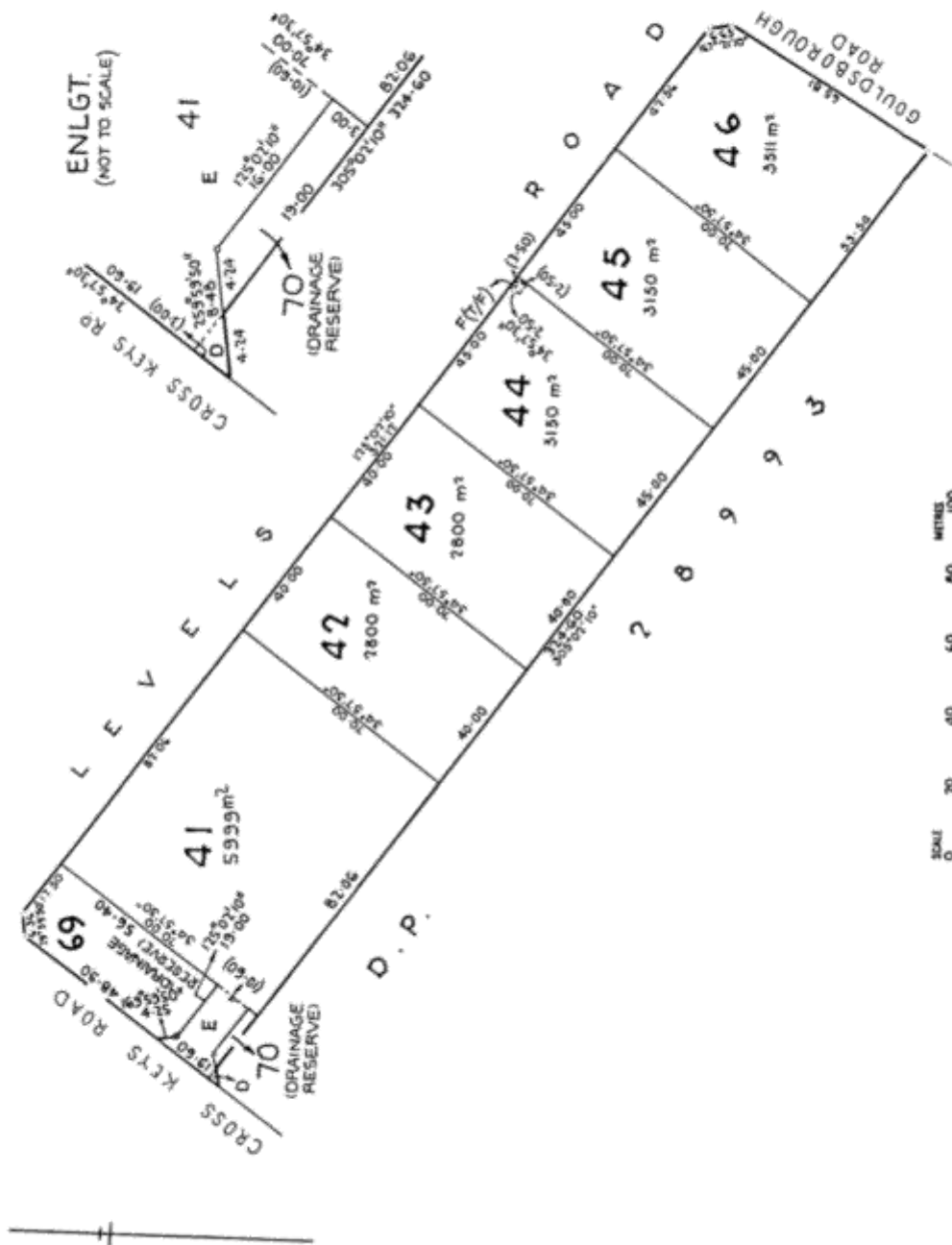
#### Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G270/1997

**Administrative Interests** NIL



Product Register Search Plus (CT 5065/283)  
 Date/Time 05/09/2022 10:46AM  
 Customer Reference 110 Levels Rd  
 Order ID 20220905002310



Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation



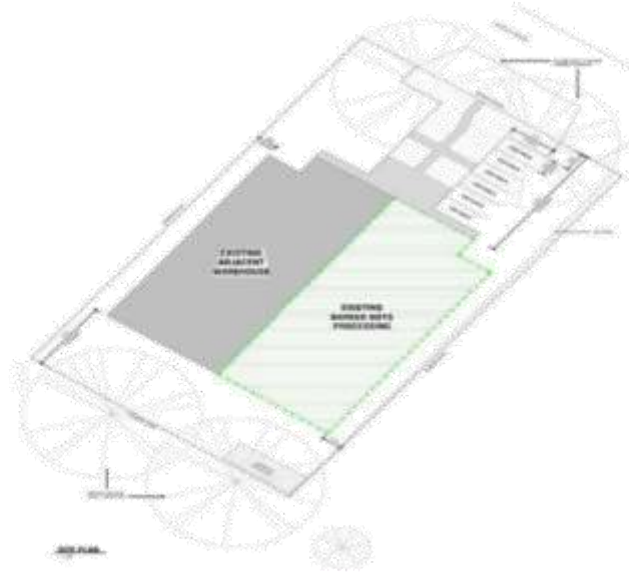
## **Appendix 2**

### *Copy of Sign Displayed on the Land and Representations*

110 LEVELS RD, CAVAN SA 5094 - 22022225 - 08 8406 8222

# Proposed Development

110 LEVELS RD  
CAVAN SA 5094



## APPLICANT

Beyond Ink

## APPLICATION NUMBER

22022225

## NATURE OF DEVELOPMENT

Change of use from warehouse to light industry (processing and storage of vegetables) with associated office, storage and car parking.

VIEW THE PLANS AND HAVE YOUR SAY ON THE APPLICATION

[www.plan.sa.gov.au/en/public\\_notices](http://www.plan.sa.gov.au/en/public_notices)

MAKE A REPRESENTATION

**Up until 11:59pm on the 06-01-2023**



## FOR MORE INFORMATION

### CONTACT

City of Salisbury

### PHONE

08 8406 8222

### EMAIL

[representations@salisbury.sa.gov.au](mailto:representations@salisbury.sa.gov.au)

**It is an offence to damage, destroy, obscure or remove this notice. Penalties apply.**

Item 8.1.1 - Attachment 2 - Copy of Sign Displayed on the Land and Representations



## Details of Representations

### Application Summary

Application ID	22022225
Proposal	Change of use from warehouse to light industry (processing and storage of vegetables) with associated office, storage and car parking
Location	110 LEVELS RD CAVAN SA 5094

### Representations

#### Representor 1 - David Lambrakis

Name	David Lambrakis
Address	21 Prion Circuit MAWSON LAKES SA, 5095 Australia
Submission Date	09/12/2022 09:20 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
<b>Reasons</b>	The specific reasons I believe that planning consent should be refused are: - Added Traffic to the area and Road, resulting in increased noise - Increased presence of Heavy Vehicles (Trucks), which brings with it increased traffic noise, as well as added noise such a exhaust breaks being used Over time many of the businesses have applied for change of use, or extended hours of operation, and on their own, they man not pose an issues, however when viewed collectively the increase in Traffic and Traffic associated noise in particular is now at an unacceptable level. The time period, and length of time that the associated Traffic and Traffic Noise has also increased throughout the day, from earlier in the morning, after dark, and on weekends. There is little to no sound barrier between Levels Road and the Residential properties that back on to it, and the Sound/Noise carries up and down the Gully as well.

### Attached Documents

**representations**

**Representor 2 - Anthony Nguyen**

Name	Anthony Nguyen
Address	17 PRION CIRCUIT MAWSON LAKES SA, 5095 Australia
Submission Date	19/12/2022 09:05 AM
Submission Source	Email
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
<b>Reasons</b>	

**Attached Documents**

Da22022225Representation-AnthonyNguyen16Dec2022-4551293.pdf

Item 8.1.1 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

**REPRESENTATION ON APPLICATION –  
PERFORMANCE ASSESSED DEVELOPMENT**

Planning, Development and Infrastructure Act 2016

Applicant:	Beyond Ink
Development Number:	22022225
Nature of Development:	Change of use from warehouse to light industry (processing and storage of vegetables) with associated office, storage and car parking
Zone:	Strategic Employment
Subject Land:	110 Levels Road, Cavan SA 51094
Contact Officer:	Karyn Brown
Phone Number:	8 406 8222
Close Date:	Fri 6 January 2023

My name:	Anthony RN	My phone number:	[REDACTED]
My postal address:	17 More, cas conc	My email:	[REDACTED]

\* 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:

*We are all sharing so equal responsibility in the change of use. We are all sharing so equal responsibility in the change of use.*

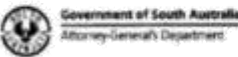
① *Collective area as a long side of Pison Mawson. Caves have some aged electrical families. They are I need the fresh air and a little bit quiet than other areas. so, we chose this area for living. We request no trucks and car parking a long and inside the level. As shown for a long minutes with operating the machines provided.*

② *Noise is the second important problem with trucks and cars and other activities make noisy for and always during its daily working time. we will face the applying.*

Thanks so much for your concerns & attention.

Best Regards

*Anthony RN*  
 RN - 0141109843



Item 8.1.1 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

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.

Each person making a submission should indicate whether they wish to appear personally, or be represented by another party, in support of their submission. Please note that should you nominate to be heard in support of your representation, you will be required to attend a Council Assessment Panel meeting held at the Council offices, scheduled on the fourth Tuesday of each month at 6.30pm (unless otherwise advised).

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

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

Signature:  Date: 14/12/2022  
QUANG NGUYEN

Return Address: PO Box 8, SALISBURY SA 5108 or  
Email: [representations@salisbury.sa.gov.au](mailto:representations@salisbury.sa.gov.au) or  
Complete online submission: [planninganddesigncode.plan.sa.gov.au/haveyoursay/](http://planninganddesigncode.plan.sa.gov.au/haveyoursay/)

**representations****Representor 3** - Darren Golley

Name	Darren Golley
Address	15 Petrel Crescent MAWSON LAKES SA, 5095 Australia
Submission Date	03/01/2023 08:55 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 oppose the development

**Reasons**

The planning consent should be refused due to the following concerns and the lack of detail submitted by Sonus and Beyondlnk. The reports submitted or available to the public seems to clearly outline the status quo without any real effort on display to address the responsibility of the business to the Mawson Lakes residents. There are significant concerns due to the very close proximity of this business to a residential boundary and so, more scrutiny must be placed on the use of the property, the noise and time including length of noise being generated. There is conflicting information on the hours of operation which seem to separate operations and deliveries. Isn't hrs 4.30am - 8pm the real operation hours. Please don't insult my intelligence. The car park suggested for staff parking would need a significant change or configuration, which hasn't been identified nor raised in the documentation. This is due to this area being used for loading and unloading of trucks and vans, including using a forklift that uses the car parking space for vehicle turning and crate storage. This is viewed daily by myself and captured on photos and video's. The car parking spots for staff are not really for staff as suggested they are for planning reports only and do not reflect the current practice. The noise generated by a refrigerated truck sitting in the front carpark as the closest point to the residential boundaries for extended periods of time (up to 40 -50 mins) hasn't been addressed or identified by Sonus nor captured in the documentation. How will this be addressed? Currently truck noise and idling at 106 and 108 Levels road has constraints which must be applied in this circumstance at minimum. There has be a poor and lazy representation in documentation to address the reversing of trucks and vans onto site from levels road. How will this be addressed as this is a safety issue regardless of the report. Currently observed trucks reversing into the property. Clearly the report has been identified this practice, as not ideal, but this is a clear road safety issue and has been address with neighbouring properties. reference 106 and 108 Levels road development conditions for precedence. Any loading and unloading in the carpark (which is the closest point to residential properties) should not occur at all in the first instance, however as a resident affected by developments in this area nothing that constitutes noise from loading/unloading including the reversing of trucks/vans, fork lifts and crates being dropped onto the ground should take place until after 7am week days. How will this be addressed as this noise at the closest point to properties at 4.30am is not acceptable for any business in the vicinity. Why hasn't a proposal for loading and unloading behind the large front access door been considered. This is just lazy and it is clear to me that a minimum effort was produced to retrospectively change the use of the property only after it being bought to the attention of the council within the last 12 months. The floor plans don't reflect the current status of plant equipment external to the property main site. There is currently refrigerated storage at the south eastern corner of the property, generating refrigeration condensing noise. Why hasn't this been addressed or captured. Does the business understand their responsibilities of being a responsible neighbour. Finally, as this proposal hasn't clearly identified nor proposed anything of significance that suggests a willingness to act and be responsible to the residents. I suggest that a further more significant review take place to enable a minimum of complaints to the councils compliance dept. I have been monitoring 106 and 108 Levels road for close to 5 yrs. I'm more than happy to add this to the list.

397F1A93-E21E-4805-AB2F-280276141D18-1162859.jpeg
50670D85-2105-437D-A1D0-939FFCB1D443-1162860.jpeg
FA781F4C-7163-4D0C-90B6-BF4D2C186EF6-1162861.jpeg
110-Levels-Road-1162862.pdf



Item 8.1.1 - Attachment 2 - Copy of Sign Displayed on the Land and Representations



Item 8.1.1 - Attachment 2 - Copy of Sign Displayed on the Land and Representations





Item 8.1.1 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

The pics represent the use of the car park, the parking of an idling refrigerated vehicle. I have a video of the vehicle for use if the council would like to view. I can't add due the restriction on files that can be attached. The vehicle on the verge is the normal representation of how the staff park within the car parking and street space.

**Appendix 3**  
*Applicant's Response to Representations*



Tuesday, 14 February 2023

City of Salisbury  
PO BOX 8  
SALISBURY SA 5108

Attention: Chris Carrey

Dear Chris,

**RE: RESPONSE TO REPRESENTATIONS – 22022225 – 110 LEVELS ROAD, CAVAN**

I refer to the proposed development application for the change of use from warehouse to light industry (processing and storage of vegetables) with associated office, storage and car parking.

During the public notification period, a total of three (3) representations were made. One of the representors supports the development with concerns and two oppose with one wishing to be heard before the Council Assessment Panel. Below is a summary of the concerns raised and a detailed response to each provided thereafter.

**Summary of Concerns**

Having reviewed the representations, the key concerns raised were as follows:

- Traffic
- Noise
- Hours of operation
- Pollution
- Proximity to residential
- Areas for loading and unloading
- Accuracy of floor plan.

**Traffic**

Each of the representations have expressed concerns about traffic in association with the proposal.

CIRQA Pty Ltd have been engaged to undertake a traffic review of the proposal, which was supplied as part of the public notification documents.

The report acknowledges the previously approved warehouse on the subject site that would have relied on vehicles larger than Small Rigid Vehicles (SRV) to either reverse in or out of the site. The proposed use also requires this movement to be carried out to effectively function. This movement is

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demonstrated on the Location Plan by Beyond Ink. It is anticipated that the maximum vehicle size accessing the site is via a semi-trailer which delivers produce twice a week. This movement is considered necessary for the business and infrequent enough to avoid conflict on Levels Road. This type of movement would likely have occurred if this remained as warehouse use (without restriction) and it is acknowledged that current operations appear to be occurring safely due to the absence of incidents from the reported crash data. Additionally, these kinds of movements are not uncommon in the locality.

Overflow of parking from the business with staff parking was also raised as a concern. The updated site plan demonstrates six (6) staff carparks and two (2) visitor spaces on-site. There are generally seven (7) staff members attending the site on a standard day. The Planning and Design Code for industry requires 1.5 spaces per 100m<sup>2</sup> of total floor area which results in a total number of car parking spaces of ten (10). The shortfall of two spaces is considered to be minor and can be accommodated on Levels Road at the front of the subject land. There is opportunity for two (2) spaces directly in front of the subject land.

The business has considered additional measures in regard to traffic as a result of the representations, namely:

- directing trucks or vehicles related to their business not to park on the neighbouring fence side of Levels Road.

This measure allows for a safer environment along Levels Road and less disturbance toward the adjacent residences.

CIRQA Pty Ltd concludes that the application warrants support from an access and parking perspective.

### Noise

Each of the representations have expressed concerns about noise. It is understood that the noise concerns are specifically related to the traffic associated with the business and method of operation of the vehicles.

In order to better understand noise impacts on adjacent residences, Sonus Pty Ltd have been engaged to provide an Environmental Noise Assessment. Their report states that the site was operating satisfactorily when measured against the *Environment Protection (Noise) Policy 2007* and the General Environmental Duty of the *Environment Protection Act 1993*. The report acknowledges the colorbond fence, that provides a buffer between the proposal and residences to north and the presence of a high degree of background noise from other industrial traffic and processes and manufacturing in the locality.

Since receiving and understanding the concerns of the representors in respect to noise, Barker Boys Pty Ltd are continuing to monitor their noise so that it is consistent with the Acoustic report. They have also adopted the following measures:

- changed operational details so that their trucks will not run their fridges or engines before 7.00 am and not after 8.30 pm
- ensure that crates and pallets will not be dropped on the ground before 7am

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- refrigeration unit making the proposed noise has been replaced with a new low noise model.

The noise report by Sonus Pty Ltd concludes the use will not unreasonably impact the amenity of sensitive receivers, thereby achieving the relevant provisions of the Code related to environmental noise.

#### Hours of operation

Concern was raised about inconsistencies in the detailed hours of operation. To confirm, the following details apply:

- Core business hours are 6am to 5pm Monday to Friday
- Some minor vehicle movements will occur outside of the core business hours including:
  - 4.30am one small truck is loaded and leaves the site
  - 6am to 6.30am - two small trucks are loaded and leave the site
  - 7am to 4pm - three to four trucks are loaded and leave the site
  - 7am to 8pm – one small truck is loaded and leaves the site
- On average seven delivery vehicles attend the site each day
- A heavy rigid vehicle is the largest vehicle to site.

The above hours are not considered unreasonable given the industrial context of the locality and previous unrestricted warehouse use on the site.

#### Pollution

The proposal is for a change in use to light industry, which includes the processing of vegetables. The processes on-site are managed within the building and result in minimal external pollution nor adverse impacts particularly on the adjacent residents to the north.

#### Proximity to residential

*Figure 1* demonstrates the location of the representors and the subject site. It highlights the context of the industrial interface and residential uses to the north. The closest of the three representor's dwelling is a minimum of 55 metres with a colorbond fence and strong vegetation buffer between the uses. The acoustic impact on the residents has been addressed under 'Noise' above and there will be no visual change as a result of the proposal given the longstanding use of not only the business on this site but also the industrial precinct on Levels Road. The business has become more aware now of the interface issues and has adopted measures in the report to reduce impacts on the residences.

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Figure 1: Map with representors

#### Areas for loading and unloading

There is sufficient area inside the building for loading and unloading of produce. There is a large roller door at the entrance of the building facing Levels Road and the area beyond this within the building is used for this purpose.

#### Accuracy of floor plan

The layout on the floor plan of the business is considered to be accurate. The ground level consists of a processing area about the centrally located cool rooms. Within the front part of the building facing Levels Road are ground level and mezzanine administration areas including offices, storage and amenities for staff.

#### Conclusion

It is our opinion that the concerns of the representors have been addressed and the proposed development is deserving of Planning Consent.

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 admin@beyondink.com.au  
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It is worth highlighting that Barker Boys Pty Ltd have been operating from the subject site for the past 18 years and that the previous approval was for warehouse use that had limited restrictions in terms of hours or vehicle movements. Many of the above concerns could be similar if not more detrimental if unrestricted warehouse use continued.

As the applicant we wish to appear together with the business owner (Barker Boys Pty Ltd) at the Council Assessment Panel meeting when this application is considered to answer any questions from the members and respond to any representations. Please advise of the upcoming date and time of the meeting.

Please let me know if you have any further questions relating to this matter.

Yours Sincerely,



Sonia Gallarello  
Senior Town Planner

08 8388 1179  
admin@beyondink.com.au  
beyondink.com.au



**Appendix 4**  
*Extract of Planning and Design Code*

Policy24 - Enquiry

**110 LEVELS RD CAVAN SA 5094**

**Address:**

Click to view a detailed interactive [SAPPA](#) in SAILIS

To view a detailed interactive property map in SAPP click on the map below



**Property Zoning Details**

**Overlay**

Airport Building Heights (Regulated) (All structures over 45 metres)

Building Near Airfields

Defence Aviation Area (All structures over 90 metres)

Hazards (Flooding - Evidence Required)

Prescribed Wells Area

Regulated and Significant Tree

**Zone**

Strategic Employment

**Development Pathways**

- Strategic Employment

**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.

- Brush fence
- Building work on railway land
- Internal building work
- Partial demolition of a building or structure
- Shade sail
- Solar photovoltaic panels (roof mounted)
- Temporary public service depot
- Water tank (above ground)
- 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.

- Advertisement
- Replacement building

## Policy24 - Enquiry

- Temporary accommodation in an area affected by bushfire

## 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
- General industry
- Land division
- Light industry
- Office
- Outbuilding
- Retail fuel outlet
- Retaining wall
- Service trade premises
- Shop
- Store
- Telecommunications facility
- Tree-damaging activity
- Warehouse

## 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

### Strategic Employment Zone

#### Assessment Provisions (AP)

Desired Outcome	
DO 1	A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.
DO 2	Employment-generating uses are arranged to: <ul style="list-style-type: none"> <li>(a) support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities</li> <li>(b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries</li> <li>(c) create new and enhance existing business clusters</li> <li>(d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes</li> <li>(e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.</li> </ul>
DO 3	A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.

## Policy24 - Enquiry

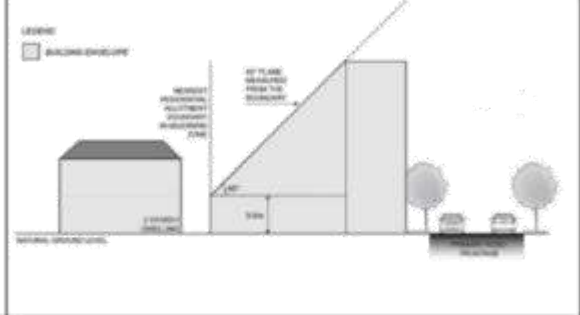
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> <li>(a) Advertisement</li> <li>(b) Automotive collision repair</li> <li>(c) Electricity substation</li> <li>(d) Energy generation facility</li> <li>(e) Energy storage facility</li> <li>(f) Fuel depot</li> <li>(g) General industry</li> <li>(h) Intermodal facility</li> <li>(i) Light Industry</li> <li>(j) Motor repair station</li> <li>(k) Public service depot</li> <li>(l) Rail marshalling yard</li> <li>(m) Renewable energy facility (other than a wind farm)</li> <li>(n) Retail fuel outlet</li> <li>(o) Service trade premises</li> <li>(p) Shop</li> <li>(q) Store</li> <li>(r) Telecommunications facility</li> <li>(s) Training facility</li> <li>(t) Warehouse</li> </ul>
<p>PO 1.2</p> <p>Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.</p>	<p>DTS/DPF 1.2</p> <p>Development involving any of the following uses on a site adjacent land in another zone used for or expected to be primarily used for residential purposes:</p> <ul style="list-style-type: none"> <li>(a) Bulky goods outlet</li> <li>(b) Consulting room</li> <li>(c) Indoor recreation facility</li> <li>(d) Light industry</li> <li>(e) Motor repair station</li> <li>(f) Office</li> <li>(g) Place of worship</li> <li>(h) Research facility</li> <li>(i) Service trade premises</li> <li>(j) Store</li> <li>(k) Training facility</li> <li>(l) Warehouse.</li> </ul>
<p>PO 1.3</p>	<p>DTS/DPF 1.3</p>

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Shops provide convenient day-to-day services and amenities to local businesses and workers, support the sale of products manufactured on-site and otherwise complement the role of Activity Centres.	Shop where one of the following applies:  (a) with a gross leasable floor area up to 250m <sup>2</sup> (b) is a bulky goods outlet (c) is a restaurant (d) is ancillary to and located on the same allotment as an industry.
PO 1.4  Residential development is subordinate and necessary to support the efficient management, security and/or operational aspects of a non-residential land use.	DTS/DPF 1.4  None are applicable.
PO 1.5  Telecommunication facilities are located to mitigate impacts on visual amenity on residential areas.	DTS/DPF 1.5  Telecommunications facility in the form of a monopole:  (a) up to a height of 30m (b) no closer than 50m to neighbourhood-type zone.
PO 1.6  Bulky good outlets and standalone shops are located to provide convenient access.	DTS/DPF 1.6  Bulky goods outlets and standalone shops are located on sites with a frontage to a State Maintained Road.
Site Dimensions and Land Division	
PO 2.1  Land division creates allotments of a size and shape suitable for a range of industrial, transport, warehouse and other similar or complementary land uses that support employment generation.	DTS/DPF 2.1  Allotments:  (a) connected to an approved common waste water disposal service have and an area of 2500m <sup>2</sup> or more and a frontage width of 30m or more (b) that will require the disposal of waste water on-site have an area of 3000m <sup>2</sup> or more and a frontage width of 30m or more.
Built Form and Character	
PO 3.1  Development includes distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.	DTS/DPF 3.1  None are applicable.
PO 3.2  Building facades facing a boundary of a zone primarily intended to accommodate sensitive receivers, a public road, or public open space incorporate design elements to add visual interest by considering the following:  (a) using a variety of building finishes (b) avoiding elevations that consist solely of metal cladding (c) using materials with a low reflectivity (d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.	DTS/DPF 3.2  None are applicable.

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<p>PO 3.3</p> <p>Buildings are set back from the primary street boundary to contribute to a consistent streetscape.</p>	<p>DTS/DPF 3.3</p> <p>The building line of a building is no closer to the primary street frontage than:</p> <ul style="list-style-type: none"> <li>(a) the average of existing buildings on adjoining sites with the same primary street frontage and, if there is only one such building, the setback of that building or</li> <li>(b) where no building exists on an adjoining site:             <ul style="list-style-type: none"> <li>(i) 8m or more for buildings up to 6m high</li> <li>(ii) not less than 10m for buildings greater than 6m high.</li> </ul> </li> </ul>
<p>PO 3.4</p> <p>Buildings are set back from secondary street boundaries to accommodate the provision of landscaping between buildings and the road to enhance the appearance of land and buildings when viewed from the street.</p>	<p>DTS/DPF 3.4</p> <p>Building walls are set back 4m or more from a secondary street boundary.</p>
<p>PO 3.5</p> <p>Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.</p>	<p>DTS/DPF 3.5</p> <p>Building walls are set back 3m or more from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.</p>
<p>Interface Height</p>	
<p>PO 4.1</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 4.1</p> <p>Buildings are constructed within a building envelope provided by a 45 degree plane measured from a height of 3m 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 or where this boundary is the primary street boundary):</p> 
<p>PO 4.2</p> <p>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 4.2</p> <p>Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram:</p>

Policy24 - Enquiry

<p>PO 4.3 Buildings on an allotment fronting a road that is not 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 4.3 None are applicable.</p>								
<p>Landscaping</p>									
<p>PO 5.1 Landscaping is provided along public roads and thoroughfares and zone boundaries to enhance the visual appearance of development and soften the impact of large buildings when viewed from public spaces and adjacent land outside the zone.</p>	<p>DTS/DPF 5.1 Other than to accommodate 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, a landscaped area is provided within the development site (excluding any land required for road widening purposes):</p> <ul style="list-style-type: none"> <li>(a) where a building is set back less than 3m from the street boundary - within the area remaining between a relevant building and the street boundary or</li> <li>(b) in accordance with the following:</li> </ul> <table border="1" data-bbox="826 1171 1390 1821"> <thead> <tr> <th>Minimum width</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>8m</td> <td>Along any boundary with the Open Space Zone associated with the River Torrens.</td> </tr> <tr> <td>5m</td> <td>Along any boundary with a Highway, Freeway or Expressway.</td> </tr> <tr> <td>5m</td> <td>Along and boundary on the perimeter of the zone not fronting a public road or thoroughfare except where the adjacent zone is one of the following:                             <ul style="list-style-type: none"> <li>(a) Employment (Bulk Handling) Zone;</li> <li>(b) Commercial and Business Zone;</li> </ul> </td> </tr> </tbody> </table>	Minimum width	Description	8m	Along any boundary with the Open Space Zone associated with the River Torrens.	5m	Along any boundary with a Highway, Freeway or Expressway.	5m	Along and boundary on the perimeter of the zone not fronting a public road or thoroughfare except where the adjacent zone is one of the following: <ul style="list-style-type: none"> <li>(a) Employment (Bulk Handling) Zone;</li> <li>(b) Commercial and Business Zone;</li> </ul>
Minimum width	Description								
8m	Along any boundary with the Open Space Zone associated with the River Torrens.								
5m	Along any boundary with a Highway, Freeway or Expressway.								
5m	Along and boundary on the perimeter of the zone not fronting a public road or thoroughfare except where the adjacent zone is one of the following: <ul style="list-style-type: none"> <li>(a) Employment (Bulk Handling) Zone;</li> <li>(b) Commercial and Business Zone;</li> </ul>								

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		(c) Resource Extraction Zone.
	3m	Along the any boundary on the perimeter of the zone that fronts a public road or thoroughfare.
	3m	Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).
PO 5.2 Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.	DTS/DPF 5.2 Landscape areas comprise:  (a) not less than 10 percent of the site (b) a dimension of at least 1.5m.	
PO 5.3 Landscape areas incorporate a range of plant species of varying heights at maturity, including tree species with a canopy above clear stems, to complement the scale of relevant buildings.	DTS/DPF 5.3 None are applicable.	
Fencing		
PO 6.1 Fencing exceeding 2.1m in height is integrated and designed to complement the appearance of land and buildings and does not form a dominant visual feature from adjacent streets to enhance the character of employment areas.	DTS/DPF 6.1 Fencing exceeding 2.1m in height is:  (a) located behind a façade of an associated building located on the same site or (b) located behind a landscaped area along relevant street frontages or (c) consists of visually permeable materials with landscaping behind.	
Advertisements		
PO 7.1 Freestanding advertisements do not create a visually dominant element within the locality.	DTS/DPF 7.1 Freestanding advertisements:  (a) do not exceed 6m in height (b) do not have a sign face exceeding 8m <sup>2</sup> 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:  (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	



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	<p>proposed development. Note: multiple concept plans may be relevant.</p> <p>(b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.</p>
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**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 development involving any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> <li>(a) advertisement</li> <li>(b) air handling unit, air conditioning system or exhaust fan</li> <li>(c) building work on railway land</li> <li>(d) carport</li> <li>(e) fence</li> <li>(f) outbuilding</li> <li>(g) retaining wall</li> <li>(h) shade sail</li> <li>(i) solar photovoltaic panels (roof mounted)</li> <li>(j) telecommunications facility</li> <li>(k) temporary public service depot</li> <li>(l) verandah</li> <li>(m) water tank.</li> </ul>	<p>Except development that does not satisfy any of the following:</p> <ul style="list-style-type: none"> <li>1. Strategic Employment Zone DTS/DPF 4.1</li> <li>2. Strategic Employment Zone DTS/DPF 4.2.</li> </ul>
3. Any development involving any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> <li>(a) consulting room</li> <li>(b) general industry</li> <li>(c) light industry</li> <li>(d) office</li> </ul>	<p>Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.</p>

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<ul style="list-style-type: none"> <li>(e) motor repair station</li> <li>(f) retail fuel outlet</li> <li>(g) store</li> <li>(h) warehouse.</li> </ul>	
<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"> <li>(a) internal building works</li> <li>(b) land division</li> <li>(c) replacement building</li> <li>(d) temporary accommodation in an area affected by bushfire</li> <li>(e) tree damaging activity.</li> </ul>	None specified.
<p>5. Demolition.</p>	<p>Except any of the following:</p> <ol style="list-style-type: none"> <li>1. the demolition of a State or Local Heritage Place</li> <li>2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.</li> </ol>
<p>6. Shop.</p>	<p>Except:</p> <ol style="list-style-type: none"> <li>1. where the site of the shop is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone or</li> <li>2. shop that does not satisfy Strategic Employment Zone DTS/DPF 1.3.</li> </ol>
<p>7. Telecommunications facility.</p>	<p>Except telecommunications facility that does not satisfy Strategic Employment Zone DTS/DPF 1.5.</p>
<p><b>Placement of Notices - Exemptions for Performance Assessed Development</b></p>	
<p>None specified.</p>	
<p><b>Placement of Notices - Exemptions for Restricted Development</b></p>	
<p>None specified.</p>	

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

**Desired Outcome**

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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	
<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>
<p>PO 1.2</p> <p>Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with a certified or registered aerodrome.</p>	<p>DTS/DPF 1.2</p> <p>Development does not include exhaust stacks.</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>

**Building Near Airfields Overlay**

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**Assessment Provisions (AP)**

Desired Outcome	
DO 1	Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations.	DTS/DPF 1.1 Development: <ul style="list-style-type: none"> <li>(a) primarily or wholly for residential purposes</li> <li>(b) for non-residential purposes that does not incorporate outdoor floodlighting.</li> </ul>
PO 1.2 Development likely to attract or result in the congregation of wildlife is adequately separated from airfields to minimise the potential for aircraft wildlife strike.	DTS/DPF 1.2 All development except where it comprises one or more of the following located not less than 3km from the boundaries of an airport used by commercial or military aircraft: <ul style="list-style-type: none"> <li>(a) food packing/processing plant</li> <li>(b) horticulture</li> <li>(c) intensive animal husbandry</li> <li>(d) showground</li> <li>(e) waste management facility</li> <li>(f) waste transfer station</li> <li>(g) wetland</li> <li>(h) wildlife sanctuary.</li> </ul>
PO 1.3 Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.	DTS/DPF 1.3 The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.

**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

**Item 8.1.1 - Attachment 4 - Extract of Planning and Design Code**

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None	None	None	None
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**Defence Aviation Area Overlay****Assessment Provisions (AP)**

Desired Outcome	
DO 1	Management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas.

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 operations of Defence Aviation Areas.	DTS/DPF 1.1 Building height does not exceed the relevant height specified by the Defence Aviation Area Overlay.
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with Defence Aviation Areas.	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
None	None	None	None

**Hazards (Flooding - Evidence Required) Overlay****Assessment Provisions (AP)**

Desired Outcome	
DO 1	Development adopts a precautionary approach to mitigate potential impacts on people, property, infrastructure and the environment from potential flood risk through the appropriate siting and design of development.

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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	
Flood Resilience			
PO 1.1	Development is sited, designed and constructed to minimise the risk of entry of potential floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 1.1	Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished floor level at least 300mm above: <ul style="list-style-type: none"> <li>(a) the highest point of top of kerb of the primary street or</li> <li>(b) the highest point of natural ground level at the primary street boundary where there is no kerb</li> </ul>
Environmental Protection			
PO 2.1	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.	DTS/DPF 2.1	Development does not involve the storage of hazardous materials.

**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 1	Sustainable water use in prescribed wells areas.

Performance Outcome		Deemed-to-Satisfy Criteria / Designated Performance Feature	
PO 1.1		DTS/DPF 1.1	

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<p>All development, but in particular involving any of the following:</p> <ul style="list-style-type: none"> <li>(a) horticulture</li> <li>(b) activities requiring irrigation</li> <li>(c) aquaculture</li> <li>(d) industry</li> <li>(e) intensive animal husbandry</li> <li>(f) commercial forestry</li> </ul> <p>has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed wells areas.</p>	<p>Development satisfies either of the following:</p> <ul style="list-style-type: none"> <li>(a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or</li> <li>(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>.</li> </ul>
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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 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"> <li>(a) horticulture</li> <li>(b) activities requiring irrigation</li> <li>(c) aquaculture</li> <li>(d) industry</li> <li>(e) intensive animal husbandry</li> <li>(f) commercial forestry.</li> </ul>	<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 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
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		Feature
Tree Retention and Health		
PO 1.1 Regulated trees are retained where they: <ul style="list-style-type: none"> <li>(a) make an important visual contribution to local character and amenity</li> <li>(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</li> <li>(c) provide an important habitat for native fauna.</li> </ul>	DTS/DPF 1.1 None are applicable.	
PO 1.2 Significant trees are retained where they: <ul style="list-style-type: none"> <li>(a) make an important contribution to the character or amenity of the local area</li> <li>(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</li> <li>(c) represent an important habitat for native fauna</li> <li>(d) are part of a wildlife corridor of a remnant area of native vegetation</li> <li>(e) are important to the maintenance of biodiversity in the local environment and / or</li> <li>(f) form a notable visual element to the landscape of the local area.</li> </ul>	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"> <li>(a) tree damaging activity is only undertaken to:               <ul style="list-style-type: none"> <li>(i) remove a diseased tree where its life expectancy is short</li> <li>(ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like</li> <li>(iii) rectify or prevent extensive damage to a building of value as comprising any of the following:                   <ul style="list-style-type: none"> <li>A. a Local Heritage Place</li> <li>B. a State Heritage Place</li> <li>C. a substantial building of value</li> </ul> </li> </ul> <p>and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity</p> <li>(iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire</li> <li>(v) treat disease or otherwise in the general interests of the health of the tree and / or</li> <li>(vi) maintain the aesthetic appearance and</li> </li></ul>	DTS/DPF 1.3 None are applicable.	

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<p>structural integrity of the tree</p> <p>(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.</p>	
<p>PO 1.4</p> <p>A tree-damaging activity in connection with other development satisfies all the following:</p> <p>(a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible</p> <p>(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.</p>	<p>DTS/DPF 1.4</p> <p>None are applicable.</p>
<p>Ground work affecting trees</p>	
<p>PO 2.1</p> <p>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.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>Land Division</p>	
<p>PO 3.1</p> <p>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.</p>	<p>DTS/DPF 3.1</p> <p>Land division where:</p> <p>(a) there are no regulated or significant trees located within or adjacent to the plan of division</p> <p>or</p> <p>(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.</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

**Part 4 - General Development Policies**

**Advertisements**

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**Assessment Provisions (AP)**

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.

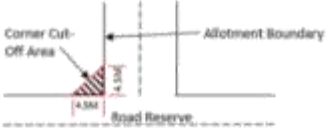
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Appearance	
<p>PO 1.1</p> <p>Advertisements are compatible and integrated with the design of the building and/or land they are located on.</p>	<p>DTS/DPF 1.1</p> <p>Advertisements attached to a building satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) are not located in a Neighbourhood-type zone</li> <li>(b) where they are flush with a wall:                             <ul style="list-style-type: none"> <li>(i) if located at canopy level, are in the form of a fascia sign</li> <li>(ii) if located above canopy level:                                     <ul style="list-style-type: none"> <li>A. do not have any part rising above parapet height</li> <li>B. are not attached to the roof of the building</li> </ul> </li> </ul> </li> <li>(c) where they are not flush with a wall:                             <ul style="list-style-type: none"> <li>(i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure</li> <li>(ii) if attached to a two-storey building:                                     <ul style="list-style-type: none"> <li>A. has no part located above the finished floor level of the second storey of the building</li> <li>B. does not protrude beyond the outer limits of any verandah structure below</li> <li>C. does not have a sign face that exceeds 1m<sup>2</sup> per side.</li> </ul> </li> </ul> </li> <li>(d) if located below canopy level, are flush with a wall</li> <li>(e) if located at canopy level, are in the form of a fascia sign</li> <li>(f) if located above a canopy:                             <ul style="list-style-type: none"> <li>(i) are flush with a wall</li> <li>(ii) do not have any part rising above parapet height</li> <li>(iii) are not attached to the roof of the building.</li> </ul> </li> <li>(g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah</li> </ul>

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	<p>structure</p> <p>(h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building</p> <p>(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>
<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> <p>(a) concealed by the associated advertisement and decorative detailing</p> <p>or</p> <p>(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>
<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> <p>(a) achieves Advertisements DTS/DPF 1.1</p> <p>(b) are integrated with a bus shelter.</p>
<p>PO 1.5</p> <p>Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
Proliferation of Advertisements	
<p>PO 2.1</p> <p>Proliferation of advertisements is minimised to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 2.1</p> <p>No more than one freestanding advertisement is displayed per occupancy.</p>
<p>PO 2.2</p> <p>Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 2.2</p> <p>Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.</p>
<p>PO 2.3</p> <p>Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 2.3</p> <p>Advertisements satisfy all of the following:</p> <p>(a) are attached to a building</p> <p>(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</p> <p>(c) do not result in more than one sign per occupancy that is not flush with a wall.</p>
Advertising Content	
<p>PO 3.1</p>	<p>DTS/DPF 3.1</p>

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<p>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.</p>	<p>Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.</p>
<p>Amenity Impacts</p>	
<p>PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.</p>	<p>DTS/DPF 4.1 Advertisements do not incorporate any illumination.</p>
<p>Safety</p>	
<p>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.</p>	<p>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.</p>
<p>PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.</p>	<p>DTS/DPF 5.2 No advertisement illumination is proposed.</p>
<p>PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to drivers by:</p> <ul style="list-style-type: none"> <li>(a) being liable to interpretation by drivers as an official traffic sign or signal</li> <li>(b) obscuring or impairing drivers' view of official traffic signs or signals</li> <li>(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.</li> </ul>	<p>DTS/DPF 5.3 Advertisements satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) are not located in a public road or rail reserve</li> <li>(b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram</li> </ul> 
<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>DTS/DPF 5.5 Where the advertisement or advertising hoarding is:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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</li> <li>(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:</li> </ul>

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	<ul style="list-style-type: none"> <li>(a) 110 km/h road - 14m</li> <li>(b) 100 km/h road - 13m</li> <li>(c) 90 km/h road - 10m</li> <li>(d) 70 or 80 km/h road - 8.5m.</li> </ul>
<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"> <li>(a) is not illuminated</li> <li>(b) does not incorporate a moving or changing display or message</li> <li>(c) does not incorporate a flashing light(s).</li> </ul>

## Animal Keeping and Horse Keeping

## Assessment Provisions (AP)

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	
<p>PO 1.1</p> <p>Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or the amenity of the locality.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Animal keeping and horse keeping is located and managed to minimise the potential transmission of disease to other operations where animals are kept.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
Horse Keeping	
<p>PO 2.1</p> <p>Water from stable wash-down areas is directed to appropriate absorption areas and/or drainage pits to minimise pollution of land and water.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Stables, horse shelters or associated yards are sited appropriate</p>	<p>DTS/DPF 2.2</p> <p>Stables, horse shelters and associated yards are sited in</p>

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distances away from sensitive receivers and/or allotments in other ownership to avoid adverse impacts from dust, erosion and odour.	accordance with all of the following:  (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:  (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:  (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.

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**Aquaculture**

**Assessment Provisions (AP)**

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.

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	
<p>PO 1.1</p> <p>Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.</p>	<p>DTS/DPF 1.1</p> <p>Land-based aquaculture and associated components are located to satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) 200m or more from a sensitive receiver in other ownership</li> <li>(b) 500m or more from the boundary of a zone primarily intended to accommodate sensitive receivers.</li> </ul>
<p>PO 1.2</p> <p>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.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p> <p>Land-based aquaculture and associated components are sited and designed to prevent farmed species escaping and entering into any waters.</p>	<p>DTS/DPF 1.4</p> <p>None are applicable.</p>
<p>PO 1.5</p> <p>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.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>

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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 sediments and dissolve particulate wastes to prevent the build-up of waste that may cause environmental harm.	DTS/DPF 2.2 None are applicable.
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:  (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	DTS/DPF 2.6 None are applicable.



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coastal and marine environment.	
<p>PO 2.7</p> <p>Marine aquaculture is designed to be as unobtrusive as practicable by incorporating measures such as:</p> <ul style="list-style-type: none"> <li>(a) using feed hoppers painted in subdued colours and suspending them as close as possible to the surface of the water</li> <li>(b) positioning structures to protrude the minimum distance practicable above the surface of the water</li> <li>(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</li> <li>(d) positioning racks, floats and other farm structures in unobtrusive locations landward from the shoreline.</li> </ul>	<p>DTS/DPF 2.7</p> <p>None are applicable.</p>
<p>PO 2.8</p> <p>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.</p>	<p>DTS/DPF 2.8</p> <p>None are applicable.</p>
<p>PO 2.9</p> <p>Access, launching and maintenance facilities are developed as common user facilities and are co-located where practicable to mitigate adverse impacts on coastal areas.</p>	<p>DTS/DPF 2.9</p> <p>None are applicable.</p>
<p>PO 2.10</p> <p>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>.</p>	<p>DTS/DPF 2.10</p> <p>Marine aquaculture is located 1000m or more seaward of the boundary of any reserve under the <i>National Parks and Wildlife Act 1972</i>.</p>
<p>PO 2.11</p> <p>Onshore storage, cooling and processing facilities do not impair the coastline and its visual amenity by:</p> <ul style="list-style-type: none"> <li>(a) being sited, designed, landscaped and of a scale to reduce the overall bulk and appearance of buildings and complement the coastal landscape</li> <li>(b) making provision for appropriately sited and designed vehicular access arrangements, including using existing vehicular access arrangements as far as practicable</li> <li>(c) incorporating appropriate waste treatment and disposal.</li> </ul>	<p>DTS/DPF 2.11</p> <p>None are applicable.</p>
Navigation and Safety	
<p>PO 3.1</p> <p>Marine aquaculture sites are suitably marked to maintain navigational safety.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
<p>PO 3.2</p> <p>Marine aquaculture is sited to provide adequate separation between farms for safe navigation.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>

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Environmental Management	
<p>PO 4.1</p> <p>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.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p> <p>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.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
<p>PO 4.3</p> <p>Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.</p>	<p>DTS/DPF 4.3</p> <p>None are applicable.</p>
<p>PO 4.4</p> <p>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.</p>	<p>DTS/DPF 4.4</p> <p>None are applicable.</p>

**Beverage Production in Rural Areas**

**Assessment Provisions (AP)**

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	
<p>PO 1.1</p> <p>Beverage production activities are designed and sited to minimise odour impacts on rural amenity.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Beverage production activities are designed and sited to</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>

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minimise noise 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	DTS/DPF 3.3

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<p>Beverage production wastewater is not irrigated onto areas that pose an undue risk to the environment or amenity such as:</p> <ul style="list-style-type: none"> <li>(a) waterlogged areas</li> <li>(b) land within 50m of a creek, swamp or domestic or stock water bore</li> <li>(c) land subject to flooding</li> <li>(d) steeply sloping land</li> <li>(e) rocky or highly permeable soil overlaying an unconfined aquifer.</li> </ul>	<p>None are applicable.</p>
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**Bulk Handling and Storage Facilities**

**Assessment Provisions (AP)**

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	
<p>PO 1.1</p> <p>Bulk handling and storage facilities are sited and designed to minimise risks of adverse air quality and noise impacts on sensitive receivers.</p>	<p>DTS/DPF 1.1</p> <p>Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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</li> <li>(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</li> <li>(d) coal handling with:                             <ul style="list-style-type: none"> <li>a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more</li> </ul> </li> </ul>

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	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.
<b>Buffers and Landscaping</b>	
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.
<b>Access and Parking</b>	
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.
<b>Slipways, Wharves and Pontoons</b>	
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)**

<b>Desired Outcome</b>	
DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.

<b>Performance Outcome</b>	<b>Deemed-to-Satisfy Criteria / Designated Performance Feature</b>
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 to the effect that the proposal would not be contrary to

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	<p>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

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) durable - fit for purpose, adaptable and long lasting</li> <li>(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</li> <li>(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.</li> </ul>

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
<p>PO 1.1</p> <p>Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>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.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>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.</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p>	<p>DTS/DPF 1.4</p>

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<p>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:</p> <ul style="list-style-type: none"> <li>(a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces</li> <li>(b) screening rooftop plant and equipment from view</li> <li>(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.</li> </ul>	<p>Development does not incorporate any structures that protrude beyond the roofline.</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>
<b>Safety</b>	
<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>
<b>Landscaping</b>	
<p>PO 3.1</p> <p>Soft landscaping and tree planting is incorporated to:</p> <ul style="list-style-type: none"> <li>(a) minimise heat absorption and reflection</li> <li>(b) maximise shade and shelter</li> <li>(c) maximise stormwater infiltration</li> <li>(d) enhance the appearance of land and streetscapes</li> <li>(e) contribute to biodiversity.</li> </ul>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>

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PO 3.2 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.	DTS/DPF 3.2 None are applicable.
<b>Environmental Performance</b>	
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.
<b>Water Sensitive Design</b>	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting:  (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.	DTS/DPF 5.1 None are applicable.
<b>On-site Waste Treatment Systems</b>	
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:  (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.
<b>Carparking Appearance</b>	
PO 7.1 Development facing the street is designed to minimise the	DTS/DPF 7.1 None are applicable.



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negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as:	
<ul style="list-style-type: none"> <li>(a) limiting protrusion above finished ground level</li> <li>(b) screening through appropriate planting, fencing and mounding</li> <li>(c) limiting the width of openings and integrating them into the building structure.</li> </ul>	
PO 7.2 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 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 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.
<b>Earthworks and sloping land</b>	
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"> <li>(a) excavation exceeding a vertical height of 1m</li> <li>(b) filling exceeding a vertical height of 1m</li> <li>(c) a total combined excavation and filling vertical height of 2m or more.</li> </ul>
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"> <li>(a) do not have a gradient exceeding 25% (1-in-4) at any</li> </ul>

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	<p>point along the driveway</p> <p>(b) are constructed with an all-weather trafficable surface.</p>
<p>PO 8.3</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):</p> <p>(a) do not contribute to the instability of embankments and cuttings</p> <p>(b) provide level transition areas for the safe movement of people and goods to and from the development</p> <p>(c) are designed to integrate with the natural topography of the land.</p>	<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>
<p>PO 8.5</p> <p>Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.</p>	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>
<b>Fences and Walls</b>	
<p>PO 9.1</p> <p>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.</p>	<p>DTS/DPF 9.1</p> <p>None are applicable.</p>
<p>PO 9.2</p> <p>Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.</p>	<p>DTS/DPF 9.2</p> <p>A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.</p>
<b>Overlooking / Visual Privacy (in building 3 storeys or less)</b>	
<p>PO 10.1</p> <p>Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.</p>	<p>DTS/DPF 10.1</p> <p>Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following:</p> <p>(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</p> <p>(b) have sill heights greater than or equal to 1.5m above finished floor level</p> <p>(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.</p>
<p>PO 10.2</p> <p>Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of</p>	<p>DTS/DPF 10.2</p> <p>One of the following is satisfied:</p>

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adjoining residential uses.	<p>(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</p> <p>or</p> <p>(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:</p> <p>(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</p> <p>or</p> <p>(ii) 1.7m above finished floor level in all other cases</p>
All Residential development	
Front elevations and passive surveillance	
<p>PO 11.1</p> <p>Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 11.1</p> <p>Each dwelling with a frontage to a public street:</p> <p>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</p> <p>(b) has an aggregate window area of at least 2m<sup>2</sup> facing the primary street.</p>
<p>PO 11.2</p> <p>Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.</p>	<p>DTS/DPF 11.2</p> <p>Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.</p>
Outlook and amenity	
<p>PO 12.1</p> <p>Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 12.1</p> <p>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.</p>
<p>PO 12.2</p> <p>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.</p>	<p>DTS/DPF 12.2</p> <p>None are applicable.</p>
Ancillary Development	
<p>PO 13.1</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 13.1</p> <p>Ancillary buildings:</p> <p>(a) are ancillary to a dwelling erected on the same site</p> <p>(b) have a floor area not exceeding 60m<sup>2</sup></p> <p>(c) are not constructed, added to or altered so that any part is situated:</p> <p>(i) in front of any part of the building line of the dwelling to which it is ancillary</p> <p>or</p> <p>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has</p>

	<p style="text-align: center;">boundaries on two or more roads)</p> <p>(d) in the case of a garage or carport, the garage or carport:</p> <ul style="list-style-type: none"> <li>(i) is set back at least 5.5m from the boundary of the primary street</li> <li>(ii) when facing a primary street or secondary street, has a total door / opening not exceeding:             <ul style="list-style-type: none"> <li>A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser</li> <li>B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width</li> </ul> </li> </ul> <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"> <li>(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and</li> <li>(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</li> </ul> <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"> <li>(i) a total area as determined by the following table:</li> </ul> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="background-color: #003366; color: white;">Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m<sup>2</sup>)</th> <th style="background-color: #003366; color: white;">Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">&lt;150</td> <td style="text-align: center;">10%</td> </tr> <tr> <td style="text-align: center;">150-200</td> <td style="text-align: center;">15%</td> </tr> <tr> <td style="text-align: center;">201-450</td> <td style="text-align: center;">20%</td> </tr> </tbody> </table>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )	Minimum percentage of site	<150	10%	150-200	15%	201-450	20%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )	Minimum percentage of site								
<150	10%								
150-200	15%								
201-450	20%								

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		>450	25%
		(ii) the amount of existing soft landscaping prior to the development occurring.	
PO 13.2 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.	DTS/DPF 13.2 Ancillary buildings and structures do not result in: (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.		
PO 13.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa is positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.	DTS/DPF 13.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (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.		
<b>Garage appearance</b>			
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: (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.		
<b>Massing</b>			
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		
<b>Dwelling additions</b>			
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: (a) are not constructed, added to or altered so that any part is situated closer to a public street (b) do not result in: (i) excavation exceeding a vertical height of 1m (ii) filling exceeding a vertical height of 1m (iii) a total combined excavation and filling vertical		

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	<p>height of 2m or more</p> <ul style="list-style-type: none"> <li>(iv) less Private Open Space than specified in Design Table 1 - Private Open Space</li> <li>(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</li> <li>(vi) upper level windows facing side or rear boundaries unless:             <ul style="list-style-type: none"> <li>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</li> <li>B. have sill heights greater than or equal to 1.5m above finished floor level or</li> <li>C. incorporate screening to a height of 1.5m above finished floor level</li> </ul> </li> <li>(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"> <li>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</li> <li>B. 1.7m above finished floor level in all other cases.</li> </ul> </li> </ul>
<b>Private Open Space</b>	
<p>PO 17.1</p> <p>Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.</p>	<p>DTS/DPF 17.1</p> <p>Private open space is provided in accordance with Design Table 1 - Private Open Space.</p>
<b>Water Sensitive Design</b>	
<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"> <li>(a) 80 per cent reduction in average annual total suspended solids</li> <li>(b) 60 per cent reduction in average annual total phosphorus</li> <li>(c) 45 per cent reduction in average annual total nitrogen.</li> </ul>
<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</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"> <li>(a) maintains the pre-development peak flow rate from the</li> </ul>

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development does not increase the peak flows in downstream systems.	<p>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</p> <p>or</p> <p>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</p> <p>(b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.</p>
<b>Car parking, access and manoeuvrability</b>	
<p>PD 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> <p>(a) single width car parking spaces:</p> <p>(i) a minimum length of 5.4m per space</p> <p>(ii) a minimum width of 3.0m</p> <p>(iii) a minimum garage door width of 2.4m</p> <p>(b) double width car parking spaces (side by side):</p> <p>(i) a minimum length of 5.4m</p> <p>(ii) a minimum width of 5.4m</p> <p>(iii) minimum garage door width of 2.4m per space.</p>
<p>PD 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> <p>(a) a minimum length of 5.4m</p> <p>(b) a minimum width of 2.4m</p> <p>(c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m</p>
<p>PD 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>PD 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> <p>(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</p> <p>(b) where newly proposed:</p> <p>(i) is set back 6m or more from the tangent point of an intersection of 2 or more roads</p> <p>(ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing</p> <p>(iii) does not involve the removal, relocation or</p>

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		damage to of mature street trees, street furniture or utility infrastructure services.				
PO 19.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 19.5 Driveways are designed and sited so that:	<ul style="list-style-type: none"> <li>(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</li> <li>(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</li> <li>(c) if located to provide access from an alley, lane or right of way - the alley, land or right of way is at least 6.2m wide along the boundary of the allotment / site</li> </ul>				
PO 19.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 19.6 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"> <li>(a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</li> <li>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</li> <li>(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.</li> </ul>				
Waste storage						
PO 20.1 Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	DTS/DPF 20.1 None are applicable.					
Design of Transportable Dwellings						
PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b):	<ul style="list-style-type: none"> <li>(a) are not transportable or</li> <li>(b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.</li> </ul>				
Group dwelling, residential flat buildings and battle-axe development						
Amenity						
PO 22.1 Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.	DTS/DPF 22.1 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="width: 50%;">Number of bedrooms</th> <th style="width: 50%;">Minimum internal floor area</th> </tr> </thead> <tbody> <tr> <td style="height: 20px;"> </td> <td> </td> </tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area		
Number of bedrooms	Minimum internal floor area					



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	Studio	35m <sup>2</sup>
	1 bedroom	50m <sup>2</sup>
	2 bedroom	65m <sup>2</sup>
	3+ bedrooms	80m <sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> for every additional bedroom
PO 22.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 22.2 None are applicable.	
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.	
<b>Communal Open Space</b>		
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:  (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:  (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the	DTS/DPF 23.5 None are applicable.	

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(b) useable private open space of other dwellings in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	
<b>Carparking, access and manoeuvrability</b>	
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:  (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:  (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 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.
<b>Soft Landscaping</b>	
PO 25.1 Soft landscaping is provided between dwellings and common	DTS/DPF 25.1 Other than where located directly in front of a garage or a

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driveways to improve the outlook for occupants and appearance of common areas.	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).
<b>Site Facilities / Waste Storage</b>	
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:  (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	
<b>Siting and Configuration</b>	
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 restricted by the slope of the land.	DTS/DPF 27.1 None are applicable.
<b>Movement and Access</b>	
PO 28.1 Development is designed to support safe and convenient access and movement for residents by providing:	DTS/DPF 28.1 None are applicable.

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<ul style="list-style-type: none"> <li>(a) ground-level access or lifted access to all units</li> <li>(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</li> <li>(c) car parks with gradients no steeper than 1-in-40 and of sufficient area to provide for wheelchair manoeuvrability</li> <li>(d) kerb ramps at pedestrian crossing points.</li> </ul>	
<b>Communal Open Space</b>	
<p>PO 29.1</p> <p>Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.</p>	<p>DTS/DPF 29.1</p> <p>None are applicable.</p>
<p>PO 29.2</p> <p>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.</p>	<p>DTS/DPF 29.2</p> <p>None are applicable.</p>
<p>PO 29.3</p> <p>Communal open space is of sufficient size and dimensions to cater for group recreation.</p>	<p>DTS/DPF 29.3</p> <p>Communal open space incorporates a minimum dimension of 5 metres.</p>
<p>PO 29.4</p> <p>Communal open space is designed and sited to:</p> <ul style="list-style-type: none"> <li>(a) be conveniently accessed by the dwellings which it services</li> <li>(b) have regard to acoustic, safety, security and wind effects.</li> </ul>	<p>DTS/DPF 29.4</p> <p>None are applicable.</p>
<p>PO 29.5</p> <p>Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.</p>	<p>DTS/DPF 29.5</p> <p>None are applicable.</p>
<p>PO 29.6</p> <p>Communal open space is designed and sited to:</p> <ul style="list-style-type: none"> <li>(a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings</li> <li>(b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.</li> </ul>	<p>DTS/DPF 29.6</p> <p>None are applicable.</p>
<b>Site Facilities / Waste Storage</b>	
<p>PO 30.1</p> <p>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.</p>	<p>DTS/DPF 30.1</p> <p>None are applicable.</p>
<p>PO 30.2</p>	<p>DTS/DPF 30.2</p>

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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.	None are applicable.
PO 30.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 28.3 None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	DTS/DPF 30.4 None are applicable.
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	
<b>Water Sensitive Design</b>	
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.
<b>Wash-down and Waste Loading and Unloading</b>	
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	DTS/DPF 32.1 None are applicable.

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(ii)	coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or a holding tank and its subsequent removal off-site on a regular basis.
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Table 1 - Private Open Space

Dwelling Type	Minimum Rate
Dwelling (at ground level)	Total private open space area: (a) Site area <301m <sup>2</sup> : 24m <sup>2</sup> located behind the building line. (b) Site area ≥ 301m <sup>2</sup> : 60m <sup>2</sup> located behind the building line.  Minimum directly accessible from a living room: 16m <sup>2</sup> / with a minimum dimension 3m.
Dwelling (above ground level)	Studio (no separate bedroom): 4m <sup>2</sup> with a minimum dimension 1.8m  One bedroom: 8m <sup>2</sup> with a minimum dimension 2.1m  Two bedroom dwelling: 11m <sup>2</sup> with a minimum dimension 2.4m  Three + bedroom dwelling: 15m <sup>2</sup> 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: 16m <sup>2</sup> , 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 1	Development is: (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.

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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:  (a) positioning plant and equipment discretely, in unobtrusive locations as 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	DTS/DPF 2.2

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Development is designed to differentiate public, communal and private areas.	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.
<b>Landscaping</b>	
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.
<b>Environmental Performance</b>	
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.
<b>Water Sensitive Design</b>	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting:  (a) the quantity and quality of surface water and groundwater	DTS/DPF 5.1 None are applicable.



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<p>(b) the depth and directional flow of surface water and groundwater</p> <p>(c) the quality and function of natural springs.</p>	
<b>On-site Waste Treatment Systems</b>	
<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> <p>(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</p> <p>(b) use an area also used as a driveway</p> <p>(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.</p>
<b>Car parking appearance</b>	
<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 streetscapes through techniques such as:</p> <p>(a) limiting protrusion above finished ground level</p> <p>(b) screening through appropriate planting, fencing and mounding</p> <p>(c) limiting the width of openings and integrating them into the building structure.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
<p>PO 7.2</p> <p>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.</p>	<p>DTS/DPF 7.2</p> <p>None are applicable.</p>
<p>PO 7.3</p> <p>Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.</p>	<p>DTS/DPF 7.3</p> <p>None are applicable.</p>
<p>PO 7.4</p> <p>Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.</p>	<p>DTS/DPF 7.4</p> <p>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.</p>
<p>PO 7.5</p> <p>Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.</p>	<p>DTS/DPF 7.5</p> <p>Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of:</p> <p>(a) 1m along all public road frontages and allotment boundaries</p> <p>(b) 1m between double rows of car parking spaces.</p>
<p>PO 7.6</p>	<p>DTS/DPF 7.6</p>

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Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	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.
<b>Earthworks and sloping land</b>	
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:  (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.
<b>Fences and walls</b>	
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	DTS/DPF 9.2

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Landscaping is incorporated on the low side of retaining walls that are 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.
<b>Overlooking / Visual Privacy (low rise buildings)</b>	
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
<b>Site Facilities / Waste Storage (excluding low rise residential development)</b>	
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	DTS/DPF 11.5 None are applicable.

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storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	
All Development - Medium and High Rise	
<b>External Appearance</b>	
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 (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

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	(f) access to minimise the need for long access corridors 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.																								
<b>Landscaping</b>																									
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"> <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>&lt;300 m<sup>2</sup></td> <td>10 m<sup>2</sup></td> <td>1.5m</td> <td>1 small tree / 10 m<sup>2</sup></td> </tr> <tr> <td>300-1500 m<sup>2</sup></td> <td>7% site area</td> <td>3m</td> <td>1 medium tree / 30 m<sup>2</sup></td> </tr> <tr> <td>&gt;1500 m<sup>2</sup></td> <td>7% site area</td> <td>6m</td> <td>1 large or medium tree / 60 m<sup>2</sup></td> </tr> </tbody> </table> <p><b>Tree size and site area definitions</b></p> <table border="1"> <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 &gt;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 <sup>2</sup>	10 m <sup>2</sup>	1.5m	1 small tree / 10 m <sup>2</sup>	300-1500 m <sup>2</sup>	7% site area	3m	1 medium tree / 30 m <sup>2</sup>	>1500 m <sup>2</sup>	7% site area	6m	1 large or medium tree / 60 m <sup>2</sup>	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	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set																								

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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.	back at least 6m from a zone boundary in which a deep soil zone area is incorporated.
<b>Environmental</b>	
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:  (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.
<b>Car Parking</b>	
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:  (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.
<b>Overlooking/Visual Privacy</b>	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in	DTS/DPF 16.1 None are applicable.

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neighbourhood-type zones through measures such as:	
<ul style="list-style-type: none"> <li>(a) appropriate site layout and building orientation</li> <li>(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</li> <li>(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</li> <li>(d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.</li> </ul>	
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"> <li>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</li> <li>(b) has an aggregate window area of at least 2m<sup>2</sup> facing the primary street.</li> </ul>
PO 17.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 17.2 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.	DTS/DPF 19.1 Ancillary buildings: <ul style="list-style-type: none"> <li>(a) are ancillary to a dwelling erected on the same site</li> <li>(b) have a floor area not exceeding 60m<sup>2</sup></li> <li>(c) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> <li>(i) in front of any part of the building line of the dwelling to which it is ancillary</li> <li>or</li> <li>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</li> </ul> </li> </ul>

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	<p>(d) in the case of a garage or carport, the garage or carport:</p> <ul style="list-style-type: none"> <li>(i) is set back at least 5.5m from the boundary of the primary street</li> <li>(ii) when facing a primary street or secondary street, has a total door / opening not exceeding:             <ul style="list-style-type: none"> <li>A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser</li> <li>B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width</li> </ul> </li> </ul> <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"> <li>(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and</li> <li>(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</li> </ul> <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"> <li>(i) a total area as determined by the following table:</li> </ul> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m<sup>2</sup>)</th> <th>Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td>&lt;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>&gt;450</td> <td>25%</td> </tr> </tbody> </table>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )	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 <sup>2</sup> )	Minimum percentage of site										
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	(ii) the amount of existing soft landscaping prior to the development occurring.
PO 19.2 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.	DTS/DPF 19.2 Ancillary buildings and structures do not result in:  (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.
PO 19.3 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.	DTS/DPF 19.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:  (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.
Residential Development - Low Rise	
External appearance	
PO 20.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 20.1 Garages and carports facing a street:  (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 (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening width not exceeding 7m (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.
PO 20.2 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.	DTS/DPF 20.2 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:  (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation

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	<p>(f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm</p> <p>(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>										
<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>										
<b>Private Open Space</b>											
<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>										
<b>Landscaping</b>											
<p>PO 22.1</p> <p>Soft landscaping is incorporated into development to:</p> <ul style="list-style-type: none"> <li>(a) minimise heat absorption and reflection</li> <li>(b) contribute shade and shelter</li> <li>(c) provide for stormwater infiltration and biodiversity</li> <li>(d) enhance the appearance of land and streetscapes.</li> </ul>	<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"> <li>(a) a total area as determined by the following table: <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m<sup>2</sup>)</th> <th>Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td>&lt;150</td> <td>10%</td> </tr> <tr> <td>150-200</td> <td>15%</td> </tr> <tr> <td>&gt;200-450</td> <td>20%</td> </tr> <tr> <td>&gt;450</td> <td>25%</td> </tr> </tbody> </table> </li> <li>(b) at least 30% of any land between the primary street boundary and the primary building line.</li> </ul>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )	Minimum percentage of site	<150	10%	150-200	15%	>200-450	20%	>450	25%
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<b>Car parking, access and manoeuvrability</b>											
<p>PO 23.1</p> <p>Enclosed car parking spaces are of dimensions to be functional,</p>	<p>DTS/DPF 23.1</p> <p>Residential car parking spaces enclosed by fencing, walls or</p>										

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<p>accessible and convenient.</p>	<p>other structures have the following internal dimensions (separate from any waste storage area):</p> <ul style="list-style-type: none"> <li>(a) single width car parking spaces: <ul style="list-style-type: none"> <li>(i) a minimum length of 5.4m per space</li> <li>(ii) a minimum width of 3.0m</li> <li>(iii) a minimum garage door width of 2.4m</li> </ul> </li> <li>(b) double width car parking spaces (side by side): <ul style="list-style-type: none"> <li>(i) a minimum length of 5.4m</li> <li>(ii) a minimum width of 5.4m</li> <li>(iii) minimum garage door width of 2.4m per space.</li> </ul> </li> </ul>
<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"> <li>(a) a minimum length of 5.4m</li> <li>(b) a minimum width of 2.4m</li> <li>(c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.</li> </ul>
<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"> <li>(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</li> <li>(b) sites with a frontage to a public road greater than 10m: <ul style="list-style-type: none"> <li>(i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site;</li> <li>(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.</li> </ul> </li> </ul>
<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"> <li>(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</li> <li>(b) where newly proposed, is set back: <ul style="list-style-type: none"> <li>(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</li> <li>(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</li> <li>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</li> <li>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</li> </ul> </li> </ul>

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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:  (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:  (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:  (a) has a minimum area of 2m <sup>2</sup> 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	
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	DTS/DPF 26.1

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Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.	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.
<b>Private Open Space</b>	
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.
<b>Residential amenity in multi-level buildings</b>	
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 <sup>3</sup> (b) 1 bedroom dwelling / apartment: not less than 8m <sup>3</sup> (c) 2 bedroom dwelling / apartment: not less than 10m <sup>3</sup> (d) 3+ bedroom dwelling / apartment: not less than 12m <sup>3</sup> .
PO 28.5 Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a	DTS/DPF 28.5 Light wells:

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<p>reasonable living amenity is provided.</p>	<ul style="list-style-type: none"> <li>(a) are not used as the primary source of outlook for living rooms</li> <li>(b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms</li> <li>(c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.</li> </ul>				
<p>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.</p>	<p>DTS/DPF 28.6 None are applicable.</p>				
<p>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.</p>	<p>DTS/DPF 28.7 None are applicable.</p>				
<p><b>Dwelling Configuration</b></p>					
<p>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.</p>	<p>DTS/DPF 29.1 Buildings containing in excess of 10 dwellings provide at least one of each of the following:</p> <ul style="list-style-type: none"> <li>(a) studio (where there is no separate bedroom)</li> <li>(b) 1 bedroom dwelling / apartment with a floor area of at least 50m<sup>2</sup></li> <li>(c) 2 bedroom dwelling / apartment with a floor area of at least 65m<sup>2</sup></li> <li>(d) 3+ bedroom dwelling / apartment with a floor area of at least 80m<sup>2</sup>, and any dwelling over 3 bedrooms provides an additional 15m<sup>2</sup> for every additional bedroom.</li> </ul>				
<p>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.</p>	<p>DTS/DPF 29.2 None are applicable.</p>				
<p><b>Common Areas</b></p>					
<p>PO 30.1 The size of lifts, lobbies and corridors is sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.</p>	<p>DTS/DPF 30.1 Common corridor or circulation areas:</p> <ul style="list-style-type: none"> <li>(a) have a minimum ceiling height of 2.7m</li> <li>(b) provide access to no more than 8 dwellings</li> <li>(c) incorporate a wider section at apartment entries where the corridors exceed 12m in length from a core.</li> </ul>				
<p>Group Dwellings, Residential Flat Buildings and Battle axe Development</p>					
<p><b>Amenity</b></p>					
<p>PO 31.1 Dwellings are of a suitable size to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 31.1 Dwellings have a minimum internal floor area in accordance with the following table:</p> <table border="1" data-bbox="823 1771 1383 1839"> <thead> <tr> <th data-bbox="823 1771 1102 1816">Number of bedrooms</th> <th data-bbox="1102 1771 1383 1816">Minimum internal floor area</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area		
Number of bedrooms	Minimum internal floor area				

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	Studio	35m <sup>2</sup>
	1 bedroom	50m <sup>2</sup>
	2 bedroom	65m <sup>2</sup>
	3+ bedrooms	80m <sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> 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 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 31.3	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.
<b>Communal Open Space</b>		
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.

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Car parking, access and manoeuvrability	
<p>PO 33.1</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 33.1</p> <p>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:</p> <ul style="list-style-type: none"> <li>(a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number)</li> <li>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</li> <li>(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.</li> </ul>
<p>PO 33.2</p> <p>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.</p>	<p>DTS/DPF 33.2</p> <p>Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.</p>
<p>PO 33.3</p> <p>Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.</p>	<p>DTS/DPF 33.3</p> <p>Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:</p> <ul style="list-style-type: none"> <li>(a) have a minimum width of 3m</li> <li>(b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> <li>(i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street</li> <li>(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.</li> </ul> </li> </ul>
<p>PO 33.4</p> <p>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.</p>	<p>DTS/DPF 33.4</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 33.5</p> <p>Dwellings are adequately separated from common driveways and manoeuvring areas.</p>	<p>DTS/DPF 33.5</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>
Soft landscaping	
<p>PO 34.1</p> <p>Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.</p>	<p>DTS/DPF 34.1</p> <p>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.</p>
<p>PO 34.2</p> <p>Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.</p>	<p>DTS/DPF 34.2</p> <p>Battle-axe or common driveways satisfy (a) and (b):</p> <ul style="list-style-type: none"> <li>(a) are constructed of a minimum of 50% permeable or</li> </ul>



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	<p>porous material</p> <p>(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).</p>
Site Facilities / Waste Storage	
<p>PO 35.1</p> <p>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.</p>	<p>DTS/DPF 35.1</p> <p>None are applicable.</p>
<p>PO 35.2</p> <p>Provision is made for suitable external clothes drying facilities.</p>	<p>DTS/DPF 35.2</p> <p>None are applicable.</p>
<p>PO 35.3</p> <p>Provision is made for suitable household waste and recyclable material storage facilities which are:</p> <p>(a) located away, or screened, from public view, and</p> <p>(b) conveniently located in proximity to dwellings and the waste collection point.</p>	<p>DTS/DPF 35.3</p> <p>None are applicable.</p>
<p>PO 35.4</p> <p>Waste and recyclable material storage areas are located away from dwellings.</p>	<p>DTS/DPF 35.4</p> <p>Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.</p>
<p>PO 35.5</p> <p>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.</p>	<p>DTS/DPF 35.5</p> <p>None are applicable.</p>
<p>PO 35.6</p> <p>Services including gas and water meters are conveniently located and screened from public view.</p>	<p>DTS/DPF 35.6</p> <p>None are applicable.</p>
Water sensitive urban design	
<p>PO 36.1</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 36.1</p> <p>None are applicable.</p>
<p>PO 36.2</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 36.2</p> <p>None are applicable.</p>

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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	DTS/DPF 39.6

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Communal open space is designed and sited to:	None are applicable.
(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.	
Site Facilities / Waste Storage	
PO 40.1 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 40.1 None are applicable.
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

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	<ul style="list-style-type: none"> <li>(ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space</li> <li>(iii) common storage facilities at the rate of 8m<sup>3</sup> for every 2 dwellings or students</li> <li>(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</li> <li>(v) bicycle parking at the rate of one space for every 2 students.</li> </ul>
<p>PO 41.2</p> <p>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.</p>	<p>DTS/DPF 41.2</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"> <li>(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</li> <li>(b) paved with an impervious material to facilitate wastewater collection</li> <li>(c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area</li> <li>(d) are designed to drain wastewater to either: <ul style="list-style-type: none"> <li>(i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent</li> </ul> </li> </ul>	<p>DTS/DPF 43.1</p> <p>None are applicable.</p>

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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.	
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: <ul style="list-style-type: none"> <li>(a) existing utility infrastructure and services are capable of accommodating the development</li> <li>(b) the primary street can support access by emergency and regular service vehicles (such as waste collection)</li> <li>(c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems)</li> <li>(d) safety of pedestrians or vehicle movement is maintained</li> <li>(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.</li> </ul>	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 <sup>2</sup> : 24m <sup>2</sup> located behind the building line. (b) Site area ≥ 301m <sup>2</sup> : 60m <sup>2</sup> located behind the building line.  Minimum directly accessible from a living room: 16m <sup>2</sup> / 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 <sup>2</sup> , which may be uses 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 <sup>2</sup> / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m <sup>2</sup> / minimum dimension 1.8m
	One bedroom dwelling	8m <sup>2</sup> / minimum dimension 2.1m

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	Two bedroom dwelling	11 m <sup>2</sup> / minimum dimension 2.4m
	Three + bedroom dwelling	15 m <sup>2</sup> / minimum dimension 2.6m

## Forestry

## Assessment Provisions (AP)

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	DTS/DPF 2.1 None are applicable.

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lines (i.e. culverts, runoffs and constructed drains) integrated with natural drainage lines to minimise concentrated water flows onto or from plantation areas.										
<p>P0 2.2</p> <p>Appropriate siting, layout and design measures are adopted to minimise the impact of commercial forestry plantations on surface water resources.</p>	<p>DTS/DPF 2.2</p> <p>Commercial forestry plantations:</p> <ul style="list-style-type: none"> <li>(a) do not involve cultivation (excluding spot cultivation) in drainage lines</li> <li>(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)</li> <li>(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).</li> </ul>									
Fire Management										
<p>P0 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"> <li>(a) 7m or more wide external boundary firebreaks for plantations of 40ha or less</li> <li>(b) 10m or more wide external boundary firebreaks for plantations of between 40ha and 100ha</li> <li>(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.</li> </ul>									
<p>P0 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"> <li>(a) are incorporated within all firebreaks</li> <li>(b) are 7m or more wide with a vertical clearance of 4m or more</li> <li>(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</li> <li>(d) partition the plantation into units of 40ha or less in area.</li> </ul>									
Power-line Clearances										
<p>P0 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 1559 1382 1839"> <thead> <tr> <th data-bbox="823 1559 1043 1715">Voltage of transmission line</th> <th data-bbox="1043 1559 1150 1715">Tower or Pole</th> <th data-bbox="1150 1559 1382 1715">Minimum horizontal clearance distance between plantings and transmission lines</th> </tr> </thead> <tbody> <tr> <td data-bbox="823 1715 1043 1787">500 kV</td> <td data-bbox="1043 1715 1150 1787">Tower</td> <td data-bbox="1150 1715 1382 1787">38m</td> </tr> <tr> <td data-bbox="823 1787 1043 1839">275 kV</td> <td data-bbox="1043 1787 1150 1839">Tower</td> <td data-bbox="1150 1787 1382 1839">25m</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
Voltage of transmission line	Tower or Pole	Minimum horizontal clearance distance between plantings and transmission lines								
500 kV	Tower	38m								
275 kV	Tower	25m								

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	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 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).



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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: (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 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:  (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:  (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.

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Rear Boundary Setback	
<p>PO 7.1</p> <p>Buildings are set back from rear boundaries to provide:</p> <ul style="list-style-type: none"> <li>(a) separation between dwellings in a way that contributes to a suburban character</li> <li>(b) access to natural light and ventilation for neighbours</li> <li>(c) private open space</li> <li>(d) space for landscaping and vegetation.</li> </ul>	<p>DTS/DPF 7.1</p> <p>Dwellings are set back from the rear boundary:</p> <ul style="list-style-type: none"> <li>(a) 3m or more for the first building level</li> <li>(b) 5m or more for any subsequent building level.</li> </ul>
Buildings elevation design	
<p>PO 8.1</p> <p>Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.</p>	<p>DTS/DPF 8.1</p> <p>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>(a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line</li> <li>(b) a porch or portico projects at least 1m from the building elevation</li> <li>(c) a balcony projects from the building elevation</li> <li>(d) a verandah projects at least 1m from the building elevation</li> <li>(e) eaves of a minimum 400mm width extend along the width of the front elevation</li> <li>(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> <li>(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.</li> </ul>
<p>PO 8.2</p> <p>Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 8.2</p> <p>Each dwelling with a frontage to a public street:</p> <ul style="list-style-type: none"> <li>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</li> <li>(b) has an aggregate window area of at least 2m<sup>2</sup> facing the primary street</li> </ul>
<p>PO 8.3</p> <p>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</p>	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>
<p>PO 8.4</p> <p>Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.</p>	<p>DTS/DPF 8.4</p> <p>None are applicable.</p>
<p>PO 8.5</p> <p>Entrances to multi-storey buildings are:</p>	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>

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<p>(a) oriented towards the street</p> <p>(b) visible and easily identifiable from the street</p> <p>(c) designed to include a common mail box structure.</p>																
Outlook and amenity																
<p>PO 9.1</p> <p>Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 9.1</p> <p>A living room of a dwelling incorporates a window with an external outlook towards the street frontage or private open space.</p>															
<p>PO 9.2</p> <p>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.</p>	<p>DTS/DPF 9.2</p> <p>None are applicable.</p>															
Private Open Space																
<p>PO 10.1</p> <p>Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.</p>	<p>DTS/DPF 10.1</p> <p>Private open space is provided in accordance with the following table:</p> <table border="1" data-bbox="826 860 1390 1644"> <thead> <tr> <th data-bbox="826 860 994 981">Dwelling Type</th> <th data-bbox="994 860 1177 981">Dwelling / Site Configuration</th> <th data-bbox="1177 860 1390 981">Minimum Rate</th> </tr> </thead> <tbody> <tr> <td data-bbox="826 981 994 1249">Dwelling (at ground level)</td> <td data-bbox="994 981 1177 1249"></td> <td data-bbox="1177 981 1390 1249"> <p>Total area: 24m<sup>2</sup> located behind the building line</p> <p>Minimum adjacent to a living room: 16m<sup>2</sup> with a minimum dimension 3m</p> </td> </tr> <tr> <td data-bbox="826 1249 994 1644" rowspan="4">Dwelling (above ground level)</td> <td data-bbox="994 1249 1177 1346">Studio</td> <td data-bbox="1177 1249 1390 1346">4m<sup>2</sup> / minimum dimension 1.8m</td> </tr> <tr> <td data-bbox="994 1346 1177 1442">One bedroom dwelling</td> <td data-bbox="1177 1346 1390 1442">8m<sup>2</sup> / minimum dimension 2.1m</td> </tr> <tr> <td data-bbox="994 1442 1177 1538">Two bedroom dwelling</td> <td data-bbox="1177 1442 1390 1538">11m<sup>2</sup> / minimum dimension 2.4m</td> </tr> <tr> <td data-bbox="994 1538 1177 1644">Three + bedroom dwelling</td> <td data-bbox="1177 1538 1390 1644">15 m<sup>2</sup> / minimum dimension 2.6m</td> </tr> </tbody> </table>	Dwelling Type	Dwelling / Site Configuration	Minimum Rate	Dwelling (at ground level)		<p>Total area: 24m<sup>2</sup> located behind the building line</p> <p>Minimum adjacent to a living room: 16m<sup>2</sup> with a minimum dimension 3m</p>	Dwelling (above ground level)	Studio	4m <sup>2</sup> / minimum dimension 1.8m	One bedroom dwelling	8m <sup>2</sup> / minimum dimension 2.1m	Two bedroom dwelling	11m <sup>2</sup> / minimum dimension 2.4m	Three + bedroom dwelling	15 m <sup>2</sup> / minimum dimension 2.6m
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Dwelling (above ground level)	Studio	4m <sup>2</sup> / minimum dimension 1.8m														
	One bedroom dwelling	8m <sup>2</sup> / minimum dimension 2.1m														
	Two bedroom dwelling	11m <sup>2</sup> / minimum dimension 2.4m														
	Three + bedroom dwelling	15 m <sup>2</sup> / minimum dimension 2.6m														
<p>PO 10.2</p> <p>Private open space positioned to provide convenient access from internal living areas.</p>	<p>DTS/DPF 10.2</p> <p>At least 50% of the required area of private open space is accessible from a habitable room.</p>															
<p>PO 10.3</p>	<p>DTS/DPF 10.3</p>															

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<p>Private open space is positioned and designed to:</p> <ul style="list-style-type: none"> <li>(a) provide useable outdoor space that suits the needs of occupants;</li> <li>(b) take advantage of desirable orientation and vistas; and</li> <li>(c) adequately define public and private space.</li> </ul>	<p>None are applicable.</p>								
<p>Visual privacy</p>									
<p>PO 11.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.</p>	<p>DTS/DPF 11.1 Upper level windows facing side or rear boundaries shared with another residential allotment/site satisfy one of the following:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) have sill heights greater than or equal to 1.5m above finished floor level</li> <li>(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.</li> </ul>								
<p>PO 11.2 Development mitigates direct overlooking from upper level balconies and terraces to habitable rooms and private open space of adjoining residential uses.</p>	<p>DTS/DPF 11.2 One of the following is satisfied:</p> <ul style="list-style-type: none"> <li>(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</li> <li>or</li> <li>(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:                         <ul style="list-style-type: none"> <li>(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</li> <li>or</li> <li>(ii) 1.7m above finished floor level in all other cases</li> </ul> </li> </ul>								
<p>Landscaping</p>									
<p>PO 12.1 Soft landscaping is incorporated into development to:</p> <ul style="list-style-type: none"> <li>(a) minimise heat absorption and reflection</li> <li>(b) maximise shade and shelter</li> <li>(c) maximise stormwater infiltration and biodiversity</li> <li>(d) enhance the appearance of land and streetscapes.</li> </ul>	<p>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):</p> <ul style="list-style-type: none"> <li>(a) a total area as determined by the following table:</li> </ul> <table border="1" data-bbox="823 1653 1383 1832"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m<sup>2</sup>)</th> <th>Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td>&lt;150</td> <td>10%</td> </tr> <tr> <td>&lt;200</td> <td>15%</td> </tr> <tr> <td>200-450</td> <td>20%</td> </tr> </tbody> </table>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )	Minimum percentage of site	<150	10%	<200	15%	200-450	20%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )	Minimum percentage of site								
<150	10%								
<200	15%								
200-450	20%								

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	>450	25%
	(b) at least 30% of land between the road boundary and the building line.	
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):  (a) single parking spaces: (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): (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:  (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	DTS/DPF 14.5	

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Residential flat buildings provide dedicated areas for bicycle parking.	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:  (a) has a minimum area of 2m <sup>2</sup> 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:  (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 public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 17.2 Vehicle access to designated car parking spaces satisfy (a) or (b):  (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:  (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

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	<p>tree owner for a lesser distance</p> <p>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</p> <p>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</p>
<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> <p>(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</p> <p>(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.</p> <p>(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>
<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"> <li>1. minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</li> <li>2. Minimum car park length of 5.4m where a vehicle can enter or exit a space directly</li> <li>3. minimum car park length of 6m for an intermediate space located between two other parking spaces.</li> </ol>
<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> <p>(a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</p> <p>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</p> <p>(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>
<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 BB5 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>

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Storage	
PO 18.1 Dwellings are provided with sufficient and accessible space for storage to meet likely occupant needs.	DTS/DPF 18.1 Dwellings are provided with storage at the following rates and 50% or more of the storage volume is provided within the dwelling:  (a) studio: not less than 6m <sup>3</sup> (b) 1 bedroom dwelling / apartment: not less than 8m <sup>3</sup> (c) 2 bedroom dwelling / apartment: not less than 10m <sup>3</sup> (d) 3+ bedroom dwelling / apartment: not less than 12m <sup>3</sup> .
Earthworks	
PO 19.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 19.1 The development does not involve:  (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	
PO 20.1 Dwellings are provided with appropriate service connections and infrastructure.	DTS/DPF 20.1 The site and building:  (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	
PO 21.1 Land that is suitable for sensitive land uses to provide a safe environment.	DTS/DPF 21.1 Development satisfies (a), (b), (c) or (d):  (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: (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



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	<p>A. <u>site contamination</u> does not exist (or no longer exists) at the land or</p> <p>B. the land is suitable for the proposed use or range of uses (without the need for any further <u>remediation</u>) or</p> <p>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)</p> <p>and</p> <p>(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>).</p>
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**Infrastructure and Renewable Energy Facilities**

**Assessment Provisions (AP)**

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	DTS/DPF 2.1 None are applicable.

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<p>(excluding wind farms), energy storage facilities and ancillary development is minimised from townships, scenic routes and public roads by:</p> <ul style="list-style-type: none"> <li>(a) utilising features of the natural landscape to obscure views where practicable</li> <li>(b) siting development below ridgelines where practicable</li> <li>(c) avoiding visually sensitive and significant landscapes</li> <li>(d) using materials and finishes with low-reflectivity and colours that complement the surroundings</li> <li>(e) using existing vegetation to screen buildings</li> <li>(f) incorporating landscaping or landscaped mounding around the perimeter of a site and between adjacent allotments accommodating or zoned to primarily accommodate sensitive receivers.</li> </ul>	
<p>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.</p>	<p>DTS/DPF 2.2 None are applicable.</p>
<p>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.</p>	<p>DTS/DPF 2.3 None are applicable.</p>
Rehabilitation	
<p>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.</p>	<p>DTS/DPF 3.1 None are applicable.</p>
Hazard Management	
<p>PO 4.1 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 None are applicable.</p>
<p>PO 4.2 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 None are applicable.</p>

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PO 4.3 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.	DTS/DPF 4.3 None are applicable.
Electricity Infrastructure and Battery Storage Facilities	
PO 5.1 Electricity infrastructure is located to minimise visual impacts through techniques including:  (a) siting utilities and services: (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.	DTS/DPF 5.1 None are applicable.
PO 5.2 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.	DTS/DPF 5.2 None are applicable.
PO 5.3 Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.	DTS/DPF 5.3 None are applicable.
Telecommunication Facilities	
PO 6.1 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.	DTS/DPF 6.1 None are applicable.
PO 6.2 Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.	DTS/DPF 6.2 None are applicable.
PO 6.3 Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods:	DTS/DPF 6.3 None are applicable.

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<p>(a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose</p> <p>or all of the following:</p> <p>(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> <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"> <li>(i) Rural Settlement Zone</li> <li>(ii) Township Zone</li> <li>(iii) Rural Living Zone</li> <li>(iv) Rural Neighbourhood Zone</li> </ul> <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>

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PO 8.4 Wind turbine generators incorporate recognition systems or physical markers to minimise the risk to aircraft operations.	DTS/DPF 8.4 No Commonwealth air safety (CASA / ASA) or Defence requirement is applicable.																														
PO 8.5 Meteorological masts and guidewires are identifiable to aircraft through the use of colour bands, marker balls, high visibility sleeves or flashing strobes.	DTS/DPF 8.5 None are applicable.																														
Renewable Energy Facilities (Solar Power)																															
PO 9.1 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.	DTS/DPF 9.1 None are applicable.																														
PO 9.2 Ground mounted solar power facilities allow for movement of wildlife by:  (a) incorporating wildlife corridors and habitat refuges  (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.	DTS/DPF 9.2 None are applicable.																														
PO 9.3 Amenity impacts of solar power facilities are minimised through separation from conservation areas and sensitive receivers in other ownership.	DTS/DPF 9.3 Ground mounted solar power facilities are set back from land boundaries, conservation areas and relevant zones in accordance with the following criteria:  <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Generation Capacity</th> <th>Approximate size of array</th> <th>Setback from adjoining land boundary</th> <th>Setback from conservation areas</th> <th>Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones<sup>1</sup></th> </tr> </thead> <tbody> <tr> <td>50MW&gt;</td> <td>80ha+</td> <td>30m</td> <td>500m</td> <td>2km</td> </tr> <tr> <td>10MW&lt;50MW</td> <td>16ha&lt;80ha</td> <td>25m</td> <td>500m</td> <td>1.5km</td> </tr> <tr> <td>5MW&lt;10MW</td> <td>8ha to &lt;16ha</td> <td>20m</td> <td>500m</td> <td>1km</td> </tr> <tr> <td>1MW&lt;5MW</td> <td>1.6ha to &lt;8ha</td> <td>15m</td> <td>500m</td> <td>500m</td> </tr> <tr> <td>100kW&lt;1MW</td> <td>0.5ha&lt;1.6ha</td> <td>10m</td> <td>500m</td> <td>100m</td> </tr> </tbody> </table>	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 <sup>1</sup>	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
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 <sup>1</sup>																											
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																											

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	<100kW	<0.5ha	5m	500m	25m
	<p>Notes:</p> <p>1. Does not apply when the site of the proposed ground mounted solar power facility is located within one of these zones.</p>				
<p>PG 9.4</p> <p>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.</p>	<p>DTS/DPF 9.4</p> <p>None are applicable.</p>				
Hydropower / Pumped Hydropower Facilities					
<p>PO 10.1</p> <p>Hydropower / pumped hydropower facility storage is designed and operated to minimise the risk of storage dam failure.</p>	<p>DTS/DPF 10.1</p> <p>None are applicable.</p>				
<p>PO 10.2</p> <p>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.</p>	<p>DTS/DPF 10.2</p> <p>None are applicable.</p>				
<p>PO 10.3</p> <p>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.</p>	<p>DTS/DPF 10.3</p> <p>None are applicable.</p>				
Water Supply					
<p>PO 11.1</p> <p>Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.</p>	<p>DTS/DPF 11.1</p> <p>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.</p>				
<p>PO 11.2</p> <p>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.</p>	<p>DTS/DPF 11.2</p> <p>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:</p> <p>(a) exclusively for domestic use</p> <p>(b) connected to the roof drainage system of the dwelling.</p>				
Wastewater Services					
<p>PO 12.1</p>	<p>DTS/DPF 12.1</p>				

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<p>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:</p> <ul style="list-style-type: none"> <li>(a) it is wholly located and contained within the allotment of the development it will service</li> <li>(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</li> <li>(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.</li> </ul>	<p>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:</p> <ul style="list-style-type: none"> <li>(a) the system is wholly located and contained within the allotment of development it will service; and</li> <li>(b) the system will comply with the requirements of the South Australian Public Health Act 2011.</li> </ul>
<p>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.</p>	<p>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.</p>
<p>Temporary Facilities</p>	
<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>DTS/DPF 13.2 None are applicable.</p>

**Intensive Animal Husbandry and Dairies**

**Assessment Provisions (AP)**

<p><b>Desired Outcome</b></p>	
<p>DO 1</p>	<p>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.</p>

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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
Siting and Design	
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:  (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	DTS/DPF 3.1

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<p>To avoid environmental harm and adverse effects on water resources, intensive animal husbandry operations are appropriately set back from:</p> <ul style="list-style-type: none"> <li>(a) public water supply reservoirs</li> <li>(b) major watercourses (third order or higher stream)</li> <li>(c) any other watercourse, bore or well used for domestic or stock water supplies.</li> </ul>	<p>Intensive animal husbandry operations are set back:</p> <ul style="list-style-type: none"> <li>(a) 800m or more from a public water supply reservoir</li> <li>(b) 200m or more from a major watercourse (third order or higher stream)</li> <li>(c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.</li> </ul>
<p>PO 3.2</p> <p>Intensive animal husbandry operations and dairies incorporate appropriately designed effluent and run-off facilities that:</p> <ul style="list-style-type: none"> <li>(a) have sufficient capacity to hold effluent and runoff from the operations on site</li> <li>(b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.</li> </ul>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>

Interface between Land Uses

Assessment Provisions (AP)

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
General Land Use Compatibility	
<p>PO 1.1</p> <p>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.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>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.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
Hours of Operation	
<p>PO 2.1</p>	<p>DTS/DPF 2.1</p>

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<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> <p>(a) the nature of the development</p> <p>(b) measures to mitigate off-site impacts</p> <p>(c) the extent to which the development is desired in the zone</p> <p>(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>	<p>Development operating within the following hours:</p> <table border="1" data-bbox="825 241 1361 949"> <thead> <tr> <th>Class of Development</th> <th>Hours of operation</th> </tr> </thead> <tbody> <tr> <td>Consulting room</td> <td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td> </tr> <tr> <td>Office</td> <td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td> </tr> <tr> <td>Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</td> <td>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: (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: (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> <p>a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<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> <p>a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<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> <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. 35m<sup>2</sup> 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>DTS/DPF 3.3</p> <p>None are applicable.</p>								

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<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>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>DTS/DPF 4.5</p>

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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).	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 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" data-bbox="821 448 1364 705"> <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<sub>90,15min</sub>) in any octave band of the sound spectrum (LOCT10,15 &lt; LOCT90,15 + 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 <sub>90,15min</sub> ) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 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 <sub>90,15min</sub> ) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 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	DTS/DPF 7.1 None are applicable.				

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land uses as a result of reflective solar glare.	
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 and farming activities), including spray drift and noise and do not prejudice the continued operation of these activities.	DTS/DPF 9.1 None are applicable.
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:  (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

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	<p>the handling of these materials into or from vessels does not exceed 100 tonnes per day</p> <p>(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</p> <p>(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</p> <p>(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.</p>
<p>PO 9.6</p> <p>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.</p>	<p>DTS/DPF 9.6</p> <p>None are applicable.</p>
<p>PO 9.7</p> <p>Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.</p>	<p>DTS/DPF 9.7</p> <p>None are applicable.</p>
<p>Interface with Mines and Quarries (Rural and Remote Areas)</p>	
<p>PO 10.1</p> <p>Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.</p>	<p>DTS/DPF 10.1</p> <p>Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the <i>Mining Act 1971</i>.</p>

Land Division

Assessment Provisions (AP)

Desired Outcome	
<p>DO 1</p>	<p>Land division:</p> <ul style="list-style-type: none"> <li>(a) creates allotments with the appropriate dimensions and shape for their intended use</li> <li>(b) allows efficient provision of new infrastructure and the optimum use of underutilised infrastructure</li> <li>(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</li> <li>(d) facilitates solar access through allotment orientation</li> <li>(e) creates a compact urban form that supports active travel, walkability and the use of public transport</li> <li>(f) avoids areas of high natural hazard risk.</li> </ul>
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance

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Feature	
All land division	
Allotment configuration	
PO 1.1 Land division creates allotments suitable for their intended use.	DTS/DPF 1.1 Division of land satisfies (a) or (b):  (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.	DTS/DPF 1.2 None are applicable.
Design and Layout	
PO 2.1 Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.	DTS/DPF 2.1 None are applicable.
PO 2.2 Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.	DTS/DPF 2.2 None are applicable.
PO 2.3 Land division maximises the number of allotments that face public open space and public streets.	DTS/DPF 2.3 None are applicable.
PO 2.4 Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.	DTS/DPF 2.4 None are applicable.
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.	DTS/DPF 2.5 None are applicable.
PO 2.6 Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.	DTS/DPF 2.6 None are applicable.
PO 2.7 Land division results in legible street patterns connected to the surrounding street network.	DTS/DPF 2.7 None are applicable.

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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.
<b>Roads and Access</b>	
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.



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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 each allotment without risk to public health or the environment.	DTS/DPF 4.2 Each allotment can be connected to:  (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 or (b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.
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	

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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.
<b>Battle-Axe Development</b>	
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:  (a) has a minimum width of 4m or (b) where more than 3 allotments are proposed, a minimum width of 5.5m.
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)	
<b>Open Space</b>	
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	DTS/DPF 9.3

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Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.	None are applicable.
<b>Water Sensitive Design</b>	
<p>PO 10.1</p> <p>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.</p>	<p>DTS/DPF 10.1</p> <p>None are applicable.</p>
<p>PO 10.2</p> <p>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.</p>	<p>DTS/DPF 10.2</p> <p>None are applicable.</p>
<p>PO 10.3</p> <p>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.</p>	<p>DTS/DPF 10.3</p> <p>None are applicable.</p>
<b>Solar Orientation</b>	
<p>PO 11.1</p> <p>Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.</p>	<p>DTS/DPF 11.1</p> <p>None are applicable.</p>

**Marinas and On-Water Structures**

**Assessment Provisions (AP)**

<b>Desired Outcome</b>	
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)

<b>Performance Outcome</b>	<b>Deemed-to-Satisfy Criteria / Designated Performance</b>
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		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 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.

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	DTS/DPF 5.2 None are applicable.

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surveillance.	
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.
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	DTS/DPF 8.2

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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.	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	
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 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:  (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:  (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.

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**Resource Extraction****Assessment Provisions (AP)****Desired Outcome**

DO 1	Resource extraction activities are developed in a manner that minimises human and environmental impacts.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

<b>Performance Outcome</b>	<b>Deemed-to-Satisfy Criteria / Designated Performance Feature</b>
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.
PO 1.2 Resource extraction activities avoid damage to cultural sites or artefacts.	DTS/DPF 1.2 None are applicable.
Water Quality	
PO 2.1 Stormwater and/or wastewater from resource extraction activities is diverted into appropriately sized treatment and retention systems to enable reuse on site.	DTS/DPF 2.1 None are applicable.
Separation Treatments, Buffers and Landscaping	
PO 3.1 Resource extraction activities minimise adverse impacts upon sensitive receivers through incorporation of separation distances and/or mounding/vegetation.	DTS/DPF 3.1 None are applicable.
PO 3.2 Resource extraction activities are screened from view from adjacent land by perimeter landscaping and/or mounding.	DTS/DPF 3.2 None are applicable.

**Site Contamination**



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**Assessment Provisions (AP)**

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 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"> <li>(a) does not involve a change in the use of land</li> <li>(b) involves a change in the use of land that does not constitute a change to a more sensitive use</li> <li>(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)</li> <li>(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"> <li>(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"> <li>A. site contamination does not exist (or no longer exists) at the land</li> <li>or</li> <li>B. the land is suitable for the proposed use or range of uses (without the need for any further remediation)</li> <li>or</li> <li>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)</li> </ul> </li> <li>and</li> <li>(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).</li> </ul> </li> </ul>

**Tourism Development**

Item 8.1.1 - Attachment 4 - Extract of Planning and Design Code

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## Assessment Provisions (AP)

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:  (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.
PO 2.4 Perimeter landscaping is used to enhance the amenity of the locality.	DTS/DPF 2.4 None are applicable.

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PO 2.5 Amenity blocks (showers, toilets, laundry and kitchen facilities) are sufficient to serve the full occupancy of the development.	DTS/DPF 2.5 None are applicable.
PO 2.6 Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.	DTS/DPF 2.6 None are applicable.
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972	
PO 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).	DTS/DPF 3.1 None are applicable.
PO 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.	DTS/DPF 3.2 None are applicable.
PO 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.	DTS/DPF 3.3 None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings through:  (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.	DTS/DPF 3.4 None are applicable.

## Transport, Access and Parking

## Assessment Provisions (AP)

## Desired Outcome

DO 1

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	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.
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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
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

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	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 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.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (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: (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 3.6 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).	DTS/DPF 3.6 Driveways and access points: (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: (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.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is

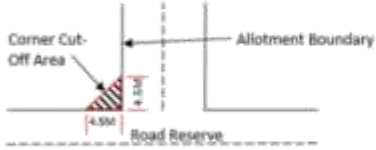
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	located within the following distance from a railway crossing:  (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.
Vehicle Parking Rates	
PO 5.1 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:  (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.	DTS/DPF 5.1 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:  (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	DTS/DPF 6.3 None are applicable.

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reduce the total extent of vehicle parking areas and access points.	
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 employees such as showers, changing facilities and	DTS/DPF 9.3 None are applicable.

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<p>secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.</p>	
<p>Corner Cut-Offs</p>	
<p>PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.</p>	<p>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:</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.
<b>Residential Development</b>	
<b>Detached Dwelling</b>	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.
<b>Group Dwelling</b>	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.
<b>Residential Flat Building</b>	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.
<b>Row Dwelling where vehicle access is from the primary street</b>	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.



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	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.
<b>Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)</b>	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.
<b>Semi-Detached Dwelling</b>	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.
<b>Aged / Supported Accommodation</b>	
<b>Retirement village</b>	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.
<b>Supported accommodation</b>	0.3 spaces per bed.
<b>Residential Development (Other)</b>	
<b>Ancillary accommodation</b>	No additional requirements beyond those associated with the main dwelling.
<b>Residential park</b>	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.
<b>Student accommodation</b>	0.3 spaces per bed.
<b>Workers' accommodation</b>	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
<b>Tourist</b>	
<b>Caravan park / tourist park</b>	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.
<b>Tourist accommodation</b>	1 car parking space per accommodation unit / guest room.
<b>Commercial Uses</b>	
<b>Auction room/ depot</b>	1 space per 100m <sup>2</sup> of building floor area plus an additional 2 spaces.

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<b>Automotive collision repair</b>	3 spaces per service bay.
<b>Call centre</b>	8 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Motor repair station</b>	3 spaces per service bay.
<b>Office</b>	4 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Retail fuel outlet</b>	3 spaces per 100m <sup>2</sup> gross leasable floor area.
<b>Service trade premises</b>	2.5 spaces per 100m <sup>2</sup> of gross leasable floor area 1 space per 100m <sup>2</sup> of outdoor area used for display purposes.
<b>Shop (no commercial kitchen)</b>	5.5 spaces per 100m <sup>2</sup> 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 100m <sup>2</sup> 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.
<b>Shop (in the form of a bulky goods outlet)</b>	2.5 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Shop (in the form of a restaurant or involving a commercial kitchen)</b>	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 100m <sup>2</sup> 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.
<b>Community and Civic Uses</b>	
<b>Childcare centre</b>	0.25 spaces per child
<b>Library</b>	4 spaces per 100m <sup>2</sup> of total floor area.
<b>Community facility</b>	10 spaces per 100m <sup>2</sup> of total floor area.
<b>Hall / meeting hall</b>	0.2 spaces per seat.
<b>Place of worship</b>	1 space for every 3 visitor seats.

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<b>Pre-school</b>	1 per employee plus 0.25 per child (drop off/pick up bays)
<b>Educational establishment</b>	<p>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.</p> <p>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.</p> <p>For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.</p>
<b>Health Related Uses</b>	
<b>Hospital</b>	<p>4.5 spaces per bed for a public hospital.</p> <p>1.5 spaces per bed for a private hospital.</p>
<b>Consulting room</b>	4 spaces per consulting room excluding ancillary facilities.
<b>Recreational and Entertainment Uses</b>	
<b>Cinema complex</b>	0.2 spaces per seat.
<b>Concert hall / theatre</b>	0.2 spaces per seat.
<b>Hotel</b>	1 space for every 2m <sup>2</sup> of total floor area in a public bar plus 1 space for every 6m <sup>2</sup> 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.
<b>Indoor recreation facility</b>	<p>6.5 spaces per 100m<sup>2</sup> of total floor area for a Fitness Centre</p> <p>4.5 spaces per 100m<sup>2</sup> of total floor area for all other Indoor recreation facilities.</p>
<b>Industry/Employment Uses</b>	
<b>Fuel depot</b>	<p>1.5 spaces per 100m<sup>2</sup> total floor area</p> <p>1 spaces per 100m<sup>2</sup> of outdoor area used for fuel depot activity purposes.</p>
<b>Industry</b>	1.5 spaces per 100m <sup>2</sup> of total floor area.
<b>Store</b>	0.5 spaces per 100m <sup>2</sup> of total floor area.
<b>Timber yard</b>	<p>1.5 spaces per 100m<sup>2</sup> of total floor area</p> <p>1 space per 100m<sup>2</sup> of outdoor area used for display purposes.</p>

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<b>Warehouse</b>	0.5 spaces per 100m <sup>2</sup> total floor area.
<b>Other Uses</b>	
<b>Funeral Parlour</b>	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
<b>Radio or Television Station</b>	5 spaces per 100m <sup>2</sup> 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	
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.			
<b>Development generally</b>			
<b>All classes of development</b>	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:  1 space for each dwelling with a total floor area less than 75 square metres  2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres  3 spaces for each dwelling with a total floor area greater than 150 square metres.  Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone

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Non-residential development			
<b>Non-residential development</b> excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	5 spaces per 100m <sup>2</sup> 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
<b>Non-residential development</b> excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	6 spaces per 100m <sup>2</sup> of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
<b>Tourist accommodation</b>	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	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
Residential development			
<b>Residential component of a multi-storey building</b>	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
<b>Residential flat building</b>	Dwelling with no separate bedroom -0.25 spaces per	None specified.	City Living Zone

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	dwelling	
	1 bedroom dwelling - 0.75 spaces per dwelling	Urban Activity Centre Zone
	2 bedroom dwelling - 1 space per dwelling	Urban Corridor (Boulevard) Zone
	3 or more bedroom dwelling - 1.25 spaces per dwelling	Urban Corridor (Business) Zone
	0.25 spaces per dwelling for visitor parking.	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><b>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</b></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<sup>(2)</sup></p> <p>(b) is within 400 metres of a bus interchange<sup>(1)</sup></p> <p>(c) is within 400 metres of an O-Bahn interchange<sup>(1)</sup></p> <p>(d) is within 400 metres of a passenger rail station<sup>(1)</sup></p> <p>(e) is within 400 metres of a passenger tram station<sup>(1)</sup></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 style="margin-left: 20px;">(i) City of Burnside</p> <p style="margin-left: 20px;">(ii) City of Marion</p> <p style="margin-left: 20px;">(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
	<p>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.</p>
<b>Consulting Room</b>	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.

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<b>Educational establishment</b>	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.
<b>Hospital</b>	1 space per 15 beds plus 1 space per 30 beds for visitors.
<b>Indoor recreation facility</b>	1 space per 4 employees plus 1 space per 200m <sup>2</sup> of gross leasable floor area for visitors.
<b>Licensed Premises</b>	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.
<b>Office</b>	1 space for every 200m <sup>2</sup> of gross leasable floor area plus 2 spaces plus 1 space per 1000m <sup>2</sup> of gross leasable floor area for visitors.
<b>Pre-school</b>	1 space per 20 full time employees plus 1 space per 40 full time children.
<b>Recreation area</b>	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.
<b>Residential flat building</b>	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.
<b>Residential component of a multi-storey building</b>	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.
<b>Shop</b>	1 space for every 300m <sup>2</sup> of gross leasable floor area plus 1 space for every 600m <sup>2</sup> of gross leasable floor area for customers.
<b>Tourist accommodation</b>	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.
<b>Schedule to Table 3</b>	
<b>Designated Area</b>	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	Metropolitan Adelaide

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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

**Waste Treatment and Management Facilities**

**Assessment Provisions (AP)**

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	DTS/DPF 2.1 None are applicable.



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(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.	
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:	DTS/DPF 2.3 None are applicable.
(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.	
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.
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.

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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	DTS/DPF 8.1 None are applicable.

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environmental health risks and protect water quality.	
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)**

<b>Desired Outcome</b>	
DO 1	Appropriately designed and located accommodation for seasonal and short-term workers in rural areas that minimises environmental and social impacts.

<b>Performance Outcome</b>	<b>Deemed-to-Satisfy Criteria / Designated Performance Feature</b>
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.



**INFORMATION  
ONLY  
ITEM**

8.2.1

**COUNCIL ASSESSMENT PANEL**

**DATE**

27 June 2023

**HEADING**

Status of Current Appeal Matters and Deferred Items

**AUTHOR**

Chris Zafiroopoulos, Assessment Manager, City Development

**SUMMARY**

The report provides an update on current appeal matters and deferred items.

**RECOMMENDATION**

That the Panel:

1. Receives the information.

**ATTACHMENTS**

There are no attachments to this report.

**1. REPORT**

*Applicant Appeal to Environment, Resources and Development Court, Development Holdings Pty Ltd v City of Salisbury Assessment Panel (ERD-23-000053) - Development Application 23002678*

**This ERD Court has scheduled a conference for 4 July 2023.**

Background

The Applicant appealed against the decision of the Panel on 28 May 2023 to refuse the development application for the *Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing* at 61 Stanford Road, Salisbury Heights. The grounds for the appeal are that *...Having regard to the circumstances and all of the provisions of the Planning and Design Code, the proposed development warranted planning consent.* Norman Waterhouse Lawyers have been engaged to represent the Panel at the ERD Court. The ERD Court has set a conference date for 4 July 2023.

*Applicant Appeal to Environment, Resources and Development Court, Tony Maiello (N27 Pty Ltd) v City of Salisbury (ERD-22-000014) - Development Application 361/1618/2020/2A*

**This appeal has been adjourned at the request of the appellant and is currently relisted before the Court for 29 August 2023.**

Background

The Applicant appealed against the decision of the Panel to refuse the development application. The applicant presented two alternative proposals in response to the decision of the Panel but the amendments have not addressed the concerns of the Panel. Kelledy Jones Lawyers have been engaged to act on behalf of the Panel before the ERD Court.

The applicant has requested an adjournment of the current proceedings in order to lodge a new application and for a decision to be made on this application. The new application has been made under the Planning and Design Code and is proposing two dwellings. This application has been refused planning consent by the Assessment Manager and an appeal has also been lodged against this decision.

The applicant has requested a further adjourned to await the outcome of a development application lodged over another site within the Council area before determining whether to proceed to trial in this appeal.

*Applicant Appeal to Environment, Resources and Development Court, Tony Maiello (N43 Pty Ltd) v City of Salisbury (ERD-23-000022) - Development Application 22031953*

**This appeal has been adjourned at the request of the appellant and is currently relisted before the Court for 30 June 2023.**

Background

The Applicant has appealed against the decision of the Panel to affirm the decision of the Assessment Manager to refuse the development application for the *Construction of Two (2) Single Storey Group Dwellings in Association with Four (4) Existing Single Storey Group Dwellings, Shared Driveway, Visitor Car Parking and Landscaping* at Unit 1-2, 30 Shepherdson Road, Parafield Gardens, SA 5107. The applicant requested that this matter be adjourned to enable the submission of a revised proposal.

The revised proposal has been submitted but not yet verified, as it is pending confirmation information from the applicant about the nature of the proposed development.