



### **NOTICE OF MEETING**

Notice is hereby given that the following meeting will be held in the Council Chambers of the Local Government Centre, 6 Dutton Road, Mount Barker on Wednesday 9 November 2022.

9.30am

Council Assessment Panel

A. Humphries

**ASSESSMENT MANAGER**

24 October 2022

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**MOUNT BARKER DISTRICT COUNCIL**

**COUNCIL ASSESSMENT PANEL**

**Wednesday 9 November 2022, 9.30 am**

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**1. APOLOGIES**

**2. CONFLICT OF INTEREST DECLARATION**

**3. CONFIRMATION OF MINUTES**

- 3.1. That the minutes of the meeting held on 21 September 2022 as circulated to members be confirmed as a true and accurate record of proceedings.

**4. BUSINESS DEFERRED**

Nil.

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## 5. REPORTS BY OFFICERS

### 5.1. DEVELOPMENT ACT APPLICATIONS

#### 5.1.1. NON-COMPLYING APPLICATIONS

##### 5.1.1.1 580/343/21 – NICK DUNCAN

<b>Development Number</b>	580/343/21
<b>Applicant</b>	Nick Duncan
<b>Subject Land</b>	2282 Mount Barker Road, Hahndorf
<b>Ward</b>	North Ward
<b>Nature of Development</b>	Additions to the Hahndorf Farm Barn Tourist Centre comprising the change in use of an existing outbuilding to be used in association with the Farm Barn operations (including open pergola and alterations and additions to the building) and the construction of six (6) tourist accommodation units (including decking) for up to 16 guests and ancillary car parking and infrastructure
<b>Lodgement Date</b>	24 February 2021
<b>Development Plan</b>	Consolidated 20 August 2020
<b>Zone</b>	Primary Production
<b>Policy Area</b>	Hahndorf Rural Activity Policy Area 24
<b>Relevant Authority</b>	Council Assessment Panel
<b>Categorisation</b>	Non-Complying
<b>Notification</b>	Category 3
<b>Representations</b>	Two (2)
<b>Persons to be heard</b>	One (1)
<b>Referrals - Statutory</b>	<ul style="list-style-type: none"> <li>• Commissioner of Highways</li> <li>• Environment Protection Authority</li> <li>• SA Country Fire Service</li> </ul>
<b>Referrals – Non-Statutory</b>	<ul style="list-style-type: none"> <li>• Council's Development Engineer</li> <li>• Council's Environmental Health Officers</li> </ul>
<b>Responsible Officer</b>	Michael Dickson – Senior Planner
<b>Recommendation</b>	Grant Planning Consent subject to reserved matters, conditions and notes

#### ATTACHMENT 1:

Application Documents

#### ATTACHMENT 2:

Site Photos

#### ATTACHMENT 3:

Representations

#### ATTACHMENT 4:

Response to Representations

#### ATTACHMENT 5:

Statutory Referral Responses

## 1. **PROPOSAL**

The proposal is best described as follows;

“Additions to the Hahndorf Farm Barn Tourist Centre comprising the change in use of an existing outbuilding to be used in association with the Farm Barn operations (including open pergola and alterations and additions to the building) and the construction of six (6) tourist accommodation units (including decking) for up to 16 guests and ancillary car parking and infrastructure”

The proposal comprises the following attributes;

- change in use of an existing outbuilding to be used in association with the Farm Barn operations as a ‘Farm Activity Shed’. This will supplement the existing small auditorium where the public can watch demonstrations of milking, shearing and have general interaction with the Farm Barn animals as a petting zoo. This also includes alterations and additions to the building to include toilet amenities, store room, an associated office and a bin enclosure area;
- the construction of six (6) tourist accommodation units comprising two (2) x two-bedroom units and four (4) x one-bedroom units providing accommodation for up to 16 guests. The units are grouped to form four separate buildings, all of which are single-storey and comprise Colorbond horizontal wall cladding in Basalt colour with rough-sawn cypress and dry stone feature detailing;
- car parking comprising 13 additional car parking spaces, accessed via the existing car parking area. Eight (8) car parking spaces are directly adjacent the proposed accommodation units and will be used solely by the accommodation guests. The other five (5) parking spaces are adjacent the existing outbuilding;
- additional water storage tanks for firefighting purposes and potable water use; and
- landscaping generally to the sides of the buildings.

The ‘Animal Nursery and Farm Barn Tourist Centre’ land use (**the Farm Barn**) was granted development approval in 1998 and continues to be in operation. This was developed in conjunction with the existing dwelling on the land.

The Farm Barn currently operates 10am-4pm, seven days per week. There is no change proposed to the current hours of operation of the Farm Barn.

No further advertising displays are proposed with the application.

The existing dwelling has recently been advertised for short-term accommodation as the land owner currently resides overseas. The question of whether or not this was a change in use to ‘tourist accommodation’ was raised and the applicant advised that the use has evolved whilst they have been living overseas and reserve the option of using this dwelling as their family home again if and when they return permanently to Australia. Supporting advice from Botten Levinson Lawyers suggests that the leasing of the dwelling on a short-term basis does not constitute a ‘change in use’ on the basis of Advisory Notice Building 04/16 (**Advisory Notice**) issued in March 2016 under the *Development Act 1993* by the Minister for Planning. The Advisory Notice states:

*“...a dwelling will remain a dwelling if it is occupied sporadically; let out during holiday periods to short-term occupants; let for short-term use; or if the owner lives overseas or interstate and uses it occasionally and then to relatively short periods. Unless development is undertaken to physically alter the dwelling such that it is no longer a dwelling, it remains a dwelling”.*

For the purposes of processing this application, and based on the information provided by the applicant, Council does not consider that there has been a “change in use” of the existing dwelling to a tourist accommodation use. Should a change in opinion, circumstances or operational nature occur in the future, then Council will reserve its right to pursue this further as a matter of compliance under the *Planning, Development and Infrastructure Act 2016*.

Refer to **Attachment One (1)** for plans and details of the proposed development.

## **2. SUBJECT LAND**

The subject land is formally identified as Lot 100 in Deposited Plan 27157 held in Certificate of Title Volume 5130 Folio 208, or otherwise known as 2282 Mount Barker Road, Hahndorf.

The land is irregular in shape with road frontages of 491 metres to Mount Barker Road, 61 metres to Nixon Road and has a total area of 9.065 hectares. Access is gained via Mount Barker Road which is a secondary arterial road under the control of the Department for Infrastructure and Transport.

The land contains an existing dwelling grouped with buildings, paddocks and car parking used in association with the Farm Barn. Existing Farm Barn activities include a petting zoo and demonstration shows.

The driveway and car parking areas are scattered with mature vegetation whilst the rest of the land is relatively clear and used for animal grazing.

The existing buildings are generally sited at the highest points of the site, which slopes down in a north-westerly direction. There is a dam located in the north-western corner of the land, and drainage lines/watercourses connecting this dam to adjoining property dams to the north-east and west.

Refer to **Attachment Two (2)** for site photos.

## **3. THE LOCALITY**

The subject land is wholly located within the Primary Production Zone and the Hahndorf Rural Activity Policy Area 24.

The locality contains a mix of land uses and allotment sizes. Land to the north and west are generally large land holdings comprising a dwelling and some form of agricultural land use such as grazing. To the south is the South-Eastern Freeway as well as a property that contains a dwelling and an operating poultry farm with associated buildings.

Land to the east is generally comprised of smaller rural-living type allotments containing a dwelling and a vast amount of vegetation.

Also to the east, adjoining the land, is Nixon’s Mill which is a State Heritage Place and was the first wind-powered mill in the Mount Barker area for grinding wheat that was established in the 1840s. Further to the south-east is the Windmill Hill Waste Transfer Station.

### 3.1. Subject Land



The site of the development is outlined blue.

### 3.2. Locality Map



The site of the development is outlined blue. Representor's land is identified by numbers (reflecting the representor numbers in Section 4.2.1).



### 3.3 Zone Map



**PPro** Primary Production Zone | **Lin** Light Industry Zone

### 3.4 Policy Area Map



**24** Hahndorf Rural Activity Policy Area 24 | **25** Prime Agriculture Policy Area 25 | **26** Rural Landscape Protection Policy Area 26

#### 4. **PROCEDURAL MATTERS**

##### 4.1. **Categorisation**

The land is located within the Primary Production Zone (**the Zone**), refer to Map MtB/3 of the Mount Barker District Council Development Plan. The application lodgement fees were paid on 24 February 2021, and therefore the relevant version of the Development Plan is that consolidated 20 August 2020.

Within the Zone, tourist accommodation is listed as a non-complying kind of development:

*“Except where it is located in Watershed Areas 2 and 3 (shown on Overlay Maps – Mount Lofty Ranges Watershed Area) and both (a) and (b) applies:*

- (a) it achieves one of the following:*
  - (i) it is ancillary to and in association with primary production, a winery or agricultural industry, and neither (A), (B), or (C) of the following exists on the same allotment*
    - (A) a habitable dwelling*
    - (B) a valid planning authorisation to erect a dwelling*
    - (C) tourist accommodation building(s)*
  - (ii) it is located within an existing local or state heritage place*
  - (iii) it is located within Precinct 2 The Cedars*
- (b) it achieves either (i) or (ii) of the following:*
  - (i) it achieves all of the following:*
    - (A) it is located outside Precinct 2 The Cedars*
    - (B) no more than 10 people are accommodated overnight at any one time*
    - (C) it complies with Clause A*
    - (D) it does not store wastewater in holding tanks for off-site disposal*
  - (ii) it achieves all of the following:*
    - (A) it is within Precinct 2 The Cedars*
    - (B) it is connected to a sewer or Community Wastewater Management System.*

Clause A

- (a) it is not located in areas subject to inundation by a 1-in-100 year average recurrence interval flood event or sited on land fill which would interfere with the flow of such flood waters*
- (b) it is connected to an approved sewerage or common effluent disposal scheme or has an on-site waste water treatment and disposal method which complies with the relevant standards*
- (c) it does not have any part of a septic tank effluent drainage field or any other wastewater disposal area (eg irrigation area) located within 50 metres of a watercourse*
- (d) it does not have a wastewater disposal area located on any land with a slope greater than 1-in-5 (20 per cent) or depth to bedrock or seasonal or permanent watertable less than 1.2 metres*
- (e) it does not have a septic tank or any other wastewater treatment facility located on land likely to be inundated by a 1-in-10 year average recurrence interval flood event*
- (f) it is sited at least 25 metres from any watercourse, dam, lake, wetland, bore, well, artificial channel or public stormwater drain (whether or not temporarily dry).*

The land is within Watershed Area 3, contains a habitable building and the proposal seeks to accommodate more than 10 people overnight at any one time. The application is therefore determined to be a non-complying kind of development.

Pursuant to Regulation 17(1) of the *Development Regulations 2008* (**the Regulations**), the Applicant accompanied the application with a “Statement of Support”. Under delegated authority, Council

resolved to proceed with an assessment of the application pursuant to Regulation 17(3)(b) of the Regulations.

It is noted that the concurrence of the State Commission Assessment Panel (**SCAP**) is not required, should the Assessment Panel resolve to grant a planning consent, due to legislative changes to the Regulations on 15 May 2020, which removed the clauses requiring the concurrence from SCAP.

#### 4.2. Public Notification

The development application has been processed as a Category 3 development pursuant to Section 38(2)(c) of the *Development Act 1993* (**the Act**).

The application was advertised in accordance with Section 38(5) of the Act, with adjacent land owners notified in writing and a notice placed in the Courier newspaper on 11 May 2022 inviting the public to comment on the application within the required 10 business days.

##### 4.2.1. Representations

During the public notification period, two (2) representations were received. Of the representations received, both oppose the proposal and one (1) representor has indicated they would like to speak to their representation.

The representations are summarised below:

	<b>Representor/ Address</b>	<b>Summary of Issues</b>	<b>Request to be heard</b>
1	Denis Lang 48 Nixon Road, Hahndorf	<u>Oppose the proposal</u> <ul style="list-style-type: none"><li>Proximity of soakage beds to property boundary and bore</li><li>Tourist development within 500m of an existing intensive poultry farm</li></ul>	No
2	Sheila Saville 11 Leonard Road, Hahndorf	<u>Oppose the proposal</u> <ul style="list-style-type: none"><li>Current dwelling operates as a bed and breakfast therefore there will be accommodation for up to 26 guests at any one time</li><li>Water quality impacts of wastewater disposal system</li><li>Insufficient car parking for existing development</li><li>Access to Nixon's Mill</li><li>Visual impact of the accommodation units</li><li>Stormwater management</li></ul>	Yes

Refer to **Attachment three (3)** for a copy of the representations received.

##### 4.2.2. Response to Representations

The Applicant has provided a written response to the representations received.

Refer to **Attachment four (4)** for a copy of the applicant's response to the representations.

## **5. REFERRALS – STATUTORY**

### **5.1 Department for Infrastructure and Transport (DIT) for the Commissioner of Highways**

As the proposed development changes the nature of movement through an existing access to a secondary arterial road (Mount Barker Road), a referral to DIT was undertaken pursuant to Schedule 8, Part 2, Item 3 of the *Development Regulations 2008*. Council must have regard to the response.

DIT adopted the assessment of Phil Weaver & Associates, as provided by the applicant, in regards to traffic movements. They noted that the access to the site has restricted sightlines, however advised that the access is existing and appears to be operating satisfactorily with no significant pattern or frequency of crashes, and is therefore considered acceptable. DIT recommend that vegetation trimming/removal be undertaken to maximise sight lines at the access.

DIT advise that they support the proposed development and have recommended several conditions be attached if the development is granted planning consent.

### **5.2 Environment Protection Authority (EPA)**

As the proposal is for a non-complying kind of development within the Mount Lofty Ranges Water Protection Area which is not connected to a community wastewater management system, it is deemed an activity of environmental significance. A referral to the EPA was undertaken pursuant to Schedule 8, Part 2, Item 10(a) of the *Development Regulations 2008*.

The EPA advised that they are satisfied that the proposed wastewater system and stormwater management would likely have negligible detrimental impacts on water quality of the Mount Lofty Ranges Watershed.

The EPA do not oppose the proposed development and have directed several conditions and notes be attached if the development is granted planning consent.

### **5.3 SA Country Fire Service (CFS)**

As the proposed development includes tourist accommodation within a High Bushfire Risk Area, a referral to the CFS was undertaken pursuant to Schedule 8, Part 2, Item 18(b) of the *Development Regulations 2008*.

The CFS advised that they have no objection to proposal with respect to the access to the accommodation units, utilising the existing water supply for firefighting purposes (subject to the location of the outlet complying with their requirements) and to the management of vegetation on the land. They also recommend that a bushfire survival plan be in place.

The CFS do not oppose the proposed development and have directed several conditions and notes be attached if the development is granted planning consent.

Refer to **Attachment five (5)** for a copy of the statutory referral responses.

## **6. REFERRALS – NON-STATUTORY**

### **6.1. Council's Development Engineer**

Council's Development Engineer reviewed the applicant's traffic report, civil plans and stormwater management plan, and have provided the following comments with respect to access, parking and stormwater management:

#### Access & Parking

Access to the proposed site is via the existing Mount Barker Road access. This access has been considered as suitable by DIT.

The car park dimensions have been appropriately sized to support vehicle parking in accordance with AS2890.1. Conditions are recommended for car park grades to be in accordance with AS2890.1, and delineation of the disabled car parking space with bollard in the adjacent shared zone. The addition of wheel stops has also been recommended.

Waste collection and service vehicle movements are unchanged and will continue to manoeuvre through the site as per existing arrangements.

#### Stormwater Management

The Stormwater Management Plan has been updated to reflect the 10% and 1% AEP storm events. The proposed method of stormwater management is generally acceptable, however some further clarification is required. This level of detail is typical to be worked through in detailed design, so it is recommended that the following outstanding items form a reserved matter or condition:

- A rock swale is propose to intercept stormwater from the development and take it to a bio filtration basin before being discharged into the dam. The stormwater report states that where the swale grade is less than 4%, a vegetated swale can be used instead of a rock swale. Whilst this is referenced in the report, this should be clarified on the plan to show which extent of the swale will be vegetated and which extent will be rock-lined.
- Supporting calculations/evidence shall be provided that details the rock lined and vegetated swales are appropriately sized to convey the 1% AEP event flows. Additionally, the rock lining should be appropriately sized for these flows to prevent erosion within the swale.
- Detailed design of the bioretention system is required to be provided to Council specifying inlet/outlet structures, under surface drainage infrastructure and soil layers/material specifications, as well as calculations supporting the outlet orifice diameter nominated as well as which event this is restricting post development flows to.
- The report notes that "There is overflow from the vegetated basin in a 1% AEP storm event, however the 1% AEP proposed development flow rate is 50 L/s less than the existing development 1% AEP flow rate". Additional detail shall be provided for the overflow weir and downstream swale alignment to understand its construction, functionality and ability to safely convey the overflows.

#### Summary

Council's engineer has concluded the development would operate satisfactory and safely from an Engineering perspective. There are minor points of clarity regarding stormwater management that need to be resolved, however it is considered that there are appropriate solutions to these matters which can be addressed through recommended conditions/reserved matters should the application be granted planning consent.

## **6.2. Council's Environmental Health Officer**

The application was referred to Council's Environmental Health department to provide comments on the design of the on-site wastewater system, health requirements for the Farm Activity Shed, and any impact to the environment.

- Maxwell Consulting Pty Ltd have detailed a proposed Land Application System (LAS) for effluent disposal which is appropriate in areas where sewer and CWMS are unavailable to service the site. The methodology applied appears to be consistent with the requirements for LAS's under the Onsite Wastewater Code 2013 (the Code). The proposed site soil report and design will be assessed via an application for the on-site system to determine if it satisfies the requirements of the Code or if further information/modifications are required.
- As the application includes a new animal handling area, careful consideration is required to reduce the risk of illness associated with animal contact. The plans detail provisions for a handwashing trough to be included in the Farm Activity Shed. Any handwashing facilities should be designed in accordance with the SA Health Animal Contact Guidelines 2015 - SA Health Animal Contact Guidelines 2015. This will be assessed further through the application for the on-site system.
- The proposal specifies that the disposal area (sub-surface pressure dosed beds) is 6.5 metres from the nearest property boundary which satisfies the required 2.5 metres from allotment boundaries under the Code. Swales have also been incorporated into the design to direct any surface water away from the disposal area. In addition, the Maxwell Consulting Pty Ltd report specifies the disposal area is >50 metres from any water source used for agricultural or stock purposes. Provided the on-site wastewater system is well maintained, the risk to public, environment would be low.
- As stated in the EPA advice, the EPA is satisfied that the proposed wastewater system would likely have negligible detrimental impacts on water quality of the Mount Lofty Ranges Watershed. Conditions outlined by the EPA relating to wastewater would be included in the Council approval.

### Summary

Council's Environmental Health Officer is satisfied the development is likely to achieve relevant wastewater and health requirements and notes that the greater detail will be assessed in relevant environmental health application should planning consent be granted.

## **7. KEY ISSUES**

The following matters are considered pertinent in reaching a recommendation for the proposal:

- Land use
- Design, appearance and siting
- Transport, access and car parking
- Interface between Land Uses
- Hazards
- Heritage
- Earthworks
- Infrastructure

## 8. **ASSESSMENT**

### 8.1. **Land Use**

The following objectives and principles of development control (**PDC**) of the Zone and the Policy Area (**PA**) are considered most relevant in assessing the suitability of the proposal being sited within the zone:

**PA Objective 2** *Increased tourism and development that is compatible with primary production and the environmental attributes of the area*

**PA PDC 1** *The following forms of development are envisaged in the policy area:*

...

- *Small-scale tourist development in association with wineries, farms and local heritage places*

**PA PDC 3** *Commercial development should be limited to the handling, storage, packing or wholesaling of primary produce and tourism.*

**PA PDC 5** *Tourism, including accommodation should be small-scale (except within Precinct 2 The Cedars), and support the following:*

- (a) wineries*
- (b) farming, horticulture and on-site value-adding*
- (c) re-use, conservation and enhancement of State and Local heritage places.*

**PA PDC 6** *Ancillary land uses, such as tourist accommodation, should be of a size, scale and impact less than the existing farming or horticultural activities on the subject land.*

**Zone PDC 43** *Tourist accommodation **within the Mount Lofty Ranges Watershed** should only occur in Watershed Areas 2 and 3 (shown on Overlay maps – Mount Lofty Ranges Watershed Protection Area) where:*

- (a) it is ancillary to, associated with and on the same allotment as an farming/primary production use, agricultural industry or a winery, or*
- (b) it is located within an existing local or state heritage place, and*
- (c) no more than 10 guests are accommodated overnight at any one time, and it meets all of the following criteria:*
  - (i) it is located outside land inundated by a 1-100 year average recurrence interval flood event and not situated on land fill which would interfere with the flow of such flood waters*
  - (ii) it is connected to an approved sewerage or community wastewater management system or has an on-site waste water treatment and disposal method which complies with the current South Australian on-site wastewater system standards*
  - (iii) any septic tank effluent drainage field or any other waste water disposal area (eg irrigation area) is located greater than 50 metres from a watercourse, dam, lake, bore, well, wetland, reservoir, artificial channel or public stormwater drain (whether or not temporarily dry)*
  - (iv) any waste water disposal area is located on land with a slope less than 1-in-5 (20 per cent ), or depth to bedrock or seasonal or permanent watertable greater than 1.2 metres*

- (v) any septic tank or any other waste water treatment facility is located on land outside of a 1-in-10 year average recurrence interval flood event*
- (vi) it is sited at least 50 metres from any watercourse, dam, lake, wetland, reservoir, artificial channel or public stormwater drain (whether or not temporarily dry).*

The proposal seeks to build upon the authorised use of the land by adding additional facilities to the Farm Barn to support the existing activities on the land. This includes converting an existing outbuilding to be used primarily as an additional auditorium for demonstration shows and petting zoo and the construction of tourist accommodation. Both of these aspects support Objective 2 of the Policy Area by increasing tourism and development that is compatible with primary production of the area and of the long-standing authorised use of the land. It also supports the continuation of the existing use in accordance with Policy Area PDC 1 for tourist development in association with farms.

A key aspect of the policies within the Policy Area is that they all generally speak towards “small-scale” tourism development. As previously advised, the Farm Barn Tourist Centre was granted development approval in 1997 and has been in continuous operation since. The applicant’s documents advise that a typical attendance on a good weekend can see up to a total of approximately 250 persons on Saturday or Sunday over the day. The policies that consider the “small-scale” nature of envisaged development need to be considered in the context of the existing activities and the authorised use of the land, and whether the proposal unreasonably increases the scale of the existing development and the associated impacts to the locality.

The scale of tourist accommodation anticipated within the Zone speaks towards up to 10 guests being accommodated overnight (within the Mount Lofty Ranges Watershed) and up to 20 guests (outside the Mount Lofty Ranges Watershed), which is reflected in Zone PDCs 43 and 44 respectively and the Zone’s non-complying development list. Having different scales of tourist accommodation whether the land is within or outside the Mount Lofty Ranges Watershed relates primarily to the method of wastewater disposal. It is therefore considered that the proposed scale of 16 overnight guests could be acceptable, and is contemplated in the policies for the Zone, providing that the development has a neutral or beneficial impact to water quality. In this regard, the EPA advised that they are satisfied that the proposed wastewater system and stormwater management would likely have negligible detrimental impacts on water quality of the Mount Lofty Ranges Watershed.

In the context of traffic movements alone, the applicant’s traffic engineer advises that the additional auditorium and petting zoo activities are “not anticipated to generate additional patronage or staffing, and therefore vehicular trip generation”. The proposed accommodation units are anticipated to generate approximately 18 daily vehicle trips including only 2 to 3 evening peak hour vehicle trips, which is considered to be negligible and would have minimal impact on the surrounding road network.

From a built form perspective, the proposed petting zoo will be contained within the existing outbuilding structure, with a minor addition to the northern side. The tourist accommodation units are grouped together, clustered with the existing Farm Barn buildings, and are single-storey buildings. These are considered to be small in scale in their own right.

It is considered that the proposal is generally in accordance with development that is envisaged within the Zone and Policy Area, noting that the Farm Barn is an existing authorised land use, and the scale of the proposal is relatively minor in the context of the existing operations.



## 8.2. Design, appearance and siting

The following objectives and principles of development control (**PDC**) of the Zone, Policy Area (**PA**) and the Design and Appearance (**D&A**) general section are considered relevant in assessing the design, appearance and siting of the proposed development:

- Zone PDC 7** *Buildings should primarily be limited to farm buildings, agricultural industry building or a detached dwelling associated with primary production on the allotment, and residential outbuildings that are:*
- (a) grouped together on the allotment and set back from allotment boundaries to minimise the visual impact of buildings on the landscape as viewed from public roads*
  - (b) screened from public roads and adjacent land by existing vegetation or landscaped buffers*
  - (c) located where they will not interfere with the primary production role of the land.*
- PA PDC 10** *Buildings should be;*
- (a) sited and designed to respond to the local topography*
  - (b) adopt innovative design techniques*
  - (c) use traditional building materials indicative of the surrounding region.*
- D&A PDC 1** *The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.*
- D&A PDC 3** *Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:*
- (a) articulation*
  - (b) colour and detailing*
  - (c) small vertical and horizontal components*
  - (d) design and placing of windows*
  - (e) variations to facades.*
- D&A PDC 7** *The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare.*

The proposed Farm Activity Shed is contained within an existing outbuilding, with minor additions proposed to the northern side of the building for an office and toilet amenities.

The proposed accommodation units are grouped together and clustered with the existing built form on the land. The buildings are set back further from the road boundaries than the existing built form, approximately 160 metres from Mount Barker Road, which minimises the overall visual impact of the buildings (Zone PDC 7(a)). The siting of the buildings, being clustered with the existing Farm Barn buildings, will not unduly interfere with the grazing activities that occur on the land (Zone PDC 7(c)).

The additions to the proposed Farm Activity Shed are on a flatter portion of land that requires minimal earthworks. The accommodation units are stepped to respond to the topography of the land, and limit earthworks to 1 metre of fill (PA PDC 10(a)).

Both the Farm Activity Shed and proposed accommodation units are finished in dark grey corrugated wall sheeting and incorporate traditional building materials such as stone and timber as envisaged in Policy Area PDC 10(c). They both incorporate articulation in the facades with glazing, verandahs on the accommodation units and an open pergola on the Farm Activity Shed, and stepped building footprints (D&A PDC 3). The external finishes are low light reflective as envisaged in Design and Appearance PDC 7.

The design, appearance and siting of buildings are considered complimentary to the existing structures and rural and natural character of the locality.

### 8.3. Transport, Access and Car Parking

The following objectives and principles of development control (**PDC**) from the Transportation and Access module of the Development Plan are considered relevant in assessing the access and car parking aspects of the proposal.

- |                    |   |
|--------------------|---|
| <b>Objective 2</b> | <i>Development that:</i> <ul style="list-style-type: none"><li><i>(a) provides safe and efficient movement for all transport modes</i></li><li><i>(b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles</i></li><li><i>(c) provides off-street parking</i></li><li><i>(d) is appropriately located so that it supports and makes best use of existing transport facilities and networks</i></li><li><i>(e) provides convenient and safe access to public transport stops.</i></li></ul>   |
| <b>PDC 2</b>       | <i>Development should be integrated with existing transport networks, particularly major rail, road and public transport corridors as shown on Location Maps and Overlay Maps - Transport, and designed to minimise its potential impact on the functional performance of the transport network.</i>  |
| <b>PDC 8</b>       | <i>Development should provide safe and convenient access for all anticipated modes of transport.</i>  |
| <b>PDC 18</b>      | <i>Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated.</i>   |
| <b>PDC 39</b>      | <i>Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with Table MtB/2 - Off Street Vehicle Parking Requirements.</i>   |
| <b>PDC 42</b>      | <i>Vehicle parking areas should be sited and designed to:</i> <ul style="list-style-type: none"><li><i>(a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development</i></li><li><i>(b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network</i></li><li><i>(c) not inhibit safe and convenient traffic circulation</i></li><li><i>(d) result in minimal conflict between customer and service vehicles</i></li><li><i>(e) avoid the necessity to use public roads when moving from one part of a parking area to another</i></li><li><i>(f) minimise the number of vehicle access points onto public roads</i></li></ul> |

- (g) avoid the need for vehicles to reverse onto public roads*
- (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points*
- (i) not dominate the character and appearance of a site when viewed from public roads and spaces*
- (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas*
- (k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles*
- (l) where appropriate, provide for trolley collection areas.*

### Access

The proposal is accompanied by an assessment of the access and car parking demand by the Applicant's traffic engineer. The proposal will continue to utilise the existing access point to Mount Barker Road. It is advised that the proposed change of use of the outbuilding to a Farm Activity Shed is "not anticipated to generate additional patronage or staffing, and therefore vehicular trip generation". The proposed accommodation units are anticipated to generate approximately 18 daily vehicle trips including only 2 to 3 evening peak hour vehicle trips. The application was referred to DIT in relation to the change in the nature of movements through the existing access and they advised that although the existing access has restricted sightlines, it appears to be operating satisfactorily with no significant pattern or frequency of crashes, and is therefore considered acceptable.

### On-site car parking

In regards to on-site parking provision, the existing car park has 77 car parking spaces plus a dedicated bus parking area. From a car parking survey undertaken by the applicant in 2015, it was advised that the peak parking demand for the existing operation would be in the order of 72 car parking spaces, which is readily accommodated in the existing car park.

The proposal seeks to increase the operations of the Farm Barn by converting an existing outbuilding to a Farm Activity Shed (demonstration shows and petting zoo) and by adding six accommodation units. This is likely to lead to an increase in on-site car parking demand.

The proposal seeks to provide 13 additional car parking spaces, accessed via the existing car parking area. Eight (8) car parking spaces are directly adjacent the proposed accommodation units and the other five (5) parking spaces are adjacent the existing outbuilding.

*Table MtB/2 - Off Street Vehicle Parking Requirements* of the Development Plan identifies car parking requirements for tourist accommodation facilities of 1 space per guest room plus 1 space per employee. On this basis, it is considered that the proposed additional eight spaces adjacent to the six accommodation units (comprising eight bedrooms) would be appropriate for visitor parking demand. It is advised that there will be no additional staff required on-site as a result of the proposed tourist accommodation given that there is currently a manager permanently on-site.

In regards to additional car parking demand as a result of the change in use of the outbuilding for animal demonstrations and petting zoo activities, the applicant's traffic engineers advise that 'the

proposed minor alterations and additions to the shed associated with the existing Farm Barn are not anticipated to generate additional patronage or staffing requirements on site’.

On this basis, it is considered that the existing carpark, with the additional 13 car parking spaces, will adequately cater for the anticipated on-site car parking demand. The applicant has also proposed to delineate the existing car park with wheel-stops which will ensure that 77 vehicles can be accommodated within the existing car park. There is in any event scope for overflow parking within the adjoining paddock if on occasion the parking demand is higher than anticipated numbers.

Council’s Development Engineers have reviewed the proposed car parking and advise that the design and layout of the car park can meet relevant standards.

#### **8.4. Interface between Land Uses**

The following objectives and principles of development control (**PDC**) from the Interface between Land Uses module of the Development Plan are considered relevant in assessing the impact of the proposed development to adjoining land uses.

- |                    |  |
|--------------------|--|
| <b>Objective 1</b> | <i>Development located and designed to minimise adverse impact and conflict between land uses.</i>   |
| <b>Objective 2</b> | <i>Protect community health and amenity from adverse impacts of development.</i>   |
| <b>Objective 3</b> | <i>Protect desired land uses from the encroachment of incompatible development.</i>  |
| <b>PDC 1</b>       | <i>Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:</i><br><i>(a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants</i><br><i>(b) noise</i><br><i>(c) vibration</i><br><i>(d) electrical interference</i><br><i>(e) light spill</i><br><i>(f) glare</i><br><i>(g) hours of operation</i><br><i>(h) traffic impacts.</i> |
| <b>PDC 2</b>       | <i>Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.</i>   |
| <b>PDC 7</b>       | <i>Outdoor lighting should be designed and installed so that it does not overspill or intrude on sensitive land uses (e.g. residential) or detrimentally impact on road safety in the locality, so that it complies with relevant Australian Standards AS 4282-1997: Control of the obtrusive effects of outdoor lighting.</i>   |
| <b>PDC 8</b>       | <i>Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.</i>  |

The key potential impacts of the proposal are considered to be odour and air quality, noise, traffic, hours of operation, and light spill.

#### Odour and air quality

The proposed additional petting zoo activities are unlikely to result in an appreciable increase in odour over and above what currently occurs from the site, let alone for activities in the Primary Production Zone.

The key consideration in this regard is the siting of the proposed tourist accommodation units given that there is a small-scale poultry farm located on adjoining land, approximately 220 metres south-west of the buildings. The applicant provided an odour assessment which reviewed what an acceptable evaluation separation distance would be based on the operations of the poultry farm and the local topography. It was calculated that an acceptable separation distance between the poultry farm and a rural dwelling would be 240 metres, noting that some of the proposed accommodation units will be sited within this buffer.

In considering the potential receptor sensitivity of the proposed tourist accommodation, the odour assessment advises that it should be recognised that the accommodation is proposed at the Farm Barn with livestock and associated background odour present. That is, any guest staying at the Farm Barn should anticipate that there may be a degree of odour experienced. Also, since the buildings are proposed as short stay tourist accommodation and not as long-term dwellings, it may be reasonable to expect that if there were to be any odour complaints due to the poultry operations from guests/visitors, these would in the first instance be directed to Farm Barn and not Council as environmental nuisance complaints. It was however concluded that whilst there will be potential for odour from the poultry farm to be detectable at the proposed accommodation units, the frequency of this occurring is likely low. In consideration of the receptor sensitivity for the proposed tourist accommodation is not likely to be on par with expectations for township suburban residential areas and considering the farm stay equivalent context, the risk of odour nuisance is considered to be low.

#### Noise

Tourist accommodation is generally a benign activity that does not produce any discernible noise impact. The change of use of the outbuilding will expand the overall Farm Barn operation, but is unlikely to lead to an unreasonable level of noise impact over and above the existing activities on site. Nonetheless, the applicant has supplied an Environmental Noise Assessment (**ENA**) report. It concludes that *“based on the proposed site layout and operations, predicted noise levels have been demonstrated to meet the relevant assessment noise levels at all times”*.

#### Traffic

As advised by the applicant’s traffic engineer, the increase in traffic movements for the proposed development are considered to be minor and in the context of the existing operation, will have no appreciable impact to the road network.

#### Hours of operation

The Farm Barn currently operates 10am-4pm, seven days per week. There is no change proposed to the current hours of operation of the Farm Barn activities. The proposed tourist accommodation will effectively operate 24/7, however the arrival and departure of guests at the beginning and end of

their stays is likely to occur during the operating hours of the Farm Barn when there are staff on site. Some activity is likely to occur after hours, such as guests leaving/returning from tours and dinner etc. but this is unlikely to have a detrimental impact on the locality.

#### Light spill

The impact of light spill is not of concern given the siting of the accommodation units that are grouped with the existing buildings and sited away from nearby residences and the roadway. Additional light from the Farm Barn activities is not anticipated given the hours of operation are limited to daylight hours.

#### Summary

Upon review of the most relevant interface impacts, it is considered that the proposed development is located and designed to minimise adverse impact and conflict between land uses and to sufficiently protect desired (and existing) land uses in the locality and therefore achieving the relevant Interface between Land Use provisions.

### **8.5. Hazards**

The land is located within a High Bushfire Risk Area, and therefore the following Hazards provisions are considered relevant:

- |                    |  |
|--------------------|--|
| <b>Objective 3</b> | <i>Development located to minimise the threat and impact of bushfires on life and property.</i>  |
| <b>PDC 2</b>       | <i>Development located on land subject to hazards as shown on the Overlay Maps - Development Constraints should not occur unless it is sited, designed and undertaken with appropriate precautions being taken against the relevant hazards.</i>   |
| <b>PDC 9</b>       | <i>Development in a Bushfire Protection Area should be in accordance with those provisions of the Minister's Code: Undertaking development in Bushfire Protection Areas that are designated as mandatory for Development Plan Consent purposes.</i>  |
| <b>PDC 10</b>      | <i>Buildings and structures should be located away from areas that pose an unacceptable bushfire risk as a result of one or more of the following:</i><br><i>(a) vegetation cover comprising trees and/or shrubs</i><br><i>(b) poor access</i><br><i>(c) rugged terrain</i><br><i>(d) inability to provide an adequate building protection zone</i><br><i>(e) inability to provide an adequate supply of water for fire-fighting purposes.</i> |
| <b>PDC 11</b>      | <i>Residential, tourist accommodation and other habitable buildings should:</i><br><i>(a) be sited on the flatter portion of allotments and avoid steep slopes, especially upper slopes, narrow ridge crests and the tops of narrow gullies, and slopes with a northerly or westerly aspect</i><br><i>(b) be sited in areas with low bushfire hazard vegetation and set back at least 20 metres from existing hazardous vegetation</i>         |

- (c) have a dedicated and accessible water supply available at all times for fire fighting.*

The CFS have reviewed the proposal with respect to access, water supply and vegetation management. They have advised that they have no objection to the proposal regarding these matters, and have directed that a number of conditions be attached should a planning consent be granted.

The CFS have advised that the existing driveway access is acceptable but shall be upgraded where necessary to meet their requirements. Likewise they have advised that the use of the existing water tanks for bushfire fighting purposes may be suitable, or new water tanks will need to be installed, to also meet the CFS requirements. Ongoing management of vegetation to maintain an asset protection zone around the accommodation units is also a directed condition.

The CFS has also recommended that a bushfire survival plan be prepared and displayed for guests. This has been included as a note in the recommendation.

### **8.6. Heritage**

Nixon's Mill, located on the adjoining land at 6 Nixon Road, is a State Heritage Place. The following Heritage Places provisions are considered relevant:

**Objective 3**      *Conservation of the setting of State and Local Heritage Places.*

**PDC 7**      *Development that materially affects the context within which the heritage place is situated should be compatible with the heritage place. It is not necessary to replicate historic detailing, however design elements that should be compatible include, but are not limited to:*

- (a) scale and bulk*
- (b) width of frontage*
- (c) boundary setback patterns*
- (d) proportion and composition of design elements such as rooflines, openings, fenestration, fencing and landscaping*
- (e) colour and texture of external materials.*

The proposed tourist accommodation buildings are small-scale and sited over 100 metres downhill to the north-west of Nixon's Mill. The buildings are also grouped with the existing built form. It is considered that there is sufficient separation distance from the State Heritage Place that the proposal will not have a material affect on the setting of Nixon's Mill.

### **8.7. Earthworks**

The following Sloping Land provisions of the Development Plan are considered relevant to the assessment of earthworks:

**PDC 2**      *Development and associated driveways and access tracks, including related earthworks, should be sited, designed and undertaken in a manner that:*

- (a) minimises their visual impact*
- (b) reduces the bulk of the buildings and structures*
- (c) minimises the extent of cut and/or fill*

- (d) minimises the need for, and the height of, retaining walls*
- (e) does not cause or contribute to instability of any embankment or cutting*
- (f) avoids the silting of watercourses*
- (g) protects development and its surrounds from erosion caused by water run-off.*

**PDC 7**

*The cutting and/or filling of land should:*

- (a) only be undertaken in order to reduce the visual impact of buildings, including structures, or in order to construct water storage facilities for use on the allotment*
- (b) only be undertaken if the resultant slope can be stabilised to prevent erosion*
- (c) result in stable batter slopes which are covered with top soil and landscaped so as to preserve and enhance the natural character or assist in the re-establishment of the natural character of the area*
- (d) be kept to a minimum and be limited to a maximum depth or height no greater than 1.5 metres at any point relative to the natural ground level so as to preserve the natural form of the land and the native vegetation*

The proposed accommodation units include approximately 1 metre of fill and approximately 200mm of cut which accords with Sloping Land PDC 7(d). The earthworks will be appropriately battered and contained within the boundaries of the land. Minimal earthworks are required for the additional driveway and car parking spaces. It is considered that the development has been appropriately sited on a flatter portion of the land, and the accommodation units are proposed with stepped bench levels to respond to the natural slope of the land in order to minimise the extent of earthworks required.

## **8.8. Infrastructure**

Stormwater run-off from the proposed accommodation units and the existing outbuilding will be directed to water tanks. The water will be re-used for toilet flushing and irrigation of landscaping. Stormwater from the tank overflow and sealed surfaces (car park, driveway etc.) will be captured via a proposed vegetated swale and directed to a basin with biofiltration area for detention of stormwater and to improve water quality. Council's Development Engineer has reviewed the proposed stormwater management, including calculations, and advise that an appropriate stormwater solution can be achieved. The EPA were also satisfied with the proposed stormwater management and have directed conditions should the application be granted a planning consent.

All additional waste will be contained within bins located within the screened bin enclosure adjoining the existing outbuilding. Collection of waste will continue to be undertaken by a private contractor.

Wastewater can be appropriately managed via the proposed additional on-site wastewater system. There is an existing 8,000L septic system and soakage area which caters for the dwelling and existing Farm Barn operations. The proposal includes an additional 15,000L septic tank and soakage beds on the land. This will be located a minimum of 50 metres from any bore, well or watercourse in accordance with the requirements of SA Health's Onsite Wastewater Systems Code (2013), and is subject to a separate application for assessment by Council's Environmental Health Officers. They have reviewed the plans and advise that an on-site system, as detailed, can be accommodated on the land. The EPA also commented that the proposed wastewater system would likely have negligible detrimental impacts on water quality of the Mount Lofty Ranges Watershed. Conditions from the EPA have been directed should the application be granted a planning consent.



## **9. CONCLUSION**

The proposed conversion of the outbuilding to a Farm Activity shed for animal demonstration shows and petting zoo activities and the construction of tourist accommodation is considered an appropriate expansion to the existing Farm Barn operations and are a contemplated form of development within the Zone and the Hahndorf Rural Activity Policy Area.

Whilst the land is within the Mount Lofty Ranges Watershed where tourist accommodation is generally envisaged to accommodate up to 10 overnight guests, the provisions of the Zone do support up to 20 overnight guests outside the Mount Lofty Ranges Watershed. This is therefore considered to reflect the impacts associated with water quality rather than the general scale of development. In this respect, the application has been referred to the EPA who have advised they are satisfied that the proposed wastewater system and stormwater management would likely have negligible detrimental impacts on water quality of the Mount Lofty Ranges Watershed.

The proposed Farm Activity Shed is unlikely to generate additional traffic movements and the proposed tourist accommodation results in minor additional traffic movements given the existing operations. DIT are satisfied that the existing access is appropriate for the minimal increase in traffic movements. The proposal includes sufficient additional car parking spaces to accommodate the tourist accommodation as well as delineating the existing car park with wheel stops to maximise the efficiency of on-site car parking with reduced reliance on the overflow parking area.

The additional built form to the existing outbuilding is minor, as well as the scale of the proposed accommodation units. The built form is generally low-scale, clustered with the existing buildings on site and finished in appropriate materials to blend with the rural and natural rural surrounds.

The key interface impact for consideration is the impact of odour and air emissions from the nearby poultry farm. In this regard, it should be recognised that the accommodation is proposed at the Farm Barn with livestock where guests should expect a degree of associated background odour to be present. Whilst there will be potential for odour from the poultry farm to be detectable at the proposed accommodation units, the frequency of this occurring is likely low. It is therefore considered that the proposal is appropriately sited and will not impact the continuation of the existing poultry farm.

Bushfire hazards can be appropriately managed through the directed conditions from the CFS, including the implementation of a bushfire survival plan which is also recommended. The development can appropriately cater for stormwater, waste and wastewater.

Notwithstanding that the proposal is a non-complying form of development, it is considered that the land use is appropriate in the context of the Zone, Policy Area and the existing authorised land use. The non-complying trigger, with respect to the tourist accommodation and the impact to the Mount Lofty Ranges Watershed, has been appropriately considered by the EPA who advise that the proposal will have negligible detrimental impacts on water quality of the Mount Lofty Ranges Watershed.

Taking all relevant planning matters into consideration, the proposal sufficiently satisfies the applicable Development Plan provisions to warrant Planning Consent.

## **10. RECOMMENDATION**

It is recommended that the Council Assessment Panel resolves to:

DETERMINE that the proposed development is not seriously at variance with the policies in the Mount Barker (DC) Development Plan.

RESOLVE to GRANT Planning Consent to the application by Nick Duncan for the additions to the Hahndorf Farm Barn Tourist Centre comprising the change in use of an existing outbuilding to be used in association with the Farm Barn operations (including open pergola and alterations and additions to the building) and the construction of six (6) tourist accommodation units (including decking) for up to 16 guests and ancillary car parking and infrastructure at 2282 Mount Barker Road, Hahndorf in Development Application 580/343/21, subject to the following reserved matters, conditions and notes:

### **Reserved matters:**

1. Additional detail in the Stormwater Management Plan shall be provided to the satisfaction of Council to address the following matters:
  - A rock swale is propose to intercept stormwater from the development and take it to a biofiltration basin before being discharged into the dam. The stormwater report states that where the swale grade is less than 4%, a vegetated swale can be used instead of a rock swale. Whilst this is referenced in the report, this should be clarified on the plan to show which extent of the swale will be vegetated and which extent will be rock-lined.
  - Supporting calculations/evidence shall be provided that details the rock lined and vegetated swales are appropriately sized to convey the 1% AEP event flows. Additionally, the rock lining should be appropriately sized for these flows to prevent erosion within the swale.
  - Detailed design of the bioretention system is required to be provided to Council specifying inlet/outlet structures, under surface drainage infrastructure and soil layers/material specifications, as well as calculations supporting the outlet orifice diameter nominated as well as which event this is restricting post development flows to.
  - The report notes that “There is overflow from the vegetated basin in a 1% AEP storm event, however the 1% AEP proposed development flow rate is 50 L/s less than the existing development 1% AEP flow rate”. Additional detail shall be provided for the overflow weir and downstream swale alignment to understand its construction, functionality and ability to safely convey the overflows.

### **Council conditions:**

1. The development herein approved to be carried out in accordance with the stamped plans and details accompanying this application, except where amended by the following conditions, including:
  - Architectural plans by Holland Building Solutions, including: Locality Plan (Date: 25/02/2021), Part Site Plan (Date: 22/02/2022), Floor Plan (Date: June 2018), Elevations (Date: June 2018), Perspective (Date: June 2018), SHED Floor Plan (Date: 22/02/2022), SHED Elevations (Date: 22/02/2022), SHED Perspective (Date: 22/02/2022);
  - Siteworks and Drainage Plan by Highgrove Design (Job no: HG0626, Revision: C, Date: April 2022);
  - Statement of Effect by Peter Meline and Associates;

- Stormwater Management Plan by DBN Consulting Engineers Pty Ltd (Revision: 5 Date: 02/02/2022);
  - Traffic and Parking Assessment (File: 20-126, Date: 11/03/2022) and Response to Council RFI (File: 20-126, Date: 28/09/2022) by Phil Weaver and Associates;
  - Onsite Wastewater Management Report by Maxwell Consulting Engineers (Project no: ME1967, Version: B, Date: 01/09/2021);
  - Environmental Noise Assessment by Marshall Day Acoustics (Report no: Rp 001 R06 20190219, Revision: R06, Date: 08/11/2021);
  - Odour Assessment by SLR Consulting Australia (Reference: 650.30005-R01-v1.1, Date: 11/04/2022); and
  - Written correspondence from Naomi and Nick Duncan (Date: 06/10/2022).
2. All requirements in regard to the construction of driveways, carparks and access are to be met prior to operation of the development and maintained thereafter to the satisfaction of Council, including:
- All vehicle car parks, driveways, vehicle entry and manoeuvring areas must be designed, constructed, delineated with wheel stops, and maintained in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009), including being surfaced and drained to provide structural integrity and traction in both wet and dry conditions in accordance with accepted engineering standards, and shall be maintained in good condition at all times. The disabled parking spaces shall be signposted and a bollard installed in the shared area;
  - A turnaround area shall be provided (including signage or similar to preclude parking) for the car parking adjacent the tourist accommodation buildings to allow vehicles to turnaround and return to the main car park if there are no available parks;
  - Speed limit signage and WG-3 'children' warning signage shall be installed within the car parking areas and driveway to the tourist accommodation as recommended in the Traffic and Parking Assessment (File: 20-126, Date: 11/03/2022) by Phil Weaver and Associates; and
  - All car parks and traffic control devices shall be designed and constructed in accordance with AS 2890 – Off-Street Car parking, AS 1742 Manual of Uniform Traffic Control Devices and the Notice to Council (Part 1 and 2) under the Road Traffic Act 1961 from the Minister for Transport and Urban Planning (December 1999).
3. All requirements in regard to stormwater are to be met prior to operation of the development and maintained thereafter to the satisfaction of Council, including:
- Management of stormwater shall occur generally in accordance with the Stormwater Management Plan by DBN Consulting Engineers Pty Ltd (Revision: 5 Date: 02/02/2022); and
  - All stormwater captured by roofing materials and hard sealed paving areas shall be discharged in a controlled manner so it does not impact upon adjoining properties or, in the opinion of Council, has the potential to cause nuisance, soil erosion or destabilise adjoining land.
4. All service and delivery vehicles required to service the tourist accommodation shall occur outside of peak usage periods for the approved development.
5. All scarring or physical disturbances of the land surface during any excavation work shall be restricted to only that which is required for building work and/or access purposes. All resultant exposed faces shall be covered in topsoil and planted with suitable ground cover to the reasonable satisfaction of Council.

6. All landscaping and vegetation as detailed on the Part Site Plan (Date: 22/02/2022) by Holland Building Solutions shall be planted within three (3) months of operation of the development. The vegetation shall be nurtured and maintained in good health and condition at all times with any diseased or dying plants replaced to the reasonable satisfaction of the Council.
7. All external lighting of the site, including car parking areas, loading areas and buildings, shall be located, directed, shielded and of an intensity not exceeding lighting in adjacent public streets, so as not to cause nuisance or loss of amenity to any person beyond the site to the reasonable satisfaction of the Council.
8. Waste and rubbish shall not cause nuisance to nearby properties or detract from the amenity of the locality, to the reasonable satisfaction of Council, by:
  - Being appropriately contained, stored, managed and screened from public view to not cause odour impact, visual impact or unsanitary conditions; and
  - Bins stored within the designated enclosed/fenced area at all times except where removed for waste collection.
9. Effective soil erosion and drainage control measures shall be implemented during the construction of the development in accordance with this consent to:
  - prevent silt run-off from the land to adjoining properties, roads and drains;
  - control dust arising from the construction and other activities, so as not to, in the opinion of Council, be a nuisance to residents or occupiers on adjacent or nearby land;
  - ensure that soil or mud is not transferred onto the adjacent roadways by vehicles leaving the site;
  - ensure that all litter and building waste is contained on the subject site in a suitable bin or enclosure;
  - ensure that no sound is emitted from any device, plant or equipment or from any source or activity to become an unreasonable nuisance, in the opinion of Council, to the occupiers of adjacent land; and
  - ensure all disturbed land is managed to prevent silt runoff and dust.

**Commissioner of Highways conditions:**

10. All access to the development shall be gained via the existing access point on Mount Barker Road in accordance with the amended site plan produced by Holland Building Solutions, dated 22 February 2022.
11. All vehicles shall enter and exit the site in a forward direction. The access and all on-site vehicle manoeuvring areas shall remain clear of any impediments to vehicle movements.
12. Vegetation trimming/removal shall be undertaken on an ongoing basis to ensure that sight lines at the access are maximised.
13. All off-street car parking areas shall be designed in accordance with AS/NZS 2890.1 :2004 and AS/NZS 2890.6:2009.
14. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of the adjoining road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

**Environment Protection Authority conditions:**

15. The detailed design of the wastewater management system (including grease arrestor, septic tank, balance tank, alternating electronically controlled pumps, and pressure dosed soakage beds) must be established in accordance with the Onsite Wastewater Management Report prepared by Maxwell Consulting Engineers, dated 1 September 2021, and must ensure:
  - a. the soakage beds are located more than 50m from the nearest watercourse, dam or bore, more than 1.2m from the seasonal groundwater table, on a slope less than 20% and not in the 10% AEP flood zone
  - b. all surface water and runoff is diverted away from the soakage area
  - c. the wastewater management system is adequately maintained.
16. The detailed design of the stormwater management system (including vegetated and rock-lined swales, vegetated basin and biofiltration area) must be established in accordance with the treatment train specified in the Stormwater Management Plan, prepared by DBN Consulting Engineers, dated 2 February 2022 and must:
  - a. meet the following quality targets:
    - i. Suspended solids (SS) - 80% reduction of the typical urban annual load with no treatment
    - ii. Total phosphorus (TP) - 60% reduction of the typical urban annual load with no treatment
    - iii. Total nitrogen (TN) - 45% reduction of the typical urban annual load with no treatment
  - b. ensure runoff is maintained at pre development levels
  - c. ensure groundwater resources are not impacted
  - d. mitigate flood risk
  - e. ensure the stormwater management system is adequately maintained.
17. A Soil Erosion and Drainage Management Plan (SEDM) must be prepared prior to construction and implemented during the construction phase at the site. The SEDM must include measures to manage soil erosion and runoff during construction.

**Country Fire Service conditions:**

18. ACCESS TO HABITABLE BUILDINGS

Minister's Code 2009 "Undertaking development in Bushfire Protection Areas" (as amended October 2012) Part 2.3.3.1 describes the mandatory provision that 'Private' roads and driveways to buildings shall provide safe and convenient access/egress for large Bushfire fighting vehicles, where the furthest point to the building from the nearest public road is more than 30 metres.

SA CFS has no objection to utilising the existing access driveway as detailed on drawing named Part Site Plan, dated at last revision 22/02/2022 and upgraded, where necessary, to comply with the following conditions:

- Access to the building site shall be of all-weather construction, with a minimum formed road surface width of 3 metres and must allow forward entry and exit for large fire-fighting vehicles.
- The all-weather road shall allow fire-fighting vehicles to safely enter and exit the allotment in a forward direction by incorporating either –
  - i. A loop road around the building, OR
  - ii. A turning area with a minimum radius of 12.5 metres, OR
  - iii. A 'T' or 'Y' shaped turning area with a minimum formed length of 11 metres (for each 'leg') and minimum internal radii of 9.5 metres.
- Private access shall have minimum internal radii of 9.5 metres on all bends.

- Private access shall provide overhead clearances of not less than 4.0m horizontally and vertically between the driveway surface and overhanging branches or other obstructions, including buildings and/or structures.

19. WATER SUPPLY & ACCESS (to dedicated water supply)

Minister's Code 2009 "Undertaking development in Bushfire Protection Areas" (as amended October 2012) Part 2.3.4.1 requires a dedicated and accessible water supply to be made available at all times for fire-fighting.

Ministerial Building Standard MBS008 "Designated bushfire prone areas - additional requirements" July 2020, as published under the Planning, Development and Infrastructure Act 2016, provides the technical details of the dedicated water supply for bushfire fighting for the bushfire zone. The dedicated bushfire fighting water supply shall also incorporate the installation of a pumping system, pipe-work and fire-fighting hose(s) in accordance with MBS008.

The proposed location of dedicated fire water has not been detailed on drawings provided. SA CFS has no objection to the existing water supply (existing concrete tank) or proposed new water tanks being utilised as the dedicated supply, providing an outlet can be positioned to comply with the following conditions:

- The water supply outlet shall be easily accessible and clearly identifiable from the access way and at a distance of no greater than 60 metres from the furthest part of the proposed accommodation units.
- The dedicated water supply and its location should be identified with suitable signage (i.e. blue sign with white lettering "FIRE WATER").
- Access to the dedicated water supply shall be of all-weather construction, with a minimum formed road surface width of 3 metres.
- Provision shall be made adjacent to the water supply for a nominally level hardstand area (capable of supporting fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes) that is a distance equal to or less than 6 metres from the water supply outlet.
- SA CFS appliance's inlet is rear mounted; therefore the outlet/water storage shall be positioned so that the SA CFS appliance can easily connect to it rear facing.
- A gravity fed water supply outlet may be remotely located from the tank to provide adequate access.
- All non-metal water supply pipes for bushfire fighting purposes (other than flexible connections and hoses for fire-fighting) shall be buried below ground to a minimum depth of 300mm with no non-metal parts above ground level.
- All water supply pipes for draughting purposes shall be capable of withstanding the required pressure for draughting.
- Ideally a remote water supply outlet should be gravity fed, where this is not possible the following dimensions shall be considered as the maximum capability in any hydraulic design for draughting purposes:

The dedicated water supply outlet for draughting purposes shall not exceed 5 metres maximum vertical lift (calculated on the height of the hardstand surface to the lowest point of the storage) and no greater than 6 metres horizontal distance.

The suction outlet pipework from the tank shall be fitted with an in line non return valve of nominal internal diameter not less than that of the suction pipe and be located from the lowest point of extract from the tank. All fittings shall be installed to allow for easy maintenance.

Please note that where the water supply is an above-ground water tank, the tank (including any support structure) must be constructed of non-combustible material, such as concrete or metal.

## 20. VEGETATION MANAGEMENT

Minister's Code 2009 "Undertaking development in Bushfire Protection Areas" (as amended October 2012), Part 2.3.5 mandates that landscaping shall include Bushfire Protection features that will prevent or inhibit the spread of bushfires and minimise the risk to life and/or damage to buildings and property.

- A vegetation management zone (VMZ) shall be established and maintained within 20 metres of the habitable building (or to the property boundaries - whichever comes first) as follows:
  - i. The number of trees and understorey plants existing and to be established within the VMZ shall be maintained such that when considered overall a maximum coverage of 30% is attained, and so that the leaf area of shrubs is not continuous. Careful selection of the vegetation will permit the 'clumping' of shrubs where desirable, for diversity, and privacy and yet achieve the 'overall maximum coverage of 30%'.
  - ii. Reduction of vegetation shall be in accordance with SA Native Vegetation Act 1991 and SA Native Vegetation Regulations 2017.
  - iii. Trees and shrubs shall not be planted closer to the building(s) than the distance equivalent to their mature height.
  - iv. Trees and shrubs must not overhang the roofline of the building, touch walls, windows or other elements of the building.
  - v. Shrubs must not be planted under trees and must be separated by at least 1.5 times their mature height from the trees' lowest branches.
  - vi. Grasses within the zone shall be reduced to a maximum height of 10cm during the Fire Danger Season.
  - vii. No understorey vegetation shall be established within 2 metres of the habitable building (understorey is defined as plants and bushes up to 2 metres in height).
  - viii. Flammable objects such as plants, mulches and fences must not be located adjacent to vulnerable parts of the building such as windows, decks and eaves
  - ix. The VMZ shall be maintained to be free of accumulated dead vegetation.

### **Council notes:**

1. An On-site Wastewater Works Application, must be approved by Council prior to the commencement of building work for the approved development.
2. As the application includes a new animal handling area, careful consideration is required to reduce the risk of illness associated with animal contact. The plans detail provisions for a handwashing trough to be included in the Farm Activity Shed. Any handwashing facilities should be designed in accordance with the SA Health Animal Contact Guidelines 2015 - SA Health Animal Contact Guidelines 2015. This will be assessed further through the application for the on-site system.
3. The development shall operate generally in accordance with *Local Noise and Litter Control Act 2016*.
4. Signage has not been included in the application. Should advertising signage be proposed, a separate development approval must be granted unless the signage is excluded from the definition of development pursuant to the *Planning, Development and Infrastructure (General) Regulations 2017*.

5. If any works impact or require the usage of a public road, a hoarding permit may be required. For more information please refer to the 'Public Space Occupation (Hoarding)' permit information on Council's website at [www.mountbarker.sa.gov.au](http://www.mountbarker.sa.gov.au).
6. Any person proposing to undertake building work within the District of Mount Barker is reminded of their obligation to take all reasonable measures to protect Council infrastructure. Any incidental damage to the infrastructure - pipes, footpath, verge, street trees etc, must be reinstated to a standard acceptable to Council at the applicants' expense. If you have any queries please contact Council on 8391 7200.
7. No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.
8. The applicant has a right of appeal against the conditions which have been imposed on this Planning Consent. 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).
9. This consent or approval will lapse at the expiration of 2 years from its operative date, subject to the below or subject to an extension having been granted by the relevant authority.  
Where an approved development has been substantially commenced within 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).

**Environment Protection Authority notes:**

10. The applicant is reminded of its general environmental duty, as required by section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
11. EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>

**Country Fire Service notes:**

**12. TOURIST ACCOMMODATION - BUSH FIRE SURVIVAL PLAN**

CFS further recommends that the applicants prepare and display a BUSHFIRE SURVIVAL PLAN (BSP) designed specifically for the purpose of any guests that may be in residence during a bushfire event, especially during the Fire Danger Season. The BSP:

- a. should provide clear directions to persons that may be unfamiliar with the area/locality and unfamiliar with what protective actions they may need to take to protect their lives during a bushfire event, including when to take such protective actions; and
- b. should address the possibility that the owners may not be present at the time of the bushfire event; and



- c. should not expect guests to be involved in fire-fighting operations.

The SA CFS 'Bushfire Safety Guide For Business' document (refer to CFS website) should be utilised as a basis for information and the drafting of the (GUEST) BSP.

The applicant should consider reducing operating hours and restrictions on days of heightened bushfire danger and/or bushfire events and consider including any alterations to bookings and services offered due to actual or predicted conditions during the Fire Danger Season in any booking/refund policy.

- 13. Compliance with the fire protection requirements is not a guarantee the habitable building will not burn, but its intent is to provide a '*measure of protection*' from the approach, impact and passing of a bushfire.

14. BUILDING CONSIDERATIONS

Please refer to the NCC, relevant standards and state provisions for construction requirements and performance provisions.

15. COMMERCIAL BUILDING CONSIDERATIONS

For construction requirements and performance provisions, refer to the NCC "FIRE SAFETY" and Australian Standard TM3959 (AS3959) "Construction of Buildings in Bushfire Prone Areas", for the relevant provisions applicable to the classification of the building.

- 16. An officer of the SA Country Fire Service (SA CFS) Development Assessment Service, has assessed the proposed development site, allotment and adjoining areas.

The BAL rating for Tourist Accommodation Units 1 - 6 is determined to be BAL 12.5.

This BAL rating is conditional upon the establishment and maintenance of a 20m Vegetation Management Zone, in accordance with the vegetation management condition of consent placed on the planning consent with same application reference.

This report is considered relevant at the date of assessment with respect to the elevations detailed on proposed Site Plan, dated at last revision 22/02/2022, and shall not be considered as SA CFS endorsement of any subsequent development.

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# Development application form

Development Act 1993

PO BOX 54 MOUNT BARKER SA 5251 TELEPHONE: (08) 8391 7200 <a href="http://www.mountbarker.sa.gov.au">www.mountbarker.sa.gov.au</a>	OR 6 Dutton Road MOUNT BARKER FAX: (08) 8391 7299	<b>Office use only</b> <b>DEVELOPMENT NUMBER:</b>  580 /     /
--	---	---

Please use **BLOCK LETTERS** and Black or Blue ink so that photocopies can be made of your application

**PLEASE TICK AS REQUIRED**

Development Plan Consent ☒ Building Rules Consent ☐ Development Approval (both) ☐

**APPLICANT'S CONTACT DETAILS:**

Name: Nick Duncan Email: nick@growdental.com  
Postal Address: Co PO Box 1508 Mount Barker Phone: 0448395299

**OWNER'S CONTACT DETAILS:**

Name: Naomi Duncan Email: \_\_\_\_\_  
Postal Address: 2282 Mount Barker Rd Hahndorf Phone: \_\_\_\_\_

**BUILDER'S CONTACT DETAILS:**

Name: TBC Email: \_\_\_\_\_  
Postal Address: \_\_\_\_\_ Phone: \_\_\_\_\_

**CONTACT PERSON:**

Name: Peter Meline Email: petermeline@bigpond.com

**DESCRIPTION OF DEVELOPMENT:**

Proposed Development (e.g. Dwelling, Shop, Garage): Function centre and tourist accommodation  
Existing Use (e.g. Vacant, Dwelling, Grazing): "Farm Barn" tourist attraction

**LOCATION OF PROPOSED DEVELOPMENT:**

Assessment No: \_\_\_\_\_ Parcel No: \_\_\_\_\_  
House No: 2282 Lot / Section No: 100 Street: Mount Barker Rd  
Town: Hahndorf Volume: 5130 Folio: 208

**BUILDING RULES CLASSIFICATION SOUGHT:** 3 and 9b Present classification: 9b and 1a and 10a

If Class 5, 6, 7, 8 or 9 classification is sought, state the proposed number of employees: Male: \_\_\_\_\_ Female: \_\_\_\_\_


If Class 9a classification is sought, state the number of persons for whom accommodation is provided: \_\_\_\_\_

If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises: \_\_\_\_\_

Does either Schedule 21 (Activities of Environmental significance) or 22 (Activities of Major Environmental significance (EPA)) of the Development Regulations, 2008 apply? ☐ Yes ☐ No

**DEVELOPMENT COST (do not include shop fitout costs):** \$ 1,500,000

I acknowledge that copies of this application and supporting documents may be provided to interested persons in accordance with the Development Regulations, 2008.

SIGNATURE:  DATE: 23/02/2021  
Agent

**RELEVANT FEES, COPIES OF PLANS & COPIES OF ANY OTHER RELEVANT SUPPORTING DOCUMENTATION ARE DUE ON SUBMISSION OF THIS APPLICATION**



Product	Register Search Plus (CT 5130/208)
Date/Time	23/02/2021 01:51PM
Customer Reference	664PL
Order ID	20210223006983



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 5130 Folio 208

Parent Title(s)	CT 4356/305			
Creating Dealing(s)	CONVERTED TITLE			
Title Issued	06/07/1993	Edition	6	Edition Issued 07/02/2015

### Estate Type

FEE SIMPLE

### Registered Proprietor

NAOMI THERESE DUNCAN  
OF 2282 MOUNT BARKER ROAD HAHNDORF SA 5245

### Description of Land

ALLOTMENT 100 DEPOSITED PLAN 27157  
IN THE AREA NAMED HAHNDORF  
HUNDRED OF KUITPO

### Easements

NIL

### Schedule of Dealings

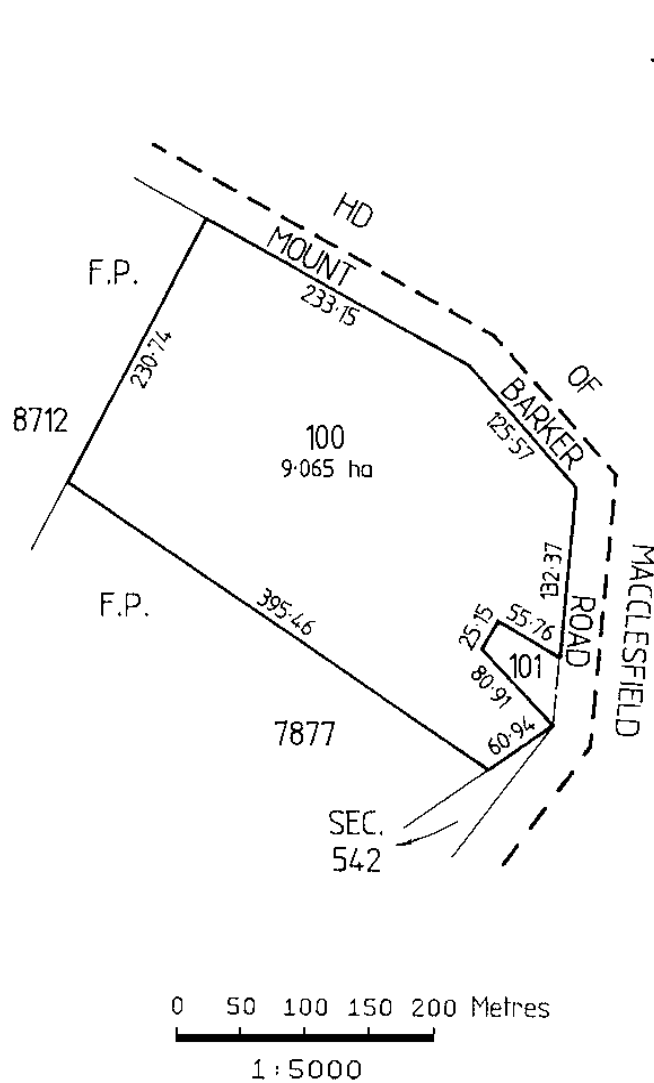
Dealing Number	Description
12261068	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

### Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



Product	Register Search Plus (CT 5130/208)
Date/Time	23/02/2021 01:51PM
Customer Reference	664PL
Order ID	20210223006983





**Product** Historical Search  
**Date/Time** 23/02/2021 01:51PM  
**Customer Reference** 664PL  
**Order ID** 20210223006983

## Certificate of Title

**Title Reference:** CT 5130/208  
**Status:** CURRENT  
**Parent Title(s):** CT 4356/305  
**Dealing(s) Creating Title:** CONVERTED TITLE  
**Title Issued:** 06/07/1993  
**Edition:** 6

## Dealings

Lodgement Date	Completion Date	Dealing Number	Dealing Type	Dealing Status	Details
12/01/2015	07/02/2015	12261068	MORTGAGE	REGISTERED	COMMONWEALTH BANK OF AUSTRALIA
12/01/2015	07/02/2015	12261067	TRANSFER	REGISTERED	NAOMI THERESE DUNCAN
12/01/2015	07/02/2015	12261066	DISCHARGE OF MORTGAGE	REGISTERED	12102808
21/03/2014	10/04/2014	12102808	MORTGAGE	REGISTERED	BENDIGO & ADELAIDE BANK LTD. (ACN: 068 049 178)
21/03/2014	10/04/2014	12102807	DISCHARGE OF MORTGAGE	REGISTERED	11457489
09/09/2010	23/09/2010	11457489	MORTGAGE	REGISTERED	WESTPAC BANKING CORPORATION
09/09/2010	23/09/2010	11457488	TRANSFER	REGISTERED	JASON CARTER, KATHERINE JANE CARTER
09/09/2010	23/09/2010	11457487	DISCHARGE OF MORTGAGE	REGISTERED	8585120
13/11/1998	30/11/1998	8585120	MORTGAGE	REGISTERED	ST. GEORGE BANK LTD. (ACN: 055 513 070)
13/11/1998	30/11/1998	8585119	DISCHARGE OF MORTGAGE	REGISTERED	7196313 7515556
10/06/1993	23/07/1993	7515556	MORTGAGE	REGISTERED	NATIONAL AUSTRALIA BANK LTD.
04/11/1991	27/11/1991	7196313	MORTGAGE	REGISTERED	



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e > danny@hollandbuildingsolutions.com  
w> www.hollandbuildingsolutions.com.au

CLIENT:  
N. & N. Duncan  
HAHNDORF FARM BARN  
2282 Mount Barker Rd. Hahndorf

PROJECT:  
PROPOSED NEW ACCOMMODATION & FUNCTION AREA

ISSUE: DATE:  
Planning Consent June 2018

DRAWN BY: SCALE:  
HBS -

DESCRIPTION:  
Locality Plan

DRAWING No. AMENDMENTS:  
Revision 1-Car Parking Layout 25/02/21

Figured dimensions shall take preference over scaled drawings.  
Contractors shall verify all dimensions prior to commencement.  
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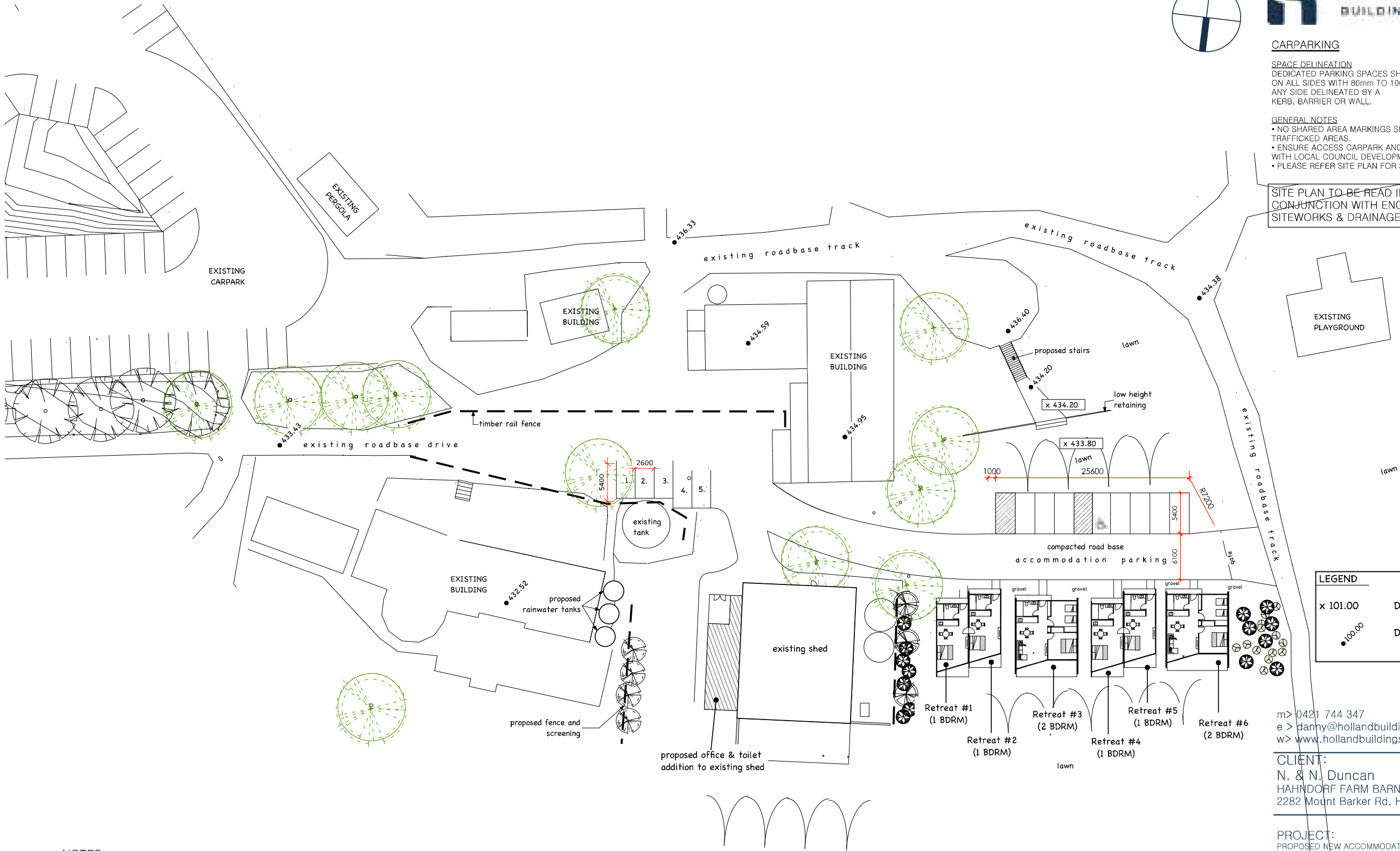


CARPARKING

SPACE DELINEATION  
DEDICATED PARKING SPACES SHALL BE VISIBLY OUTLINED ON ALL SIDES WITH 80mm TO 100mm PAVER EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.

GENERAL NOTES  
• NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.  
• ENSURE ACCESS CARPARK AND SHARED ZONE COMPLIES WITH LOCAL COUNCIL DEVELOPMENT GUIDELINES.  
• PLEASE REFER SITE PLAN FOR SETOUT DETAILS

SITE PLAN TO BE READ IN CONJUNCTION WITH ENGINEERING SITEWORKS & DRAINAGE PLAN



LEGEND	
x 101.00	Denotes proposed level
• 100.00	Denotes existing level

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2282 Mount Barker Rd, Hahndorf

PROJECT:  
PROPOSED NEW ACCOMMODATION & SHED CHANGE OF USE

ISSUE:  
Planning Consent

DATE:  
June 2018

DRAWN BY:  
HBS

SCALE:  
1 : 500

DESCRIPTION:  
Part Site Plan

DRAWING No. AMENDMENTS:

22/2/22

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NOTES

THIS PLAN MAY HAVE BEEN PREPARED FROM A COMBINATION OF FIELD SURVEY AND EXISTING RECORDS FOR THE PURPOSE OF SHOWING EXISTING SITE CONDITIONS AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

DRAWINGS SHOULD BE READ IN CONJUNCTION WITH LATEST COPIES OF THE 'CERTIFICATES OF TITLE' FOR ANY ADDITIONAL ENCUMBRANCES OR EASEMENTS LOCATED ON THE PROPERTY.

STORMWATER MANAGEMENT  
TO BE DIRECTED AWAY FROM BUILDING BY FALLS IN PAVING AND SURROUNDING GARDEN LEVELS

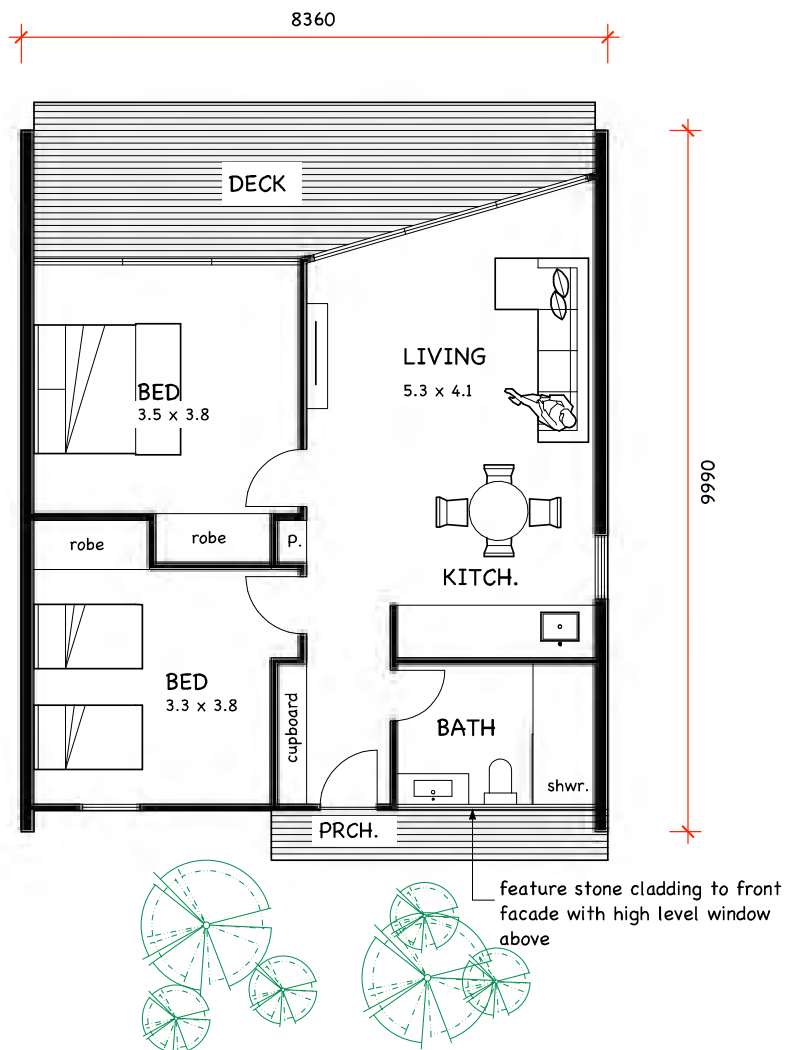
SITE SETOUT + BOUNDARY

IDENTIFICATION  
SET-OFF DIMENSIONS SHALL BE FROM THE ALLOTMENT BOUNDARIES AND NOT NECESSARILY THE FENCE LINES. BOUNDARY LINES ARE TO BE IDENTIFIED BY THE BUILDER ONSITE PRIOR TO CONSTRUCTION.

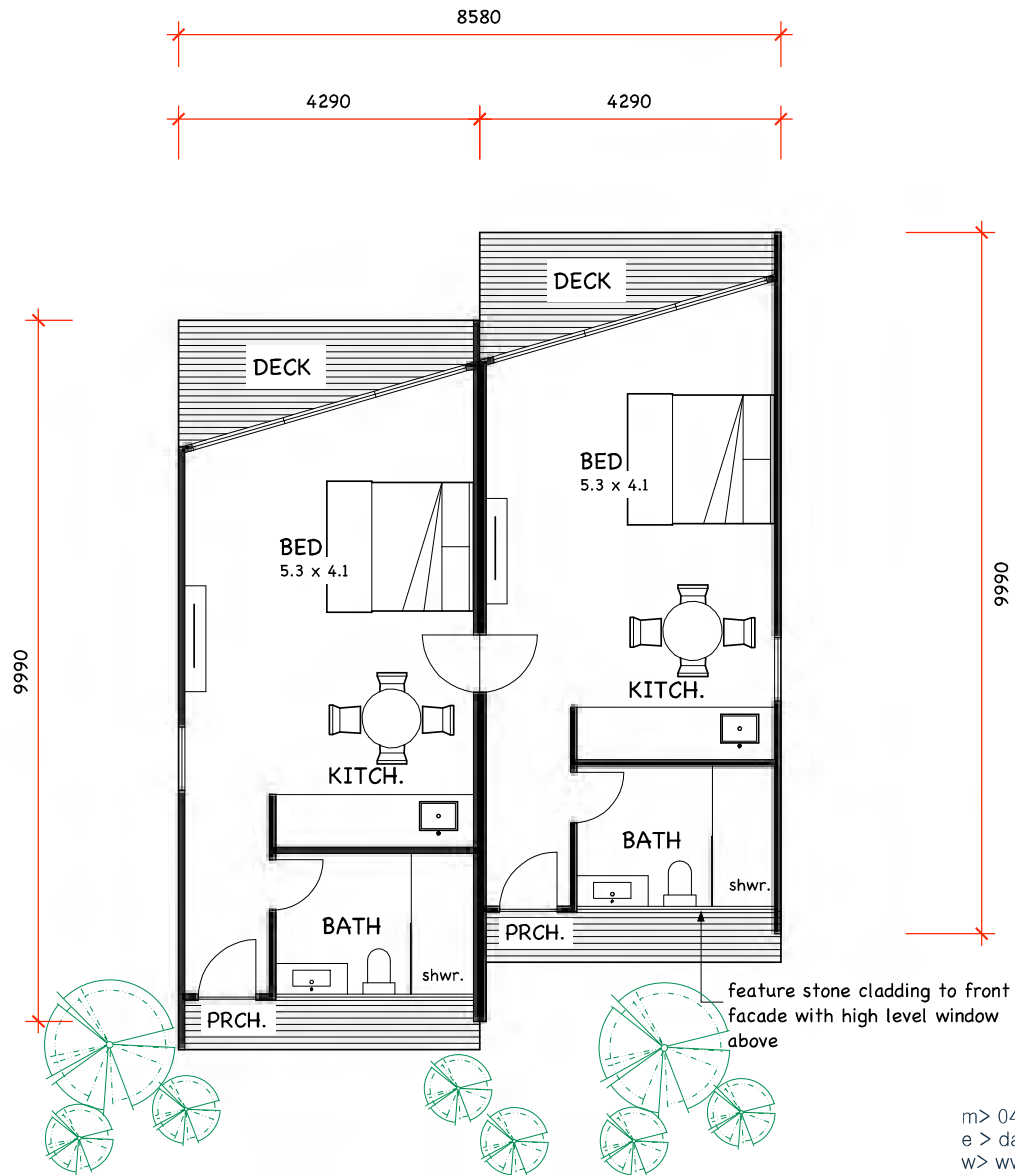
SITE WORKS NOTES

THERE ARE NO SIGNIFICANT TREES, SHRUBS OR EXISTING STRUCTURES (OTHER THAN THOSE INDICATED) ON THE OR ADJOINING SITES OR PUBLIC PLACES THAT WILL AFFECT OR BE AFFECTED BY THE PROPOSED BUILDING WORKS.  
THERE ARE NO BRUSH FENCES WITHIN 3M OF THE NEW BUILDING WORKS.





**2 BEDROOM RETREAT.**



**1 BEDROOM RETREAT.  
WITH COMMON DOOR**

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**PROJECT:**  
PROPOSED NEW ACCOMMODATION & FUNCTION AREA

**ISSUE:** Planning Consent **DATE:** June 2018

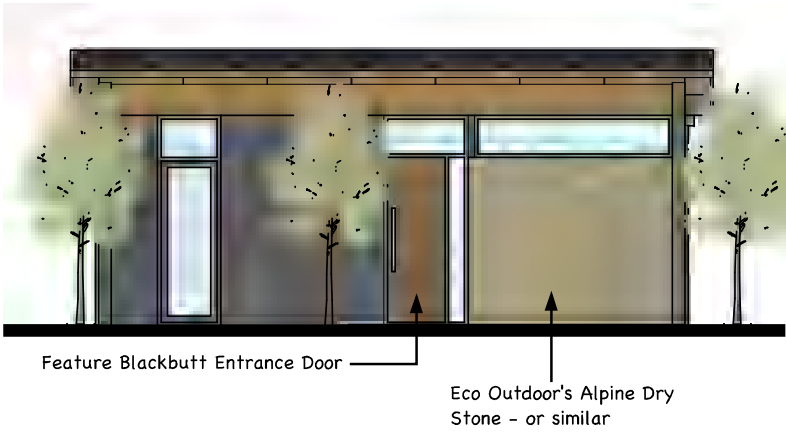
**DRAWN BY:** HBS **SCALE:** 1 : 100

**DESCRIPTION:**  
Floor Plan

**DRAWING No.** **AMENDMENTS:**

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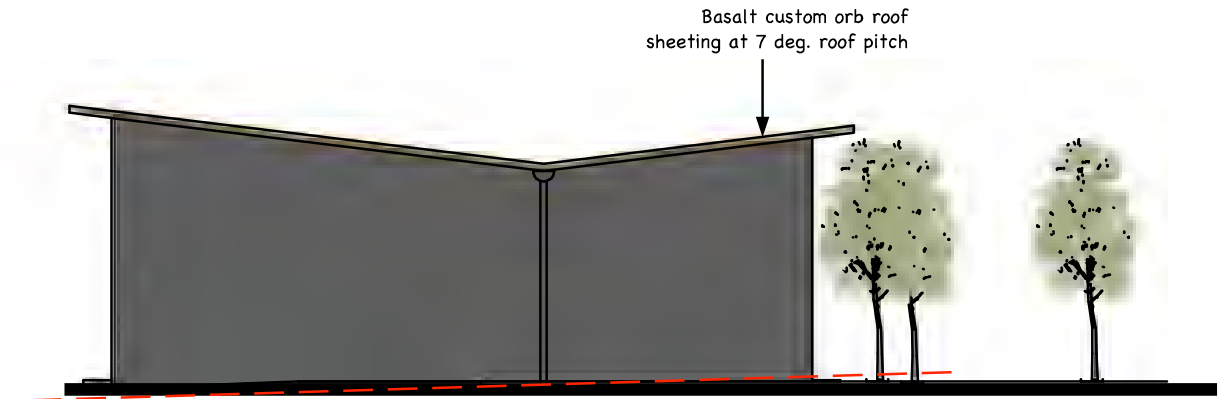
2 BEDROOM RETREAT.



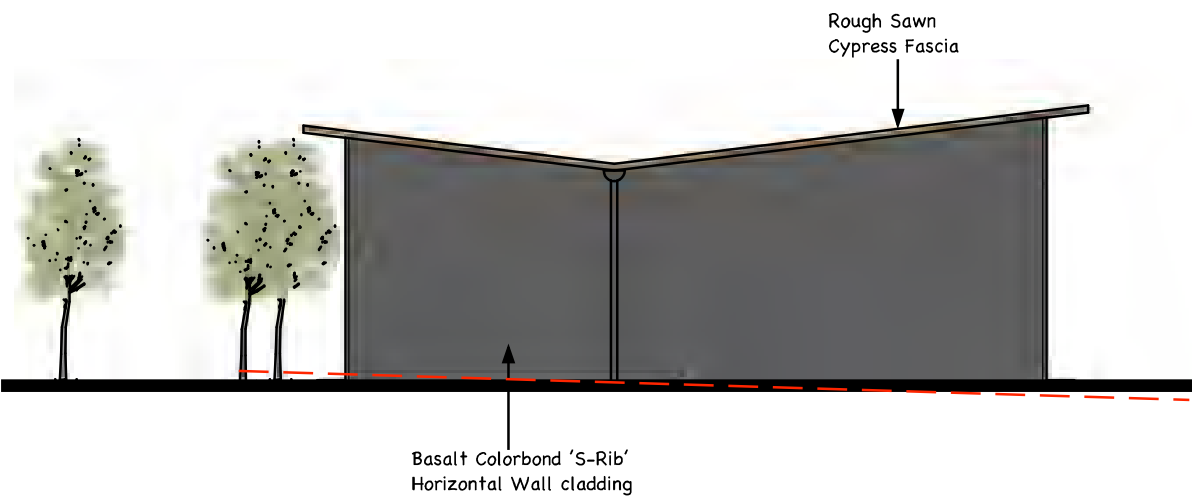
SOUTH ELEVATION.



NORTH ELEVATION.



WEST ELEVATION.



EAST ELEVATION.

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DATE:  
June 2018

DRAWN BY:  
HBS

SCALE:  
1 : 100

DESCRIPTION:  
Elevations

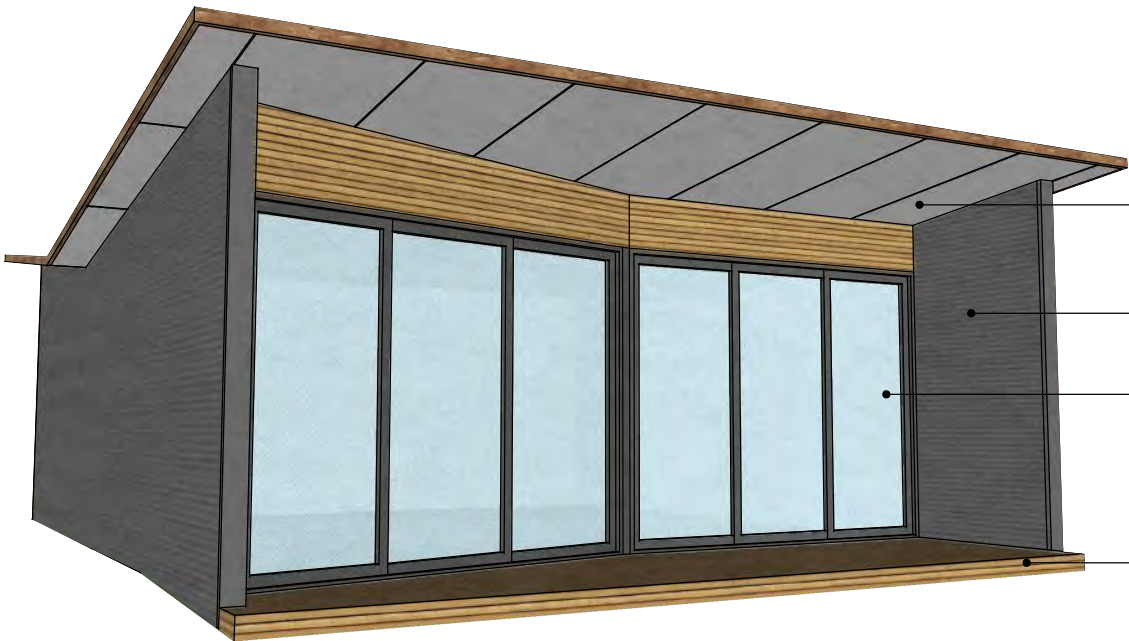
DRAWING No.                      AMENDMENTS:

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2 BEDROOM RETREAT.



- Rough Sawn Cypress Fascia
- Rough Sawn Cypress Shiplap cladding
- Eco Outdoor's Alpine Dry Stone – or similar
- Feature Blackbutt Entrance Door



- White painted eaves with shadow line details
- Basalt Colorbond 'S-Rib' Horizontal Wall cladding
- Powder coated Basalt Aluminium Windows
- Rough Sawn Cypress Decking

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ISSUE: Planning Consent      DATE: June 2018

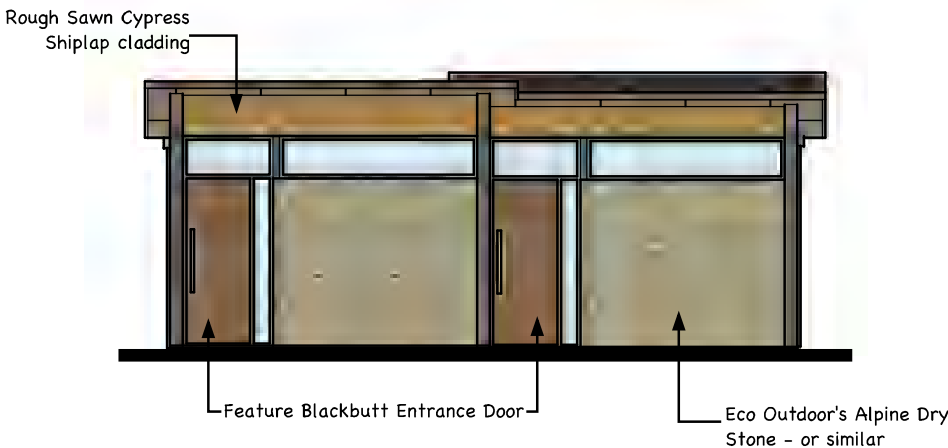
DRAWN BY: HBS      SCALE: –

DESCRIPTION:  
Perspective

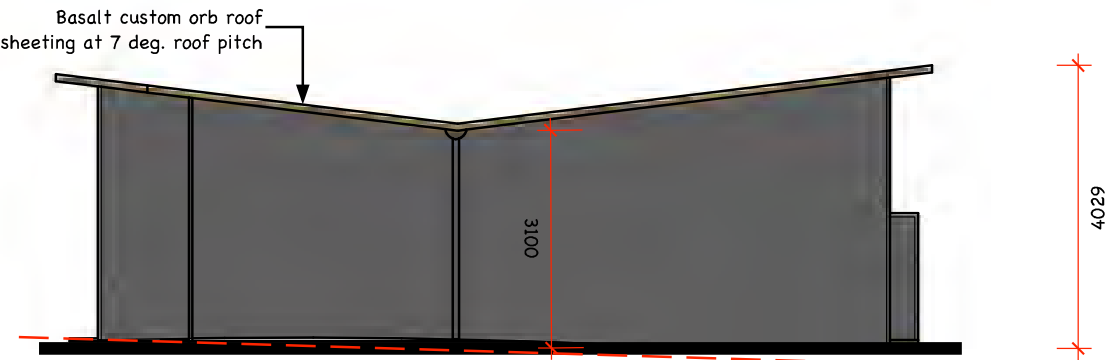
DRAWING No. –      AMENDMENTS: –

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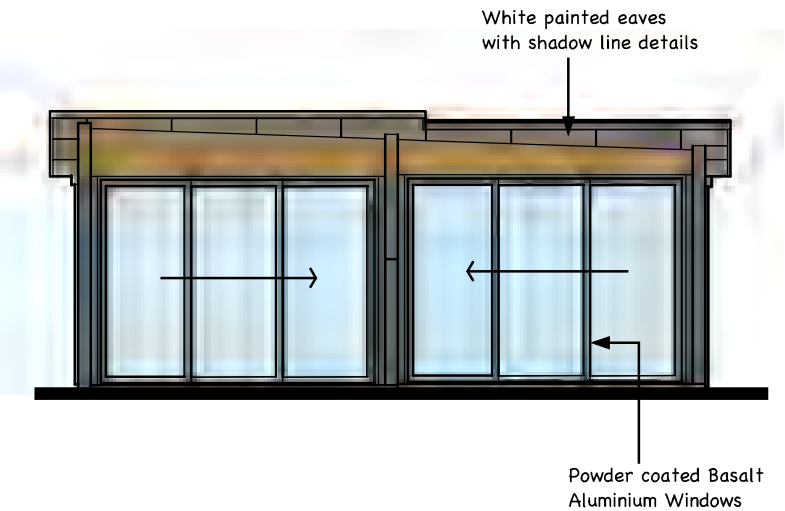
2x 1 BEDROOM RETREAT.



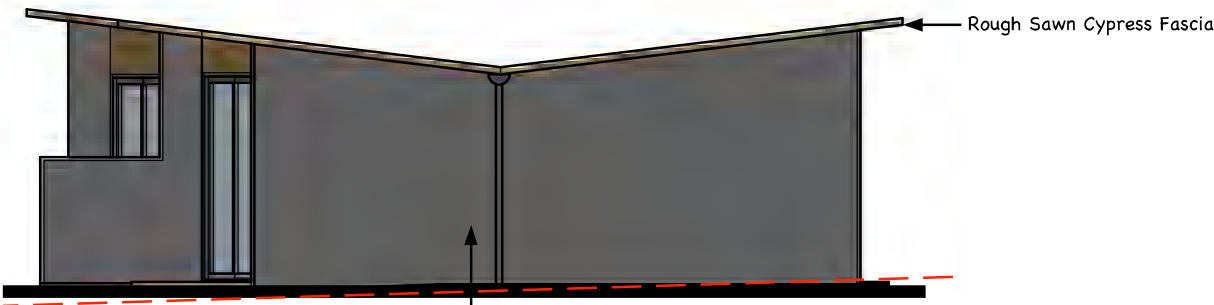
SOUTH ELEVATION.



WEST ELEVATION.



NORTH ELEVATION.



EAST ELEVATION.

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PROPOSED NEW ACCOMMODATION & FUNCTION AREA

ISSUE:  
Planning Consent

DATE:  
June 2018

DRAWN BY:  
HBS

SCALE:  
1 : 100

DESCRIPTION:  
Elevations

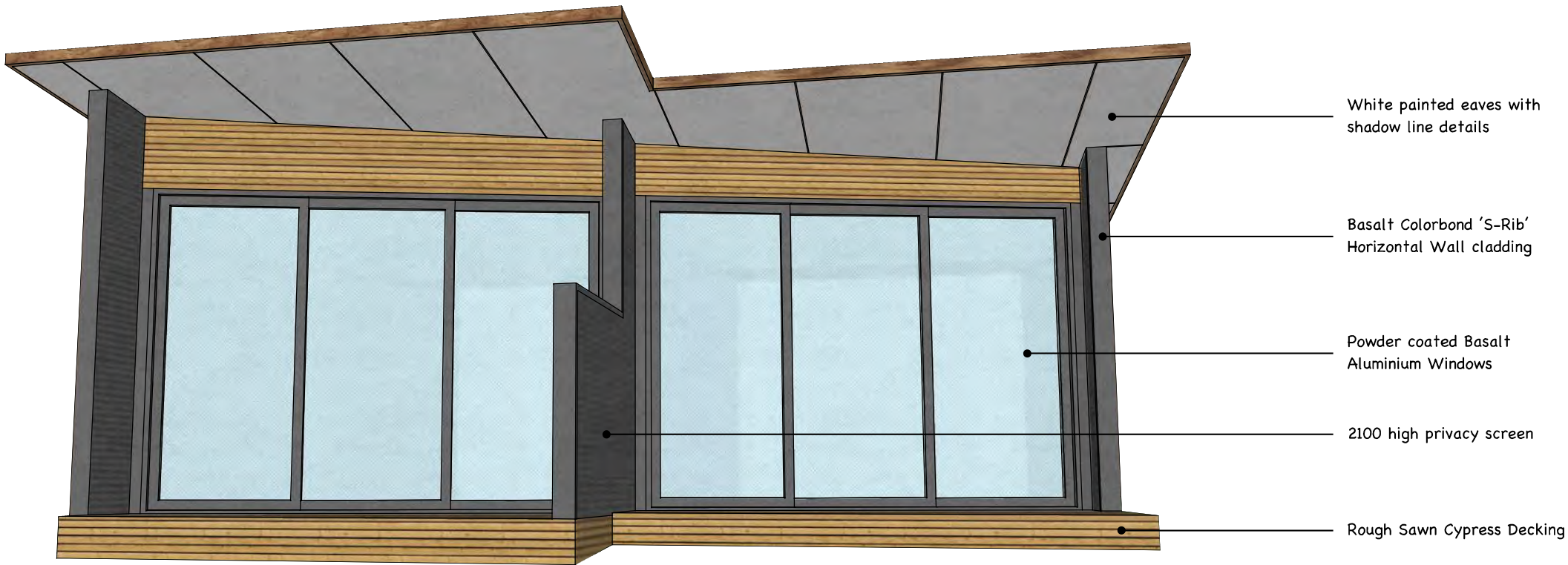
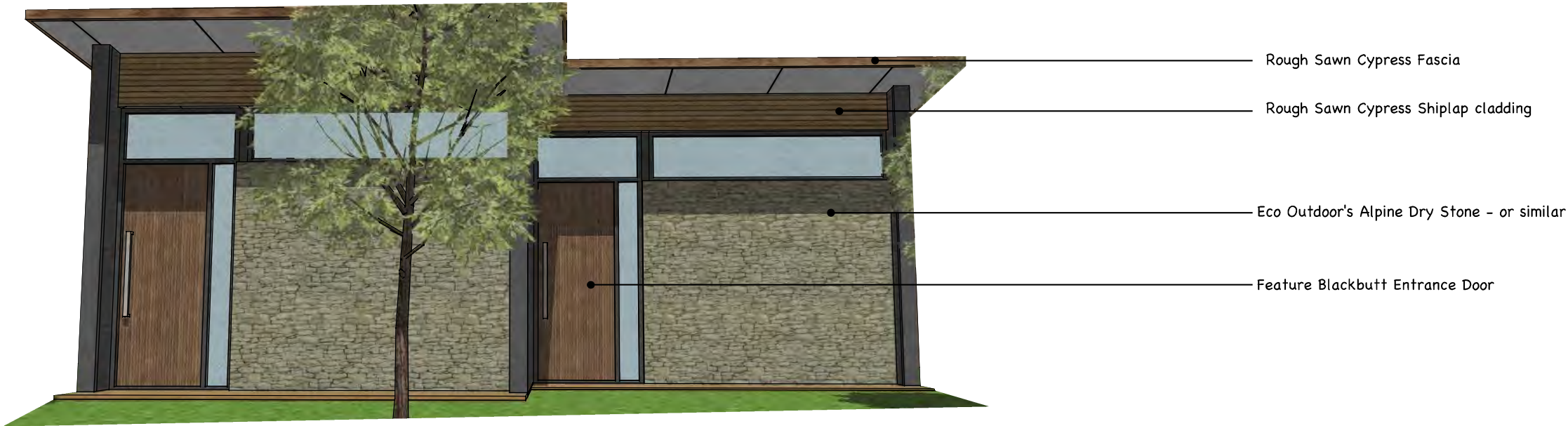
DRAWING No.

AMENDMENTS:

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2x 1 BEDROOM RETREAT.



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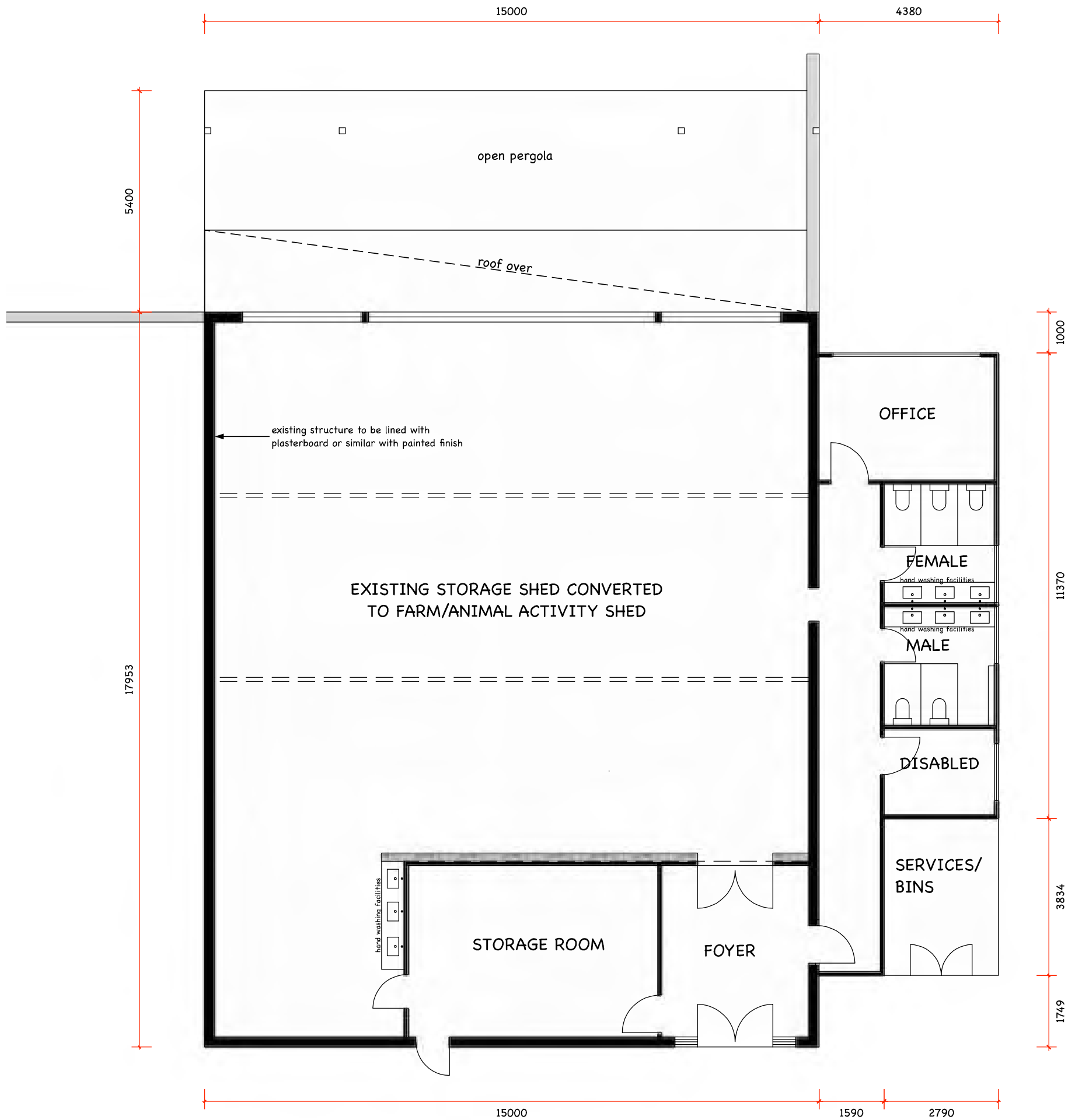
ISSUE: Planning Consent  
DATE: June 2018

DRAWN BY: HBS  
SCALE: -

DESCRIPTION:  
Perspective

DRAWING No. -  
AMENDMENTS: -

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PROJECT:  
PROPOSED NEW ACCOMMODATION & SHED CHANGE OF USE

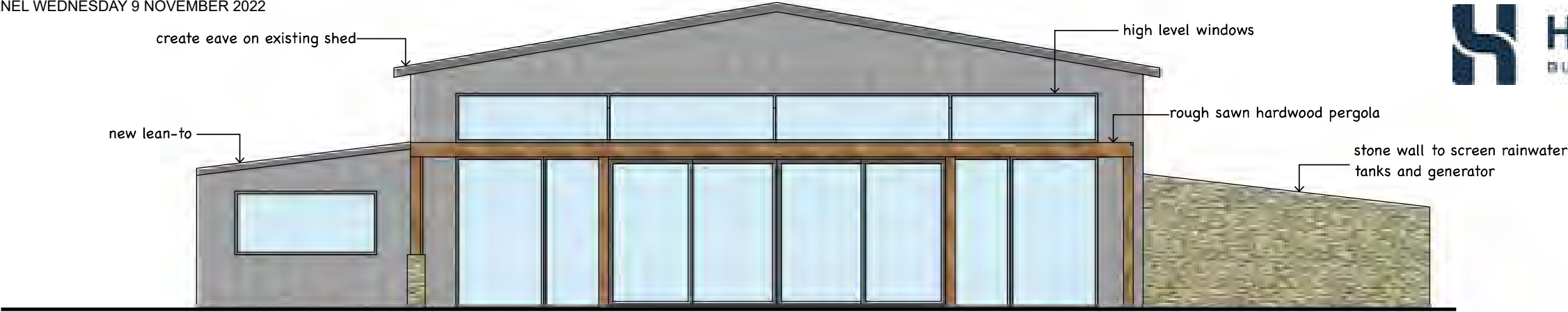
ISSUE: Planning Consent  
DATE: July 2020

DRAWN BY: HBS  
SCALE: 1 : 100

DESCRIPTION:  
SHED Floor Plan

DRAWING No. AMENDMENTS:

22/2/22  
Figured dimensions shall take preference over scaled drawings.  
Contractors shall verify all dimensions prior to commencement.  
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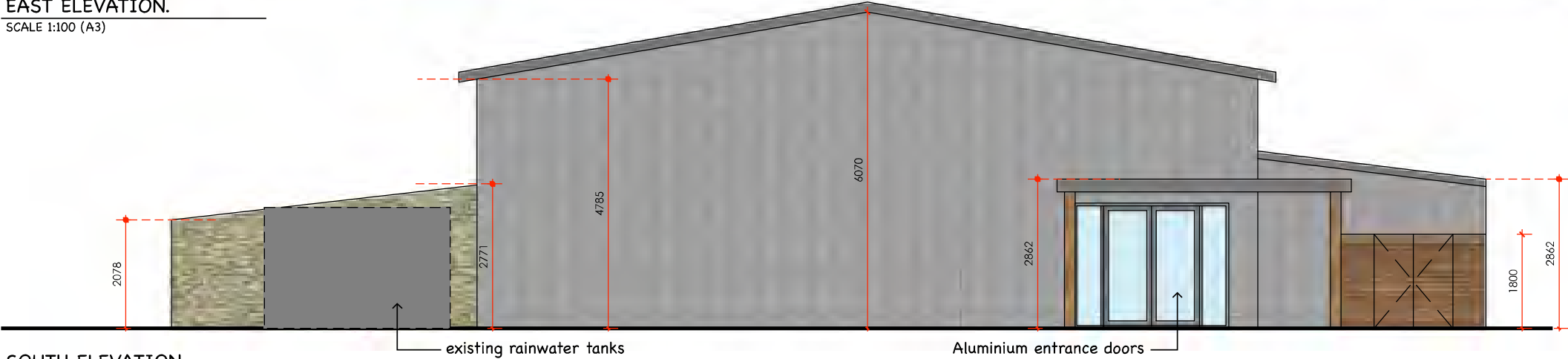
**NORTH ELEVATION.**  
SCALE 1:100 (A3)



**WEST ELEVATION.**  
SCALE 1:100 (A3)



**EAST ELEVATION.**  
SCALE 1:100 (A3)

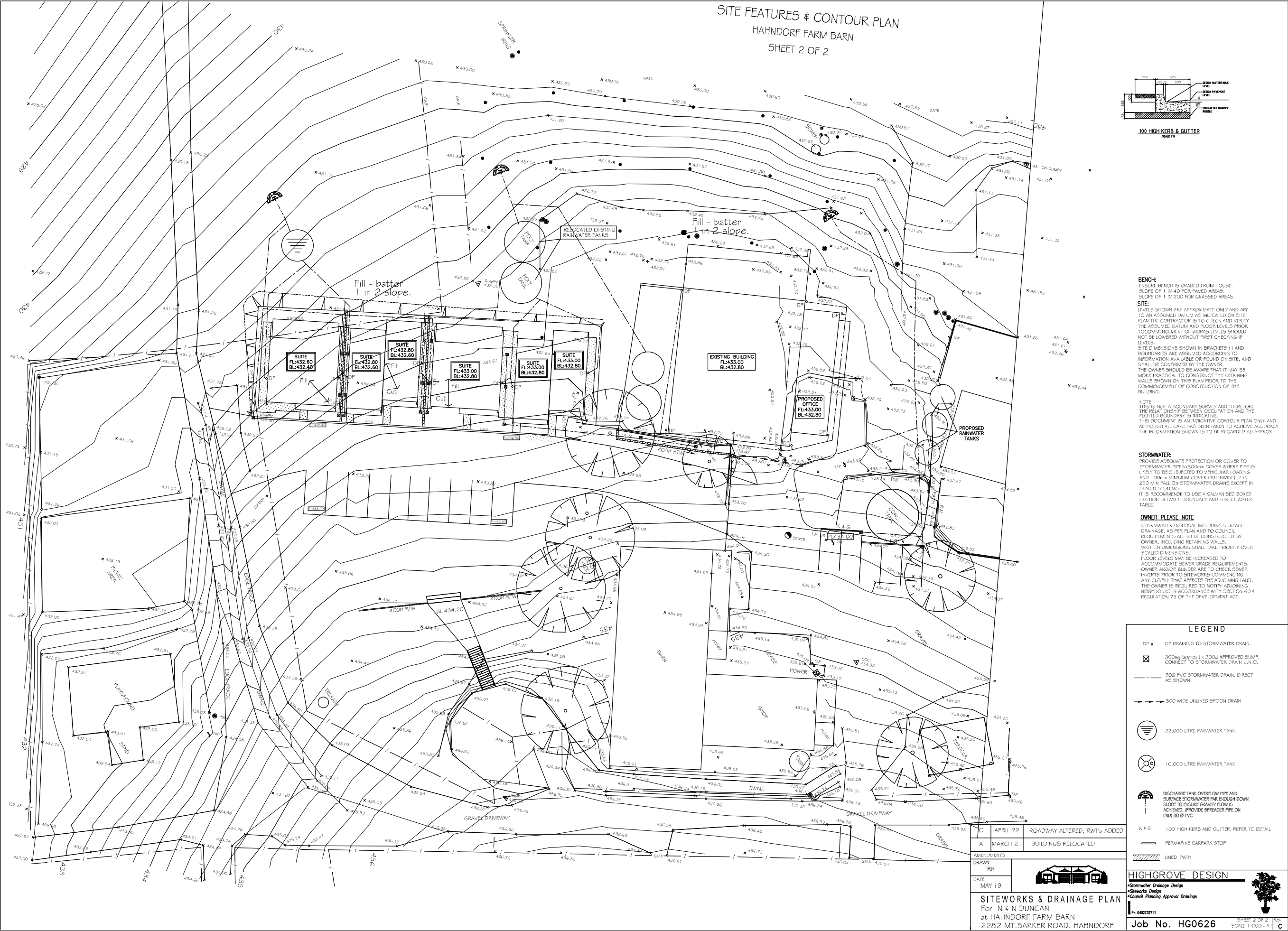


**SOUTH ELEVATION.**  
SCALE 1:100 (A3)









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STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn

**PETER MELINE AND ASSOCIATES**  
**TOWN AND COUNTRY PLANNERS**  
**STATEMENT OF EFFECT**

LOCATION	2282 MOUNT BARKER ROAD, HAHNDORF
DEVELOPMENT FILE NUMBER	580/343/21
APPLICANT	PD MELINE
OWNER	NAOMI THERESE DUNCAN
NATURE OF DEVELOPMENT	CHANGE OF USE OF STORAGE SHED TO FARM ACTIVITY SHED & ASSOCIATED AMENITIES & TOURIST ACCOMMODATION
ZONES	PRIMARY PRODUCTION ZONE (HAHNDORF RURAL ACTIVITY POLICY AREA 24) WATERSHED OVERLAY -3
PLANNING AUTHORITY	DC MT BARKER

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**REPORT PREPARED BY:**

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**G. Dip. Planning, G. Dip. Applied Science (Building), Health Inspection Certificate**  
**Accredited Professional – Planning Level 1**  
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PETER MELINE & ASSOCIATES

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STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn

**1.0 Introduction**

This Statement of Effect has been prepared pursuant to Section 39(2)(d) of the Development Act 1993 and Reg. 17 of the Development Regulations 2008. It supports development application number 580/343/21 for the conversion of existing farm building to augment the existing farm barn & associated amenities & tourist accommodation (Farm Stay) in association with existing Tourist Facility which is being processed as a non-complying development application by the DC Mt Barker being the relevant authority under the Development Act 1993. This application is supported by:

- Plans by Holland Building Solutions amended 22/02/2022;
- Stormwater Management Plan by DBN Consulting Engineers dated 02/02/2022 ref no. Hahndorf Farm Barn;
- Traffic and Parking report by Phil Weaver and Associates dated 11/03/2022 ref no 20-126;
- Onsite Wastewater Management Report by Maxwell Consulting Engineers dated 01/09/21 ref no. ME1967;
- Acoustic Report by Marshall Day Acoustics dated 08/01/21 ref no. Rp 001 R06 20190219;
- Odour Report by SLR Consulting dated April 2022 ref 650.30005-R01;
- Civil works design by Highgrove Design dated April 2022 Ref 0626 revision C.

**1.1 The Zone**

The land is wholly within the Primary Production Zone (Hahndorf Rural Activity Policy Area 24) WATERSHED OVERLAY -3 of the Mount Barker Development Plan consolidated 20 August 2020 (see extracts of Maps MtB/3 (attached).

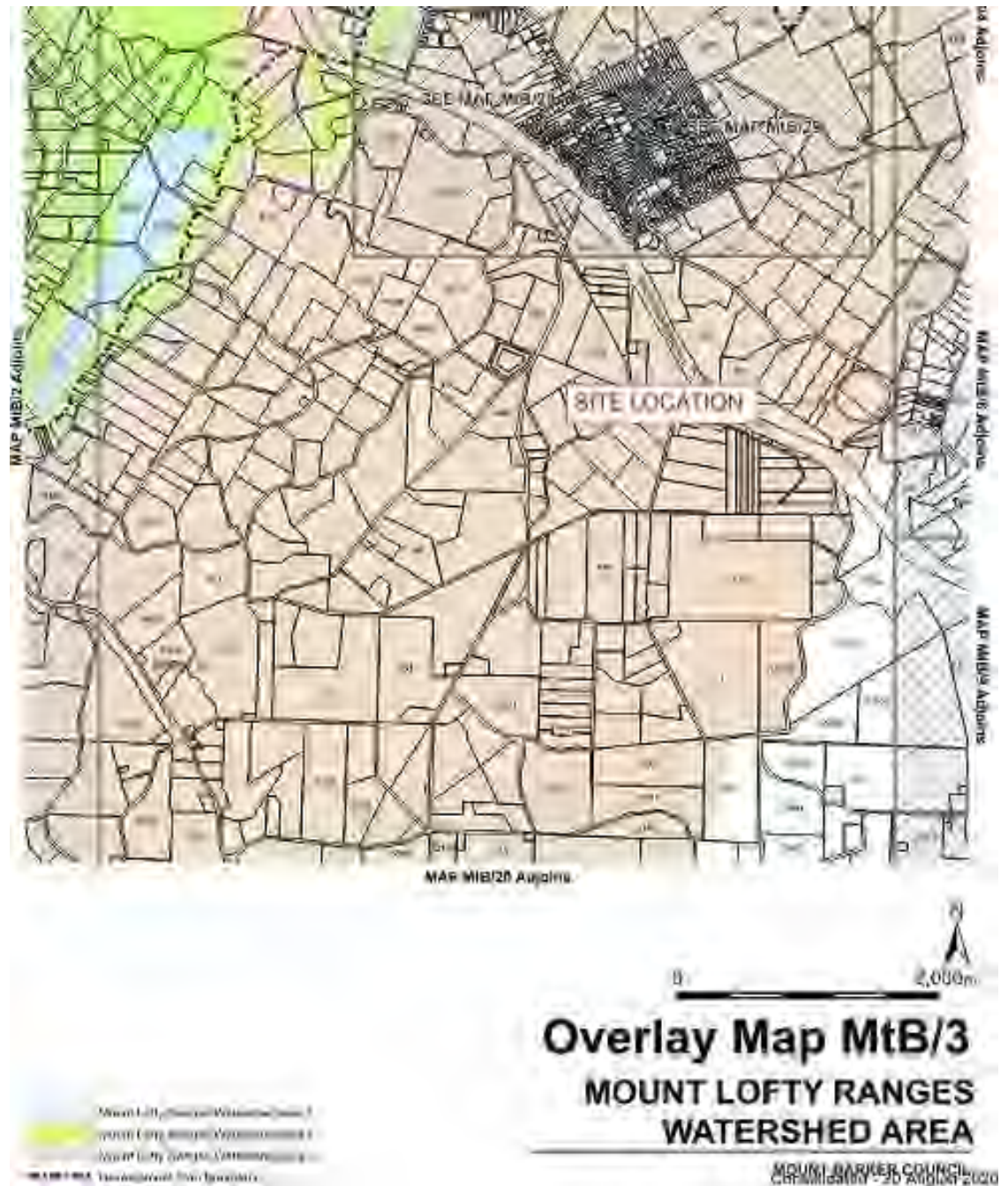
STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn







STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn





STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn

## **2.0 NATURE OF THE DEVELOPMENT AND THE NATURE OF THE LOCALITY**

### **2.1 The Proposal**

The proposed development is for a change of use of an existing storage shed to be used as a farm/activity shed including the addition of a 13m<sup>2</sup> office and amenities, and construct six Tourist Accommodation units (4 x 1-bed and 2 x 2-bed) to complement the existing agricultural and farming nature of the landholding – Farming and Tourist Enterprise (Farm Barn) and associated Agricultural activities – Grazing (minor – sheep and cattle), and Hay Cropping at No. 2282 Mount Barker Road, Hahndorf. The proposal is fully described in the attached plans by Holland Building Solutions, amended 22/02/22.

The proposed development seeks approval for the conversion of a storage shed to a farm activity shed with a small office area and amenities. The Farm Activity Shed will essentially replace the small existing auditorium where the public (especially children) can watch demonstrations of milking, shearing and general interaction with the Farm Barn animals. The small proposed office will be used as an administrative area for the Farm Barn employees. It is proposed that the converted farm building is not expected to increase patrons or a requirement for further staff members, rather the development will provide an extension to the existing tourist facilities already in performance on site.

In addition, the proposal seeks approval for six “Farm Stay” accommodation suites, including 4 x one bedroom units and 2 x two bedroom units to accommodate up to 16 guests in total. The accommodation is not considered to impact the existing use. It is proposed that the guests of the farm stay accommodation will experience life on a farm, for example helping to feed the animals, collecting eggs, and milking the cows in the morning.

The Farm Barn currently operates 10am – 4pm, 7 days a week, with no proposed changes to the existing operations. Movement of guests of the accommodation will reportedly operate outside of the existing Farm Barn times. Thus, there is no for-seen concern with trafficking, however an extensive traffic and parking report has been prepared by Phil Weaver and associates dated 11/03/22 ref 20-126. There is no proposed change to the nature of the current vehicular access arrangements with all traffic entering / exiting via the existing access point located on Mount Barker Road.

The existing buildings on the site comprise the owner’s residence, a shed which serves as the entry for visitors, a small shop, shelters for the animals, amenities, hardstand car parking area and a picnic shelter.

### **2.2 The Locality**

The area of the land is essentially used for grazing and intensive animal keeping between the towns of Hahndorf and Totness although the subject allotment is large at 9.065 Ha. The plan below shows the locality.



**STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn**



**2.3 Background**

The land is a semi rural parcel that has existed in the locality of Hahndorf for many years.

The original tourist use on the land has existed for many years and has been focused on providing an interactive farming experience for children and visitors to the area. The tourism aspects of this landholding are unique and involve integrated farming practices and are associated with minor agricultural practices on the land such as; sheep and cattle grazing, and an annual hay cropping. Below is a list of the number and type of animals currently located at the Farm Barn, as well as an aerial image describing their location on the lot:

- 4 dairy cows
- 10 beef cattle
- 6 calves
- 2 kangaroos
- 3 emus
- 20 chickens
- 3 guinea fowl
- 15 ducks
- 3 adult deer
- 3 baby deer
- 1 alpaca
- 1 ostrich

**STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn**


- 1 camel
- 7 rabbits
- 20 guinea pigs
- 4 ponies
- 10 goats
- 2 baby goats
- 10 lambs
- 2 pigs
- 2 donkeys



**2.4 The Land**

The land fronts Mount Barker Road, Hahndorf (see the attached CT below). The land is described as Lot 100 DP 27157 and is held in CT 5130/208.


STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn



**LAND SERVICES SA**


Product: Registrar Search Plus  
 Date/Time: 22/07/2022 01:51 PM  
 Customer Reference: 580/343/21  
 Order ID: 20210223000803

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SOUTH AUSTRALIA

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.



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### Certificate of Title - Volume 5130 Folio 208

Parent Title(s)	OT 4556/305		
Creating Dealing(s)	CONVERTED TITLE		
Title Issued	06/07/1995	Edition	6
		Edition Issued	07/03/2015

### Estate Type

FEE SIMPLE

### Registered Proprietor

NAOMI THERESE DUNCAN  
OF 2282 MOUNT BARKER ROAD HAHNDORF SA 5245

### Description of Land

ALLOTMENT 100 DEPOSITED PLAN 27157  
IN THE AREA NAMED HAHNDORF  
HUNDRED OF KUITPO

### Easements

NIL

### Schedule of Dealings

Dealing Number	Description
12281068	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

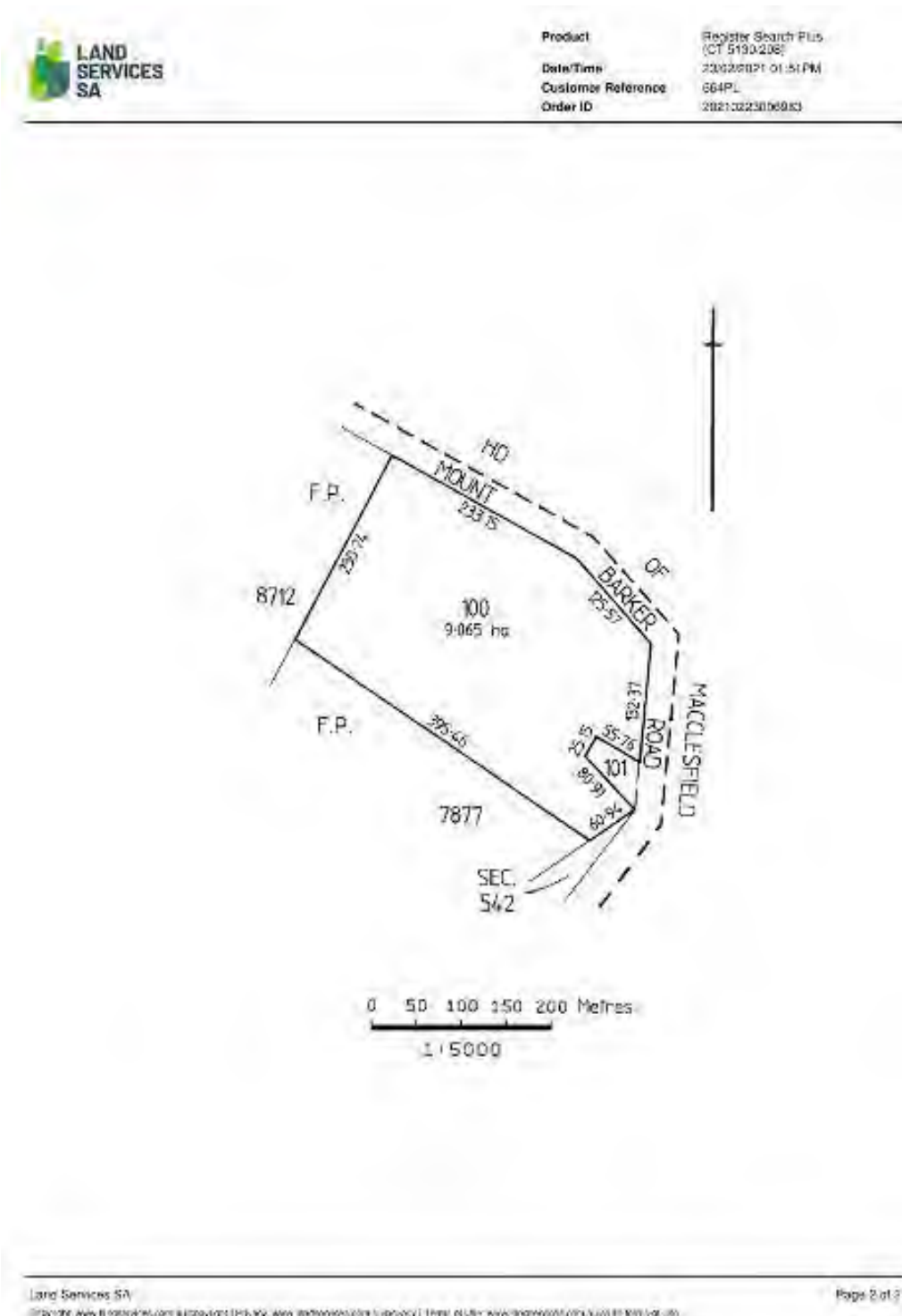
### Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

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STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn

## 2.5 Relevant Provisions of the Development Plan

The following provisions of the DC Mt Barker Development Plan consolidated 2020 are considered to be relevant to the proposal.

### PROCEDURAL MATTERS

#### KIND OF DEVELOPMENT

The council have determined that this is a non complying DA.

Development	Exemption
Tourist accommodation where located within the Mount Lofty Ranges Watershed Overlay	<p>Except where it is located in Watershed Area 2 and 3 (shown on Overlay Maps – Mount Lofty Ranges Watershed Area) and both (a) and (b) apply:</p> <p>(a) It achieves one of the following:</p> <ul style="list-style-type: none"> <li>(i) It is ancillary to and in association with primary production of winery or viticultural industry, and neither (A), (B), or (C) of the following exists on the same allotment: <ul style="list-style-type: none"> <li>(A) a habitable dwelling</li> <li>(B) a valid planning authorisation to erect a dwelling</li> <li>(C) tourist accommodation buildings</li> </ul> </li> <li>(ii) it is located within an existing local or state heritage place</li> <li>(iii) it is located within Precinct 2 The Cedars</li> </ul> <p>(b) It achieves either (i) or (ii) of the following:</p> <ul style="list-style-type: none"> <li>(i) It achieves all of the following: <ul style="list-style-type: none"> <li>(A) it is located within Precinct 2 The Cedars</li> <li>(B) no more than 16 people are accommodated overnight at any one time</li> <li>(C) it complies with Clause A</li> <li>(D) it does not store wastewater in holding tanks for off-site disposal</li> </ul> </li> <li>(ii) It achieves one of the following: <ul style="list-style-type: none"> <li>(A) it is within Precinct 2 The Cedars</li> <li>(B) it is connected to a sewerage or stormwater management system</li> </ul> </li> </ul>

#### Clause A and B requirements

Clause	Requirements
Clause A	<ul style="list-style-type: none"> <li>(a) it is not located in areas subject to inundation by a 1-in-100 year average recurrence interval flood event or listed on a LINT which would interfere with the flow of surface waters</li> <li>(b) it is connected to an approved sewerage or common effluent disposal scheme or has an on-site wastewater treatment and disposal method which complies with the relevant standards</li> <li>(c) it does not have any part of a septic tank, effluent drainage field or any other wastewater disposal area (eg. irrigation area) located within 50 metres of a watercourse</li> <li>(d) it does not have a wastewater disposal area located on any land with a slope greater than 1-in-5 (20 per cent) or depth to bedrock or aquifers or permanent water table less than 1.2 metres</li> <li>(e) it does not have a septic tank or any other wastewater treatment facility located on land likely to be inundated by a 1-in-10 year average recurrence interval flood event</li> <li>(f) it is situated at least 25 metres from any watercourse, dam, lake, wetland, bore, well, artificial channel or public stormwater drain (whether or not temporarily dry)</li> </ul>

It is clear that the proposed development is non-complying as there exists a habitable dwelling on the same allotment, disregarding (a)(i)(A), and the proposal seeks approval for a maximum of 16 guests in the accommodation, disregarding (b)(i)(B) noted above in the non-complying list. However, it is submitted that the proposal displays considerable merit when assessed against the relevant provisions of the Mount Barker Development Plan.



STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn

*It is noted that the land is located totally in the Primary Production Zone.*

## **Primary Production Zone**

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

### **INTERPRETATION**

The Mount Lofty Ranges Watershed Overlay (MLRW Overlay) is applicable to some areas of the **Primary Production Zone**. The Objectives and Principles of Development Control for the MLRW Overlay are expressed in the Overlay section and in cases of apparent conflict, take precedence over zone and policy area policies.

### **OBJECTIVES**

- 1 The establishment and long term continuation of primary production.
- 2 Economically productive, efficient and sustainable primary production.
- 3 Allotments of a size and configuration that promote the efficient use of land for primary production and the conservation of native vegetation and natural habitats.
- 4 Protection of primary production from encroachment by incompatible land uses and of the scenic qualities of rural landscapes
- 5 Development that contributes to the desired character of the zone.

### **DESIRED CHARACTER**

This zone comprises much of the council area and has historical uses comprising grazing, fodder production, horticulture, dairying, horse keeping, intensive animal keeping and commercial forestry.

The climate, soil and landform characteristics of the Central Mount Lofty Ranges highlight the value of both expanding and enhancing the value of food production and food security within the zone. It is in this context that land use and activities that ensure the long term economic and environmental sustainability of farming and horticulture take precedence over other non-productive land uses.

The zone contains a large area of Mount Lofty Ranges Watershed which is of critical importance to South Australia as it provides on average 60 per cent of Adelaide's water supply. It contains catchment areas for existing as well as proposed reservoirs serving metropolitan Adelaide and the surrounding areas. Much of the eastern part of the district lies within the Murray River catchment area in which additional controls apply in order to safeguard water quality flowing to the River Murray.

The central area of this zone, particularly around the townships of Mount Barker, Littlehampton and Nairne, comprises some of the most productive land, capable of supporting a wide range of agricultural activities. This area is to be preserved for high value primary production activities. Uses which are incompatible with primary production or which would cause degradation to the land will not occur.

Limited opportunities will exist for small-scale winery development and small-scale, low impact agricultural, tourism and home-based industries based on rural, arts, crafts, tourist, cultural or heritage activities, where they expand the economic base of the Mount Lofty Ranges region. Such uses, including farm gate/rural produce sales, will be of a scale that complements the rural landscape setting, has minimal environmental impact, and appropriate to the existing infrastructure and services available. Large scale industries and related activities are not appropriate and are more suited to designated industrial or commercial focussed zones located within existing townships.

There is a considerable amount of native vegetation on private and public land which contributes significantly to scenic quality. The zone exhibits rural landscapes of high scenic quality and visual amenity, characterised by undulating pasture lands dotted with stands of large mature eucalypts. Buildings and structures on allotments which are wholly or partly covered in native vegetation will be designed and sited in a manner which requires the least area of vegetation to be cleared and the least fragmentation of homogenous areas of native vegetation. Development will revegetate denuded landscape with indigenous vegetation.

STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn

**It is submitted that although this use is atypical for the zone, it is not in discord with the DESIRED CHARACTER STATEMENT.**

**The use is a TOURIST INDUSTRY, is visually recessive, occupies only a fraction of the allotment and will not have any appreciable effect on the quality of the watershed. The nature of the land for primary production will not be jeopardised by the addition of the tourist accommodation.**

**Pattern of Development**

Large allotments are to be maintained and the amalgamation of allotments will increase to reinforce the viability of primary production. No further fragmentation of rural properties will be undertaken and boundary realignments will reinforce the viability of primary production. Land division will protect natural resources and promote viable primary production. A dwelling associated with farming and primary production is envisaged in limited circumstances. Within the Mount Lofty Ranges Watershed a second dwelling is not appropriate. Outside the Mount Lofty Ranges Watershed a second dwelling on an allotment is generally inappropriate but such development may be considered in very limited circumstances where a second dwelling satisfies a range of criteria. It is envisaged that an allotment containing a second dwelling approved under these provisions will not be divided in the future to create a separate certificate of title for each dwelling even where the land division does not result in additional allotments.

Development ancillary to primary production, including dwellings and outbuildings will be in appropriate locations to minimise visual and operational impacts on primary production activities. Development within existing minor settlements will be limited to prevent issues with the provision of services and the potential impacts on adjoining primary production. Dwellings and other structures will be set well back from all boundaries, apart from within existing minor settlements where the existing pattern of development should be followed.

**Public Realm**

The public road network throughout the primary production areas will serve multiple functions, as a freight network, tourist drives, droving of stock, people movement routes, transportation of farm machinery and as biodiversity corridors.

The scenic qualities of the public routes and views across the zone and approaches to townships will emphasise primary production and be unobstructed by inappropriate development, including excessive advertising signage.

The nature and appearance of road reserves will vary across the primary production area depending on the role the road plays. Freight routes are to maintain wide, open reserves with limited driveway access points. Road reserves are to be kept clear of obstructions for the movement of farm machinery. Special tourist drives, particularly to conservation parks, will include vegetation corridors of biodiversity significance. Areas of conservation and biodiversity significance are to be protected from inappropriate development.

**Built Form**

Structures will be associated with existing clusters of buildings and will be of complementary scale and massing to those buildings, while also being of appropriate dimensions to serve their intended function. Development, including large sheds, will also be located and designed to blend with the existing landscape with appropriate earthworks and building design to suit the natural landform. Other structures will be of a form that blends with, and does not detract from the scenic qualities and primary production function.

**Building Materials / Character**

Development will maintain the rural landscape with buildings appropriately sited, designed and screened by vegetation. Buildings are to be constructed using materials and low-light reflective natural colours that blend with the rural landscape.

**The proposed development finds support in the desired character statement for the zone. The proposed conversion of existing Farm Building**

STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn

and associated amenities facility and tourist accommodation will in no way disrupt the existing rural landscape. The development has been sited in accordance with the Mount Barker Development Plan (DC MT Barker 2020). The Development Plan states that development must be located appropriately to existing structures. The Site Map by Holland Building Solutions shows the proposed site for the conversion of Farm Building and associated amenities and tourist accommodation. The development will cluster in the locale of existing structures, and the proposed structures (extended and new) have been designed to ensure that there is natural flow of pedestrian access to all structures and safe traffic flow around the development. Careful planning of the proposed structures has been realised in order to preserve the existing native vegetation and trees of significance. There will be no removal of trees or shrubs. The structures themselves will be constructed of materials that are contextual to existing structures on the site, and sensitively complement the surrounding environment. The low level simple roof lines are complementary to the natural environment and allow for large panoramic windows that showcase the beauty of the landscape in the vicinity. The main windows for all structures face North, and maximise passive energy considerations which are desirable within the locale. The materials such as Rough Sawn Structural Timbers, Stone Walling, Non- Reflective Corrugated Steel Cladding, and Blackbutt Timber Doors, sit comfortable and unobtrusively within the natural setting of the landholding.

**PRINCIPLES OF DEVELOPMENT CONTROL**

1 The following forms of development are envisaged in the zone:

- cellar door sales
- dairy farming
- farming
- horticulture
- light industry and service industry in association with the processing, packaging and distribution of primary production (other than where located within the Mount Lofty Ranges Watershed)
- shop in the form of small scale on-farm produce sales outlet in association with primary production
- small-scale tourist accommodation in association with wineries, farms and local heritage places
- small scale restaurant associated with primary production, cellar door, winery or agricultural industry
- small scale winery

2 Development listed as non-complying is generally inappropriate.

**As noted in Principle 1 above, small scale tourist accommodation is envisaged within the Zone. Whilst the proposed development has been determined as non-complying, it is submitted that it is not entirely inappropriate based on its scale and negligible impact on the existing land uses.**

**Character**

3 Development should not be undertaken unless it is consistent with the desired character for the zone.



STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn

**It is submitted that the proposal meets the intent of the desired character statement.**

**Conservation of Natural Resources**

4 Development should not occur in areas designated as high environmental significance on *Overlay Maps MtB/1 – MtB/38 –Development Constraints*.

**The proposed development is not located within an area of high environmental significance.**

5 Development should not occur within 500 metres of a National Park, Conservation Park, Wilderness Protection Area or significant stands of native vegetation if it will increase the potential for, or result in the spread of pest plants.

**The proposal is in accord with Principle 5 above as it is not located within 500m of a National Park, Conservation Park, Wilderness Protection Area or significant native vegetation.**

6 Development should be designed and sited to minimise the removal of vegetation with clearance only permitted where:

- (a) non-indigenous and/or declared noxious species are removed
- (b) the land, following vegetation clearance, is capable of supporting the proposed land use without undue risk of soil erosion, and land/water salinisation
- (c) re-vegetation with indigenous species to increase the native vegetation cover within the zone is undertaken on substantial areas of the same allotment to compensate for the loss of vegetation, including roadside vegetation removed for access.

**The design and location of the proposed accommodation will ensure no significant removal of vegetation is necessary in this application.**

**Design and Visibility**

7 Buildings should primarily be limited to farm buildings, agricultural industry building or a detached dwelling associated with primary production on the allotment, and residential outbuildings that are:

- (a) grouped together on the allotment and set back from allotment boundaries to minimise the visual impact of buildings on the landscape as viewed from public roads
- (b) screened from public roads and adjacent land by existing vegetation or landscaped buffers
- (c) located where they will not interfere with the primary production role of the land.

**All proposed and existing buildings are clustered on the site and have significant setbacks from the allotment boundaries. The buildings will be screened appropriately from the public road in accord with the above Principle.**

**Tourist Accommodation**

42 Tourist accommodation should not be converted to dwellings and should be designed to preclude the conversion of buildings into dwellings such as through shared facilities, common utility services, grouped accommodation and/or shared parking.

**The proposed Tourist Accommodation units are grouped together and find support in Principle 42.**

**STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn**

**43** Tourist accommodation **within the Mount Lofty Ranges Watershed** should only occur in Watershed Areas 2 and 3 (shown on *Overlay maps – Mount Lofty Ranges Watershed Protection Area*) where:

- (a) it is ancillary to, associated with and on the same allotment as an farming/primary production use, agricultural industry or a winery, or
- (b) it is located within an existing local or state heritage place, and
- (c) no more than 10 guests are accommodated overnight at any one time, and it meets all of the following criteria:
  - (i) it is located outside land inundated by a 1-100 year average recurrence interval flood event and not situated on land fill which would interfere with the flow of such flood waters
  - (ii) it is connected to an approved sewerage or community wastewater management system or has an on-site waste water treatment and disposal method which complies with the current South Australian on-site wastewater system standards
  - (iii) any septic tank effluent drainage field or any other waste water disposal area (eg irrigation area) is located greater than 50 metres from a watercourse, dam, lake, bore, well, wetland, reservoir, artificial channel or public stormwater drain (whether or not temporarily dry)
  - (iv) any waste water disposal area is located on land with a slope less than 1-in-5 (20 per cent ), or depth to bedrock or seasonal or permanent watertable greater than 1.2 metres
  - (v) any septic tank or any other waste water treatment facility is located on land outside of a 1-in-10 year average recurrence interval flood event
  - (vi) it is sited at least 50 metres from any watercourse, dam, lake, wetland, reservoir, artificial channel or public stormwater drain (whether or not temporarily dry).

**The existence of the lawful “Farm Barn” onsite makes this proposal exceptional in terms of context. The proposal is in accord with Principle 43(a) above as the proposed tourist accommodation is linked with, and ancillary to, the existing farming on the allotment. However, the proposal is slightly at variance in regard to Principle 43(c), in that a total of 16 guests are proposed to be accommodated overnight to make the venture viable to the proponent. The Farm Barn currently sees upwards of 250 visitors a day. It is submitted that the allotment size is generous enough to accommodate this number of overnight guests, with the 6 extra guests predicted to have minimal negative impact on the current land uses or neighbouring properties. A traffic report by Phil Weaver and Associates (dated 11/03/22 ref no 20-126) and wastewater management report by Maxwell Consulting Engineers (dated 01/09/21 ref no ME1967) have been prepared to support this proposal, see attached. It is proposed that 16 overnight guests is the minimum number of guests required to make this proposal feasible and support the costs of the business.**

**Hahndorf Rural Activity Policy Area 24**

Refer to the Map Reference Tables for a list of the maps that relate to this policy area.

**OBJECTIVES**

- 1** Establishment of a diverse range of primary production and related value-adding activities
- 2** Increased tourism and development that is compatible with primary production and the environmental attributes of the area
- 3** Protection of the rural historic character of the area by minimising the visual intrusion of new buildings on the landscape
- 4** Development that contributes to the desired character of the policy area.

**It is clear that the proposed small-scale tourist accommodation is supported by the Objectives above for the Policy area. The addition of the**

STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn

**tourist accommodation will generate greater tourism to the area, without impacting the farming use.**

**DESIRED CHARACTER**

This policy area occupies the north-western part of the district, forming the hinterland of Hahndorf, one of South Australia's prime tourist destinations. The landscape is characterised by relatively small allotments, significant topographic differences over small distances, and relatively steep slopes.

Narrow rural roads framed by a canopy of trees, distant views, substantial pockets of native vegetation and scattered large eucalypts result in high scenic quality. Development should be undertaken that both maintains and enhances these character elements.

**Function**

The area will take advantage of Hahndorf's role in showcasing high quality local produce by broadening the range of primary production-related activity, and adding value through additional processing, marketing and promotion of produce. It is envisaged that development will complement the commercial and tourist mix in the Hahndorf township.

Development such as markets, small scale farm produce based industries, galleries and craft workshops, produce trails, gourmet retreats and cooking schools supplementing small scale and niche agricultural enterprises is envisaged.

Small-scale tourist accommodation, in association with the above-mentioned activities is considered an important adjunct to the value adding, and production of farm produce at a small to medium scale.

**Public Realm**

A key priority for this area's character will be the maintenance of landscape quality through the reestablishment and retention of remnant and roadside vegetation. The siting and design of buildings should contribute positively to landscape and environmental quality as well as complementing the existing regional historic built form.

The network of picturesque tree-lined roads will be maintained, with roadside vegetation re-established where necessary. Prominent vantage points will be identified and interpretative signage installed.

**Built Form / Character**

Development within the majority of the policy area should take design and material cues from the historic vernacular, such as the Silesian, English colonial, and the late 19th century early 20th century Australian traditional styles. All buildings and structures will be clustered, sited in valleys, below ridgelines, and contribute to the enhancement of landscape quality. The use of traditional building materials such as timber, red brick, stone and corrugated iron will be encouraged. While respecting the built form and setting of the State heritage-listed dwelling (The Cedars) and Hans Heyesen's studio, new development within The Cedars Precinct will be of a high quality, employing contemporary design and materials.

Domestic and ancillary buildings will be clustered and the use of non-reflective materials which blend in with the surrounding environment will be encouraged. The use of reflective prefabricated steel cladding, such as Zinalume, will be discouraged.

Effective vegetated buffers will be established between dwellings, tourist accommodation and surrounding land so as to minimise land use conflicts and not impede the continuation of existing, and development of future agricultural activities.

**The proposal finds considerable support in the Desired Character Statement and Objectives above, in particular Objective 2 of Policy Area 24. The DC Mt Barker Development Plan encourages small to medium scale tourist experiences and accommodation in the vicinity of Hahndorf that has relevance to niche agricultural enterprises. It is believed to add value to the local area. The proposed development intends to build upon the pre-existing unique farming practices of the Farm Barn through the extension of existing Animal Tourist Enterprise and small scale accommodation that is complementary not only to the nature of agricultural practices, but provides visitors to the area with a personal "niche" experience of local**

STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn

**history and farming practices.**

**Principles of Development Control.**

1 The following forms of development are envisaged in the policy area:

- cellar-door sales
- farming
- horticulture
- agricultural industry associated with the processing, packaging and distribution of local produce
- shop in the form of small scale on-farm produce sales outlet in association with primary production
- small scale restaurant associated with primary production, cellar door or winery
- small-scale tourist development in association with wineries, farms and local heritage places.

5 Tourism, including accommodation should be small-scale (except within Precinct 2 The Cedars), and support the following:

- (a) wineries
- (b) farming, horticulture and on-site value-adding
- (c) re-use, conservation and enhancement of State and Local heritage places.

6 Ancillary land uses, such as tourist accommodation, should be of a size, scale and impact less than the existing farming or horticultural activities on the subject land.

**The proposed development clearly finds support in Principles 1, 5 and 6 above. The proposed tourist accommodation will not impact upon the existing farming on the land, and is considered to boost tourism in the area and make the business a more viable venture for the proponent.**

**Form and Character**

9 Development should not be undertaken unless it is consistent with the desired character for the policy area.

10 Buildings should be;

- (a) sited and designed to respond to the local topography
- (b) adopt innovative design techniques
- (c) use traditional building materials indicative of the surrounding region.

**The proposed small-scale tourist accommodation is considered desirable in the Hahndorf Rural Activity Policy Area 24 and the design and siting of the buildings have been given thorough attention. It is submitted that the proposal is not seriously at variance with the above provisions of the Policy Area.**

Careful attention has been paid to effluent management (according with the SAHC code). The location of the most intensive part of the development on the very highest edge of the allotment and a visually recessive built form all contribute to the achievement of the Objectives above.

**The proposal does not offend these Principles. It adds to an existing iconic Tourist Attraction in an appropriate location which is designed in such a way as to be visually recessive.**

**The proposal is supported by the attached effluent management report by Maxwell Consulting Engineers dated 01/09/21/21 ref no. ME1967.**

**Pursuant to that report all wastewater from the proposed accommodation will be directed to a septic tank, to be managed by the Farm barn operators. The proposal will not produce strong organic or otherwise**

STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn

**problematic wastes.**

**The building has been designed to blend well into the background and create a pleasant rural backdrop.**

**The proposal is well above any substantial watercourse and therefore accords with this Principle.**

**There will be no clearing of any substantial native vegetation pursuant to this development. A great deal of care has been taken to ensure that the development will be visually compatible with the existing landscape and adhere to these principles.**

**The proposal plainly builds on the tourist aspects of the current development to create a unique rural experience for visitors to the tourist accommodation.**

**The attached traffic and parking report by Phil Weaver and Associates ref 20-126 concludes that the proposal will comply with the relevant standards. There are no proposed changes to the current vehicular entry or exit points and the tourist accommodation will generate minor additional traffic movements. Additional on-site car parking spaces shall be made available for each of the accommodation suites.**

**The existing and proposed tourism development enjoys good separation buffers between it and the adjoining land uses.**

### **3.0 MOVEMENT OF PEOPLE & GOODS**

The land is currently well served by internal driveways which facilitate the easy access and parking of delivery vehicles and cars.

The proposal will not place any load on this infrastructure that it will not be easily able to cope with.

A full Traffic and Parking Report by Phil Weaver and Associates 11/03/22 ref no. 20-126 is attached.

The treatment of the site particularly the carpark is fully addressed in the attached Civil works plans by Highgrove Design dated April 2022 ref HG0626.

### **4.0 CONSERVATION AND APPEARANCE**

The proposed addition pays full regard to the issues of visual amenity and conservation.

### **5.0 PUBLIC UTILITIES**

The development will be comfortably serviced by existing infrastructure.

The onsite effluent scheme will be augmented, a full report by Maxwell Consulting Engineers (dated 01/09/21 ref ME1967) in this regard is attached.

STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn

**6.0 SOCIAL, ECONOMIC & ENVIRONMENTAL EFFECTS-**

The positive social and environmental effects will be significant. The new development will create additional employment, meet the greater demand for local services, and extend upon the existing tourism within the area.

There will be no loss of any significant vegetation or habitat as a result of this proposal.

The attached Stormwater Management Plan by DBN Consultants 02/02/22 (Ref Hahndorf Farm Barn) includes substantial design to ensure that the runoff from this site will be as pristine as possible. The strategy proposed by DBN Consultants includes the use of rainwater tanks to harvest stormwater from the proposed accommodation suites and existing shed to be converted. The harvested water will be used for toilet flushing, laundry and irrigation to the landscaped area. Additionally, a vegetated and rock lined swale will intercept the stormwater runoff and convey it to a vegetated basin. See full report attached.

The acoustic report by Marshall Day dated 08/11/21 ref no. Rp 001 R06 20190219 determined the predicted noise levels of the development would not exceed the EPP Noise limit, see attached.

SLR Consulting Australia prepared an odour report dated April 2022 Ref 650.30005-R01 concluding there was potential for odour to be experienced from the proximal poultry sheds at the Farm Barn, specifically the accommodation suites, however the strength and frequency of this occurring would be considerably low and therefore would not seriously impact the guests staying in the tourist accommodation. It was also submitted that any guests staying at the Farm Barn's accommodation suites may expect to experience common farming odours, which were not considered to be highly offensive. See detailed report attached.

**7.0 CONCLUSION**

The proposal is supported by many provisions of the Development Plan that encourage orderly and economic development.

The use of the land as proposed is supported by the Objectives of the Primary Production Zone, and the Hahndorf Rural Activity Policy Area 24.

It is therefore submitted that this development finds considerable support and will facilitate the attainment of the intent of the Development Plan.


The end result will be an appropriate addition to an existing significant tourist attraction in a position and with infrastructure such that it will not have a negative effect on the amenity of the locality or the quality of the Watershed. The value adding nature of the proposal will allow the Farm Barn to continue to operate successfully and provide a unique experience to the Adelaide Hills.

**STATEMENT OF EFFECT 580/343/21 Hahndorf Farm Barn**

The proposal contributes positively to the attainment of the District Wide Objectives. It encourages niche experiences of history in association with unique farming practices and opportunity to observe local agricultural practices.

The proposal is not seriously at variance with the DC Mt Barker Development Plan consolidated 20 August 2020.

It is considered that the Development Application has a profound degree of merit and should be granted development plan consent subject to the concurrence of the SCAP.



**Peter Meline**  
**RPIA, MAIBS, JP.**  
**Accredited Professional – Planning Level 1, 2 and 3**  
**Accredited Professional – Building Level 1**

**Encl-**

- Plans by Holland Building Solutions amended 22/02/2022;
- Stormwater Management Plan by DBN Consulting Engineers dated 02/02/2022 ref no. Hahndorf Farm Barn;
- Traffic and Parking report by Phil Weaver and Associates dated 11/03/2022 ref no 20-126;
- Onsite Wastewater Management Report by Maxwell Consulting Engineers dated 01/09/21 ref no. ME1967;
- Acoustic Report by Marshall Day Acoustics dated 08/01/21 ref no. Rp 001 R06 20190219;
- Odour Report by SLR Consulting dated April 2022 ref 650.30005-R01.
- Civil works design by Highgrove Design dated April 2022 Ref HG0626.



02 February 2022

Hahndorf Farm Barn  
c/- Mr Peter Meline  
Adelaide Hills Development Services  
PO Box 1508  
Mount Barker SA 5251

Our ref: Hahndorf Farm Barn  
Development SMP  
Revision: 5

## **Hahndorf Farm Barn Development - Stormwater Management Plan**

### **1 Introduction**

Hahndorf Farm Barn commissioned DBN Consulting Engineers to prepare a Stormwater Management Plan (SMP) for the proposed new development at Hahndorf Farm Barn located at 2282 Mount Barker Rd Hahndorf, SA 5245 (site). The proposed development consists of six retreats and associated access road and car parking, renovated existing shed (shed) and associated access road and car parking and the provision of a gravel seal over the existing car parking area, to the north of the site. The proposed development is shown in Figure 1, Appendix A and Image 1.



***Image 1 – Site location and proposed development***



## **2 Existing Stormwater System and EPA Requirements**

### **2.1 Existing Stormwater System**

There is limited stormwater infrastructure on site. Figure 1, Appendix A shows 2 m contours for the site and surrounding area. The 2 m contours show that any stormwater runoff from the site falls towards an existing dam in the northwest corner of the site. There are a number of existing dams downstream of the dam in the northwest corner of the site.

There are rainwater tanks on site that collect stormwater runoff from existing roofed areas. It is not known how much of the harvested water in the rainwater tanks is used each year.

### **2.2 EPA Stormwater Management Requirements**

The proposed development application was referred to the Environment Protection Authority (EPA) by the District Council of Mount Barker in accordance with Section 37 of the Development Act 1993. A copy of this letter is provided in Appendix B. In summary the EPA requested the following stormwater information before continuing their assessment:

1. A stormwater management plan that outlines how stormwater would be collected, stored and treated from all hard surfaces, including any Water Sensitive Urban Design (WSUD) features. The SMP is to include a site plan drawn to scale of not less than 1:500 that includes the method of drainage and the direction of any stormwater passing over or leaving the site.

## **3 Proposed Stormwater Management Strategy**

The stormwater management strategy for the proposed development is shown in Figure 1. Appendix A and includes:

- The existing rainwater tanks located between the proposed retreats and existing shed will be retained for the purpose of toilet flushing, laundry and irrigating landscaped areas. The two rainwater tanks each have a minimum 22,500 L capacity. Stormwater runoff from the proposed retreat and shed roof areas will be directed to the two tanks.
- Grated inlet pits are proposed to capture stormwater runoff from the access road and car parking to the south of the retreat and upstream catchment areas. Stormwater runoff will be piped to a rock lined swale on the eastern side of the proposed development.
- A vegetated swale will be constructed around the western side of the proposed development to capture and convey stormwater runoff from tank overflows, retreat and shed access road and car parking, upstream catchment and northern car park area. If the slope of the vegetated swale exceeds 4%, then the swale is to be rock ballast lined. A rock ballast lined swale will convey stormwater to the proposed basin, where it runs parallel with Mount Barker Road. Most of the swale directed in a north south direction can be vegetated, however the swale orientated in an east west direction will need to be rock ballast lined.
- A vegetated basin with a volume of 95 m<sup>3</sup> and 51 m<sup>2</sup> of biofiltration area to provide stormwater quality improvement and stormwater detention. Stormwater runoff from the rock ballast lined swale will discharge onto the surface of the biofiltration area. The surface level of the biofiltration area will be set down 200 mm lower than the vegetated basin invert level of 422.00 m AHD, providing 200 mm extended detention depth. The basin will have a DN300 mm outlet pipe with a

260 mm orifice plate at an invert level of 421.23 m AHD. Overflows will be directed around the northern side of the basin via a weir with a level of 422.50 m AHD. The top of embankment level will be a minimum 422.70 m AHD, which means the embankment height will be 700 mm. Stormwater overflowing the weir will be conveyed by a rock ballast lined swale to the existing storage dam in the north west corner of the site.

- Subsoil drainage lines will be provided in the biofiltration basin to reduce the risk of waterlogging.
- Stormwater runoff from the northern car park area will continue to flow overland to an existing swale adjacent to the entrance. Stormwater runoff from the existing swale will continue to flow through an existing paddock before being intercepted by the proposed rock ballast lined swale.

## **4 Hydrology and Hydraulics**

### **4.1 Catchment Plan**

Figure 1, Appendix A shows the catchment area contributing to the proposed vegetated basin. The total existing and proposed development catchment areas is 25,800 m<sup>2</sup>.

The existing conditions impervious area is 6,030 m<sup>2</sup>, which equates to a 23% impervious fraction and the proposed development impervious area is 6,840 m<sup>2</sup>, which equates to a 27% impervious fraction. The existing northern car park area is constructed from a compacted road base material. The impervious fraction will not change as a result of providing a compacted gravel surface. There is approximately 459 m<sup>2</sup> of additional hardstand area associated with providing car parking and access to the shed and retreats.

### **4.2 DRAINS Modelling**

A DRAINS model (hydrologic and hydraulic modelling software) was established to calculate the 10% and 1% AEP existing and proposed development peak discharges from the site. The following data was input and assumptions made to establish the existing and proposed development conditions DRAINS models:

- The site area is 25,800 m<sup>2</sup>.
- The existing conditions and proposed development percentage impervious fractions are shown in Section 4.1.
- Paved and landscaped area depression storages equal 1 mm and 5 mm respectively.
- Soil type equals 3.
- Antecedent moisture condition equals 3.
- The 10% and 1% Annual Exceedance Probability (AEP) discharges from the proposed vegetated basin discharge freely to atmosphere.
- The vegetated basin is assumed to be impermeable.

#### **4.2.1 DRAINS Modelling Results**

The existing and proposed development DRAINS models were simulated for a range of storm durations for the 10% and 1% AEP storm events, using Australian Rainfall and Runoff, 2016 Temporal Patterns

and Bureau of Meteorology, Intensity Frequency Duration data. The existing and proposed development 10% and 1% AEP flow rates from the site are shown in Table 1.

**Table 1 – 10% and 1% AEP DRAINS Modelling Results Summary**

AEP (%)	Existing Development Flow (L/s)	Proposed Development Flow (L/s)
10	128	125
1	355	305

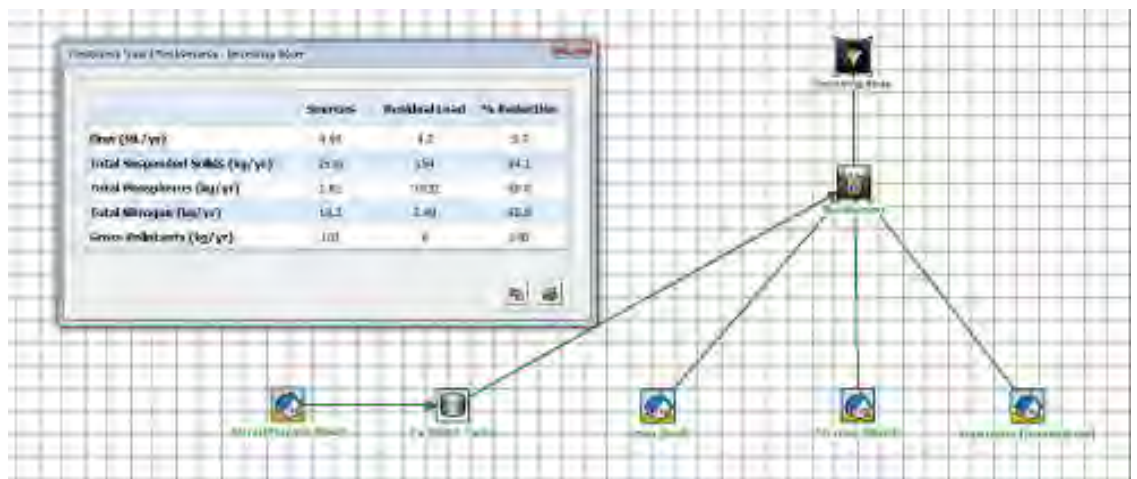
The DRAINS model configuration and 10% and 1% AEP existing and proposed development DRAINS modelling results are shown in Appendix C.

The DRAINS modelling results show that there is no overflow from the vegetated basin in a 10% AEP storm event. The 10% AEP proposed development flow rate is less than the 10% AEP existing development flow rate. There is overflow from the vegetated basin in a 1% AEP storm event, however the 1% AEP proposed development flow rate is 50 L/s less than the existing development 1% AEP flow rate.

#### 4.3 Stormwater Quality Improvement

A biofiltration area of 51 m<sup>2</sup> will be provided in the invert of the vegetated basin. The biofiltration area will treat stormwater runoff from the entire catchment area.

A MUSIC model (water quality model) was established to simulate the performance of the proposed stormwater quality treatment devices. The MUSIC model configuration and percentage reduction targets are shown in Image 2.



**Image 2 – MUSIC Model layout and treatment train effectiveness**

The MUSIC model was simulated using Macclesfield 6-minute rainfall data from 5 February 2004 to 31 March 2010. The default pollutant exports and pollutant removal rates were used in the model. Only the

biofiltration area of the vegetated basin was simulated in the MUSIC model. The vegetated swale has not been included in the MUSIC model in the event that the swale is rock lined the full length.

It has been assumed the retreat daily water demand per person is 46 L. A total number of 14 people with a 50% occupancy rate have been assumed. The assumed shed daily water demand per person is 25 L. A total of 180 occupants and 10 staff, with an occupancy rate of 20% was assumed. This gives a total retreat and shed average daily demand of 1,272 L. Irrigation demands would need to be added to the average daily demand.

The proposed stormwater quality improvement measures and results shown in Image 2 are adequate to meet pollutant reduction targets of 80% Total Suspended Solids, 60% Total Phosphorus and 45% Total Nitrogen from the entire catchment area defined in Figure 1, Appendix A and not just the proposed new development.

#### 4.4 Vegetation Selection

It is recommended that the basin is planted with a high density of drought tolerant plant species. The basin and biofiltration area invert should be planted extensively; at a density of 5 – 10 plants/m<sup>2</sup>, depending on the growth form. Image 3 shows a selection of high nitrogen removal plant species. Shrubs and trees should be planted at a density of < 1 plant/m<sup>2</sup>. A minimum 1 m<sup>2</sup> area of 150 mm deep rock ballast with a Bidim A34 geofabric underlay in conjunction with a higher density of planting should be provided at the rock ballast lined swale discharge point to the basin. Mulch is not recommended as it has a tendency to float and block outlets.

Objective	Effective
Nitrogen removal	<ul style="list-style-type: none"> <li>• <i>Baumea juncea</i></li> <li>• <i>Baumea rubiginosa</i></li> <li>• <i>Carex appressa</i></li> <li>• <i>Carex tereticaulis</i></li> <li>• <i>Ficinia nodosa</i></li> <li>• <i>Goodenia ovata</i></li> <li>• <i>Juncus amabilis</i></li> <li>• <i>Juncus flavidus</i></li> <li>• <i>Juncus pallidus</i></li> <li>• <i>Juncus subsecundus</i></li> <li>• <i>Meibomia ericifolia</i></li> <li>• <i>Meibomia incana</i></li> <li>• <i>Meibomia lateralis</i></li> </ul>

Image 3 – High Nitrogen Removal Plant Species (CRC for Water Sensitive Cities)

## 5 Maintenance

The following inspection and maintenance measures are recommended to maintain the integrity of the stormwater system:

- Inspect grated inlet pits on a monthly basis for the first 12 months to establish a cleaning regime.
- Inspections to check for an excess of sediment, erosion or boggy conditions in the basin. Excess sediment should be removed to as close to original design levels as possible and erosion should be repaired by filling with sandy loam material and rock ballast if erosion continues to be a high risk.
- Regular pruning and weeding to remove any foreign species and any diseased plantings, to promote new growth.
- Monitor vegetation closely during the first year to ensure plants are becoming established and have sufficient water. Some irrigation may be required to establish new plants. Dead plants should be replaced with new plants.
- Check that the basin outlet pipes and orifice are not blocked by vegetation matter or other debris.
- Inspection and removal of gross pollutants.
- Check the swales for any signs of erosion. If the swales experience erosion then rock lining is to be provided with a geofabric underlay.

Routine maintenance inspections should be undertaken every month and/or after rainfall events totalling 20 mm or more.

## 6 Conclusion

A stormwater management strategy has been developed for the proposed Hahndorf Farm Barn development. The EPA have requested a stormwater management plan that outlines how stormwater would be collected, stored and treated from all hard surfaces, including any Water Sensitive Urban Design (WSUD) features. A stormwater management strategy has been developed and includes:

- Rainwater tanks to harvest stormwater runoff from the proposed retreat and existing shed roof areas. Harvested water will be used for toilet flushing, laundry and irrigation of landscaped areas.
- A vegetated and rock lined swale to intercept stormwater runoff from the site and convey it to a vegetated basin.
- A vegetated basin with a detention volume of 95 m<sup>3</sup> and biofiltration area of 51 m<sup>2</sup> will be provided to treat and detain stormwater runoff from the catchment area defined in Figure 1, Appendix A.

DRAINS modelling showed that the peak 10% and 1% AEP proposed development flow rates have been reduced to less than the equivalent existing conditions flow rates.

MUSIC modelling showed that the proposed basin is adequate to meet stormwater quality reduction targets for the catchment area defined in Figure 1, Appendix A.



If you have any queries regarding this report please contact the undersigned on 0422 150 775.

Yours faithfully  
DBN Consulting Engineers Pty Ltd



**Dean Nobbs**  
Director  
0422 150 775

## Appendix A - Figures

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Figure 1 – Stormwater Management Plan







## **Appendix B – EPA Letter**

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Environment Protection Authority  
GPO Box 2607 Adelaide SA 5001  
211 Victoria Square Adelaide SA 5000  
T (08) 8204 2004  
Country areas 1800 623 445

EPA Reference: 34468

24th October 2018

Mr Peter Meline  
PO BOX 1508  
MOUNT BARKER SA 5251

petermeline@bigpond.com

Dear Mr Meline,

**Development Application Information Request**

<b>Development Application Number</b>	<b>580/638/18</b>
<b>Applicant</b>	<b>Peter Meline</b>
<b>Location</b>	<b>A100 DP27157, Hundred Kuitpo, 2282 Mount Barker Road, Hahndorf SA 5245.</b>
<b>Proposal</b>	<b>Function Centre and Tourist Accommodation in Association with Existing Tourist Facility (Non-complying).</b>
<b>Information required within 3 months from date of this letter.</b>	

The above mentioned development application was referred to the Environment Protection Authority (EPA) by the District Council of Mount Barker in accordance with section 37 of the *Development Act 1993*.

The subject site is located within Priority Area 3 of the Mount Lofty Ranges Water Protection Area. The EPA considers that development in this area should have a neutral or beneficial water quality impact.

Previous water quality studies in the Mount Lofty Ranges Watershed have shown a direct relationship between development intensity and a decline in water quality. As most water pollution in the Mount Lofty Ranges Watershed is derived from diffuse sources, further pollution can only be prevented by avoiding incremental development that intensifies land use towards more polluting activities.

Additionally, the *Environment Protection (Water Quality) Policy 2015* includes a general environmental duty to undertake all reasonable and practicable measures to prevent or minimise environmental harm resulting from undertaking an activity that pollutes or might pollute ground or surface waters. A person who owns or occupies premises at which a septic system is installed must ensure that waste from the septic system is not discharged into any waters or onto land in a place from which it is reasonably likely to enter any waters (including

by processes such as seepage or infiltration or carriage by wind, rain, sea spray or stormwater or by the rising of the water table).

Consequently, further clarification is sought regarding the management of stormwater and wastewater and, as provided for by section 37(2) of the Development Act, the EPA requires the following additional information before continuing its assessment.

1. Provide a stormwater management plan that outlines how stormwater would be collected, stored and treated from all hard surfaces, including any water sensitive urban design features. This should include a site plan drawn to scale of not less than 1:500 that includes the method of drainage and the direction of any stormwater passing over or leaving the site.
2. Provide all details regarding any on-site wastewater management system proposed, including the capacity of the system and the equivalent persons on which the sizing is calculated.
3. If land application (of post initial treatment wastewater) is proposed as part of on-site wastewater management, provide a report by a suitably qualified wastewater engineer that demonstrates the site and soil would be suitable for long term wastewater disposal. Refer to Table 8-1 of the *On-site Wastewater Systems Code* (April 2013) for further information.

The further information must be supplied within 3 months of the date of this letter. Failure to comply with this request may result in the EPA advising the planning authority to refuse the application.

Please send the further information, labelled with your Development Application Number, to both the Environment Protection Authority and the planning authority at the addresses provided below. Please ensure correspondence is marked attention to Client Services Officer.

All information must be forwarded to:

Client Services Officer  
Development Applications  
Science and Assessment Division  
Environment Protection Authority  
GPO Box 2607  
ADELAIDE SA 5001  
DX 228  
epa.planning@sa.gov.au

Nathan Franklin  
Senior Planner  
District Council of Mount Barker  
PO Box 54  
MOUNT BARKER, SA 5251  
nfranklin@mountbarker.sa.gov.au

Please direct all enquiries to Michael Guy on telephone (08) 82042129 or facsimile (08) 81244673 or email epa.planning@sa.gov.au

Early attention to this matter would be appreciated.

Yours faithfully



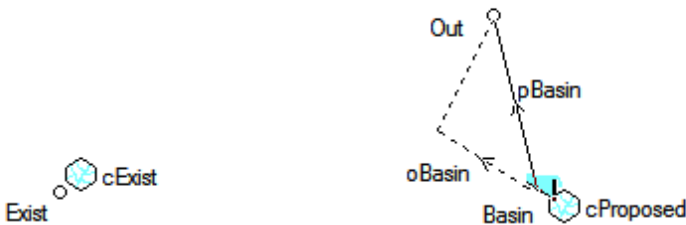
Hayley Riggs  
Delegate

**ENVIRONMENT PROTECTION AUTHORITY**

cc: *Planning Authority:*  
*Attention:*

District Council of Mount Barker  
Nathan Franklin

# Appendix C – DRAINS Model Results



DRAINS Model Layout (above)



10% AEP DRAINS Model Results (above)



1% AEP DRAINS Model Results (above)

PHIL WEAVER & ASSOCIATES

Consultant Traffic Engineers  
ABN 87 093 606 680  
204 Young Street  
Unley SA 5061  
P: 08 8271 5999  
F: 08 8271 5888  
E: mail@philweaver.com.au

File: 20-126

11 March 2022

Mr Peter Meline  
Adelaide Hills Development Services

By email: [petermeline@bigpond.com](mailto:petermeline@bigpond.com)

Dear Peter,

**PROPOSED TOURIST ACCOMMODATION – HAHNDORF FARM BARN – 2282 MOUNT BARKER ROAD, HAHNDORF – TRAFFIC AND PARKING ASSESSMENT**

We refer to our recent discussions and previous traffic and parking assessments with respect to the proposed development on the subject site. We understand that a previous proposal for a function centre is no longer being considered, with the proposed development now consisting of:

- 6 tourist accommodation units (4 x 1-bed and 2 x 2-bed); and
- Change of use of an existing storage shed to be used as a farm / animal activity shed (Petting Zoo). Minor additions will be added to this shed to provide amenities and a 13m<sup>2</sup> office.

In preparing the following assessment we have also referenced a previous parking assessment report prepared by SMEC (**Hahndorf Farm Barn – Parking Assessment**) dated 4<sup>th</sup> November 2015. A copy of the SMEC report, which addressed amongst other matters the parking demands associated with the operation of the Farm Barn, is attached as an appendix to this letter for reference.

**EXISTING SITUATION**

The subject site is located on the south-western side of Mount Barker Road, opposite Hogan Road as identified in *Figure 1* (below).

The subject section of Mount Barker Road is an arterial road under the care and control of the Department for Infrastructure and Transport (DIT), which carries an Annual Average Daily Traffic (AADT) volume of approximately 6,300 vehicles per day (vpd).

Mount Barker Road, adjacent the subject site, is a two-way, two-lane road with a double barrier line typically provided throughout except for breaks at various access points. The posted speed limit on this roadway adjacent to the subject site is 80km/h, although advisory signs adjacent to the subject site recommended speed limits of between 60km/h and 65km/h on the adjoining corners on Mount Barker Road.



*Figure 1: Aerial imagery of the subject site and adjacent locality*

The site currently accommodates the Hahndorf Farm Barn, which is described as *"a unique blend of children's farmyard and wildlife park"*. The existing development is open to the public between 10.00 am and 4.00 pm Monday to Sunday.

Attendance rates are highest during warmer months with a typical attendance on a good weekend reaching a total of approximately 250 persons on Saturday or Sunday. Peak parking demands generally coincide with milking shows that are conducted at 11.00 am and 2.30 pm.

There is a single access point to the subject site from Mount Barker Road, located approximately 145m north-west of the intersection of Hogan Road with Mount Barker Road.

The existing car parking area is provided within an unmade gravel area.

## PROPOSED DEVELOPMENT

The proposed tourist accommodation facilities and minor extension to the existing building to accommodate the Petting Zoo are identified on a series of plans prepared by Holland Building Solutions including a **Part Site Plan** and a **Shed Floor Plan** as both amended on 22 February 2022.

The Part Site Plan indicates that the existing Farm Barn car parking area is to be provided in accordance with the 77-space 'possible car park layout' as provided within the SMEC report.

As previously identified, the proposed development now consists of:

- 6 tourist accommodation units (4 x 1-bed and 2 x 2-bed); and
- Change of use of an existing storage shed to be used as a farm / animal activity shed i.e. the Petting Zoo. Minor additions will be added to this shed to provide amenities and a 13m<sup>2</sup> office.

It is understood that the proposed minor alterations and additions to the shed associated with the existing farm barn are not anticipated to generate additional patronage or staffing requirements.

The proposed retreats will be accessed via an existing internal driveway at the southern end of the existing buildings on the site.

Eight new 90-degree on-site car parking spaces are proposed for the tourist accommodation units, including one accessible space and an associated shared area. These new car parking spaces will be 2.6m in width (2.4m for the accessible space and shared area) and 5.4m in length, adjacent to a 6.1m wide aisle. A 2.6m wide turnaround area is also proposed at the north-eastern end of this parking area.

Five additional 90-degree spaces (2.6m wide, 5.4m long, 6.7m aisle) are identified adjacent to the water tank. It is understood that these spaces would be available for staff only.

The Part Site Plan identifies that *"dedicated parking spaces shall be visibly outlined on all sides with 80mm to 100mm paver excepting (sic) any side delineated by a kerb, barrier or wall."*

## TRAFFIC ASSESSMENT

The proposed minor alterations and additions to the shed associated with the existing farm barn are not anticipated to generate additional patronage or staffing, and therefore vehicular trip generation. Hence any increase in traffic movements associated with the proposed development would relate only to the proposed accommodation facility.

The *'Guide to Traffic Generating Developments'* report produced by the (former) Roads and Traffic Authority (RTA) of NSW identifies trip generating rates for casual accommodation, namely motels, of 3 daily vehicle trips per unit including 0.4 evening peak hour vehicle trips per unit.

The six proposed accommodation units would therefore generate approximately 18 daily vehicle trips including 2 to 3 evening peak hour vehicle trips.

The peak period for accommodation (evenings) will not coincide with the peak period of the Farm Barn activities, however accommodation check in and check out times would coincide with the Farm Barn.

Notwithstanding the low peak hour traffic generation of 2 to 3 trips forecast to be generated by the proposed tourist accommodation units, I understand that Council staff have raised concerns in relation



to potential vehicle and pedestrian conflict between traffic movements associated with the subject tourist accommodation facility and pedestrian movements associated with the existing Farm Barn development.

In order to address these concerns installation of the following signage along the site access driveway and the tourist accommodation access driveway is recommended:

- 20km/h speed limit signage, in accordance with the *Table 2.1* of the *DIT Speed Limit Guideline for South Australia* which identifies that such a speed limit is appropriate for off-street areas, car parks, driveways and beaches, namely confined areas where vehicles and pedestrians mix. Such regulatory signage would require approval from DIT; and
- WG-3 'children' warning signage.

There will be no change to the nature of the current vehicular access arrangements with all traffic entering / exiting via the existing access point located on Mount Barker Road. Given the low level of additional traffic movements to be generated by the proposed development, there will effectively be no change to the operation and nature of this access point.

There is minimal anticipated change to the volume of delivery and servicing vehicles required to access the site as a result of the proposed development. It is anticipated that the small increase in the volume of both deliveries and waste collection would primarily be accommodated by the vehicles currently servicing the existing facilities on the site.

## **PARKING ASSESSMENT**

The attached SMEC report identified that the peak parking demand for the Farm Barn facility would be of the order of 72 spaces, which would continue to be readily accommodated within the 77-space parking area, which also includes a dedicated bus parking area.

*Table MtB/2 - Off Street Vehicle Parking Requirements* within the Mount Barker District Council Development Plan identifies car parking requirements for tourist accommodation facilities of 1 space per guest room plus 1 space per employee.

On the above basis it is calculated the eight spaces adjacent to the 6 accommodation units (comprising 8 bedrooms) would be appropriate for visitor parking demand, with staff parking able to be accommodated within the primary car parking area or the five additional spaces proposed adjacent to the water tank.

There is in any event scope for overflow parking to be provided within the adjoining paddock on those rare occasions when parking demand is anticipated to be higher than the aforementioned rates, as identified in the SMEC report.

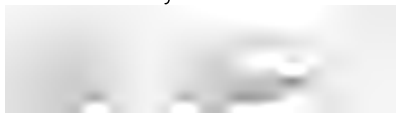
## **SUMMARY AND CONCLUSIONS**

In summary, the proposed development will:

- Provide an appropriate design standard, subject to provision of recommended signage;
- Provide appropriate quantities of additional on-site car parking that will meet Councils Development Plan requirements; and

- Generate very minor additional traffic volumes, of the order of 2 to 3 peak hour vehicle trips that would have negligible impacts on the existing access arrangements and adjacent road network.

Yours sincerely



Phil Weaver  
Phil Weaver and Associates Pty Ltd

*Enc: SMEC report – 4 November 2015*



4 November 2015

Mr. Peter Meline  
Adelaide Hills Development Services  
PO Box 1508  
MOUNT BARKER SA 5251

Dear Peter,

**RE: Hahndorf Farm Barn – Parking Assessment**

I refer to your request to consider the parking implications associated with the proposed expansion of the Hahndorf Farm Barn located on Mount Barker Road, Hahndorf. The following provides a summary of the parking assessment associated with this proposal.

**Background**

The Hahndorf Farm Barn ('Farm') is located on the southern side of the Mount Barker Road, adjacent to the Hogan Road intersection. The Farm caters for visitors (individuals, families and school groups) which attend the farm to gain an understanding of life on a farm, as well as being able to get some 'hands on' experience. Educational programs are also provided to the school groups. The Farm is open between 10am to 4 pm, with milking shows occurring at 11am and 2:30pm. These shows tend to attract the peak number of attendees over the day.

The existing site consists of a shed, which incorporates animal display areas, an educational area and office / amenities. The shed contains seating for patrons that attend one of the two demonstrations that are held daily on the site. No formal parking spaces are provided on the subject site. Instead, a large hardstand area is used for informal parking on the site, for both passenger vehicles and buses. The site has additional capacity to cater for any overflow parking requirements that can occur on rare occasions throughout the year. The overflow parking is accommodated in a grassed paddock accessed from the main driveway leading into the site.

Visitor attendance at the farm varies across the week, and is also influenced by school holiday periods, as well as seasonal variations.

Typically, attendance during the weekdays (during the school term) is associated with school groups attending the site. The majority are transported by bus to and from the site. Very few 'walk up' groups attend during the normal weekday. Attendance numbers are generally less than 100 persons during these periods.

Buses generally park on site and wait for the information session to be completed to then transport the group off site. On some occasions, the driver may decide to leave the site and travel into Hahndorf while waiting for the school group to finish its session, before returning to the site to collect the group.

On weekends during the school term, the majority of attendees are family groups. The Farm also caters for children's parties and the like.

Attendance rates are higher during the warmer months. I have been advised by the owner that attendance rates can vary, with a typical attendance on a 'good' weekend reaching 250 people over the course of the day.

On rare occasions, attendance figures can reach approximately 300. Such an event may occur one or two times a year.

#### **Existing Road Network**

The Hahndorf Farm Barn has one access point to Mount Barker Road, approximately 145m north west of the Hogan Road intersection.

Mount Barker Road is an arterial road under the care and control of the Department of Planning, Transport and Infrastructure (DPTI). The road is a two lane, two way road, with an 80 km/h posted speed limit. The road has sealed shoulders.

In the vicinity of the site, no overtaking zones (NOZ) are in place. A break in the NOZ is provided to enable access to the Farm

Figure 1 provides a locality plan of the subject site in respect to the adjacent road network.



**Figure 1: Locality plan**

### **Proposed Development**

I understand the proposed expansion of the Farm involves the provision of an additional shed on the site. The shed will provide for an exhibition area with seating, a classroom area and a feed storage area.

The proposal is intended to address some current deficiencies that are encountered with the current shed provision on site, in particular providing for larger display areas to accommodate additional seating to cater for the current demand.

The parking area will be retained in its current arrangement (ie unmarked hardstand) with no formalised parking spaces provided.

It is not considered that the proposed expansion will in itself generate increased patronage to the Farm.

### **Parking Surveys**

Based on information provided by the owner, it was decided to undertake a parking survey during the second week of the October school holiday period. Midweek during the school holiday period is generally considered one of the busier periods experienced on the Farm over the year.

The survey identified a peak parking demand of 40 vehicles which was recorded in the period 11:45AM to 12:00 PM.

During this same period, the Farm recorded a peak attendance of approximately 107 people.

On this basis, the Farm generates a parking demand in the order of 0.36 spaces per person.

A total of 188 people attended the site during the opening hours on this day, as well as vacation care groups which accounted for an additional 85 attendees. There were also five staff present on the site

### **Parking Assessment**

The parking survey demonstrated that the Farm attendances peak in the morning up until 12PM, with approximately 80% of the daily attendances occurring in this period. After this time, people begin leaving, while other groups arrive, albeit the number of people entering is far less than those leaving. The owner has indicated that typically, families would stay on site for approximately one to one and a half hours.

On the basis that the subject site could attract up to 250 patrons per day on a 'good' average day, and assuming that the peak equates to 80% of the daily total (ie 200 patrons) then the peak parking demand could be in the order of 72 spaces.

The existing 'hard stand' area has been used to determine approximately how many spaces could be provided on the site if the spaces were to be marked. The attached sketch (Figure 2) indicates that 77 spaces could be provided, while retaining existing areas of vegetation within the car park area.

Parking on site for one bus has also been shown.



**Figure 2:- possible car park layout**

The number of spaces able to be provided on the site would satisfy the peak parking demand, even during the higher peak days experienced on weekends and during school holidays.

Even if the car park was only 75% efficient in its use in comparison to a marked car park (given the spaces are not marked and drivers will therefore not park as close to an adjacent vehicle as they would in a marked car park), then this could equate to approximately 58 vehicles able to park within the area. Applying the observed parking rate for the site, this number of parked vehicles could accommodate a peak attendance in the order of 160 people, or a daily attendance in the order of 200 people.

Should any days see higher attendance in the peak period, then the overflow parking could be provided in the paddock adjacent to the entrance road. This overflow would be managed by farm staff as required.

### **Summary**

The owner of the Farm has indicated that it is not economically viable for the Farm to seal the existing hardstand area to enable parking spaces to be formally marked on the subject site.

Notwithstanding this, it is considered that sufficient parking capacity to cater for the majority of peak parking demand experienced on the subject site can be provided by the use of the existing hardstand area.

On this basis, I consider the provision of the additional shed on the site will have no detrimental impact on the parking demand already experienced on the site.

If you have any queries or wish to discuss our submission further, please do not hesitate to contact me (on 08 8225 9818 / 0488 212 377 / [Andrew.townsend@smec.com](mailto:Andrew.townsend@smec.com)) should you require any further information or clarification.

Yours sincerely,



**Andrew Townsend**

Senior Associate Engineer

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### **Onsite Wastewater Management Report**

**Project:** Hahndorf Farm Barn  
**Address:** 2282 Mount Barker Road, Hahndorf  
**Project No:** ME1967

**Proposed system:** Min. 15000L Septic Tank with 3mm aperture outlet filter  
Min. 12000L Balance Tank with alternating electronically controlled  
duty & stand-by pumps  
Min. 2400L Grease Arrestor

**System requirements:** SA Health approved wastewater products

**Make/model:** As selected by applicant and noted within application form

**Effluent disposal:** Subsurface

**Disposal via:** Pressure-dosed soakage beds

The design provided is in accordance with the requirements of SA Health's Onsite Wastewater Systems Code (2013), and AS/NZS 1547:2012.



#### **Document Control**

Version	Date	Author	Reason	Sections	Checked
A	22/02/2021	Sherie Yang	Initial Release	All	AD
B	1/09/2021	Sherie Yang	Amd use & design	All	JC



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### Summary

The design provided accounts for the wastewater generated by use of an existing adapted shed with a new office and toilets, and 8 tourist accommodation villas.

All other buildings onsite with sanitary fixtures are connected to existing wastewater systems and separate to this application.

All wastewater from the shed and villas will be directed to a septic tank of at least 15,000L capacity. This tank must have a 3mm aperture outlet filter attached, which will need to be managed by the Farm Barn operators.

Wastewater directly from any kitchen or kitchenette facilities will be directed to a min. 2400L grease arrestor prior to connection to the septic tank to improve wastewater quality.

Effluent disposal from the septic tank will be directed to a min. 12,000L balance tank which will be electronically controlled to time-dose effluent across to pressure-dosed soakage beds. Both pumps will be in operation, and each pump will be connected to a corresponding indexing valve and set of 6 soakage beds.

The pressure dosed soakage beds are best located away from areas accessible to visitors and must be fenced off from livestock and animals that may be drawn to the plants over the disposal zone. Avoid locating the beds in areas that may be subject to stormwater inundation.

The proposed disposal areas must not be driven/parked over or used for storage nor made accessible to hoofed animals. The surface of the disposal areas must always have contact with air, and ideally have lawn or similar groundcover established over. Other wastewater tolerant, shallow rooting grasses and small shrubs may also be planted over and between the disposal zones to further facilitate effluent uptake. It is also recommended for the surface to be mounded to shed water away.

A diversion trench and clay lined swale are mandatory components of the wastewater design and must be installed along with the soakage beds.

All other stormwater discharge and site water run-off observed must be directed away from the proposed disposal areas, such as via bunding and spoon drains, or grated pits which may discharge to other areas onsite or directed back to the street water table.

**Please contact the undersigned for queries relating to this report.**

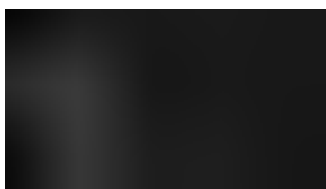
**Design and assessment by:**



**Sherie Yang MIEAust NER**

**Maxwell Consulting Engineers**

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## Site Assessment

	Requirement	Assessment
Land slope	Should not be greater than 20%	Natural slope of the site is approx. 1 in 10
Flooding	Should not be subject to inundation or flooding more frequently than 1 in 10 years	Expected not to be subject to 1 in 10 year flooding/within a flood plain based on information available from DEW Council to confirm
Water table	Depth to seasonal, tidal or permanent water table should be greater than 1.2m from GL and at least 500mm above the highest level of the water table	Groundwater not encountered in samples
Bedrock	Depth to bedrock or cap rock should be suitable for the system (1.2m and at least 500mm clearance required for subsurface disposal)	Disposal is not within 500mm of bedrock
Land area	Disposal area within the allotment must be suitable for the intended use	Adequate area to meet wastewater disposal requirements can be achieved while maintaining recreational area for occupant use
Climate		Mild temperate
Allotment area		Approx. 9.2ha
Availability of water to the site		Mains equiv.

	Minimum setback	Assessment
Distance to well, bore, dam used or likely to be used for human or domestic purposes	50m	Disposal area is not within 50m
Distance to watercourse used or likely to be used for human or domestic purposes	50m	Disposal area is not within 50m
Distance to water source used for agricultural, aquacultural or stock purposes	50m	Disposal area is over 50m
Distance to pool level of the River Murray and its lakes	100m and above the 1956 flood level	Above the 1956 flood level
Distance to mean high water spring along coastal foreshore	100m	Disposal not within 100m



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### Soil Sampling Methodology

A minimum of two sampling locations selected with soils obtained from the locations via hydraulic push tube down to at least 500mm below the base of the soakage area, or until refusal.

Refer to results from borelogs by Ron Selth & Associates

### Soil Characteristics

Soil classification method: AS/NZS 1547:2012  
Soil category: Cat 5  
Associated permeability: 5mm/day

### Wastewater Characteristics

Water Use: Commercial/tourism purposes  
Max. number of persons: Up to 120 people using shed toilets, twice per week  
10 shed staff, twice per week  
Up to 16 guests across the 8 villas/retreats per day  
(Considering 60% occupancy rate)  
Up to 6 (and average 4) regular staff per day

Daily flow: Max. 5680L per day  
Up to 20260L per week

### Calculations

Primary treatment tank capacity	
Desludging frequency	4 years
Max daily flow into tank	5680L/d
Average yearly sludge/scum accumulation per occupant	80L/p/yr
Total yearly sludge/scum accumulation	2139L/yr
Required capacity	14238L min

Zoning	
Disposal area sized for	3600L/d (This is less than the max. expected over one day and therefore requires a balancing tank to regulate)
Number of disposal zones	12 zones total Each pump to be connected to 6 beds Each bed accounting for 1/12 total daily flow (300L per zone)
Nominated splitting method	Netafim 6-way indexing valve suitable for 50L/min

Soakage zone specifications	
Number of soakage zones	12 beds
Required contact area per zone	60m <sup>2</sup> min required per bed (720m <sup>2</sup> min total)
Width of each soakage zone	2m
Lineal length required for each zone	30m
Dosing frequency	Up to 300L of effluent dosed to a soakage bed every 2 hours

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Site

Farm Barn  
2282 Mount Barker Road, Mahandorf

Information provided

Shed use (ballets) for up to 240 people/week (or 120 people twice per week etc)  
Up to 10 shed staff  
B&B (8 bedrooms)  
Max 6 (Av. 4) Regular Staff

Durations in weeks/year	S2	S2	S2	S2
	Shed use	Shed Staff SS	B&B	Regular Staff
Occupancy rate	S	SS	BB	R
Monday	0	0	35	2
Tuesday	0	0	35	2
Wednesday	0	0	35	4
Thursday	0	0	35	4
Friday	0	0	35	4
Saturday	120	10	35	5
Sunday	120	10	35	5
No. of people over week	240	20	112	28
No. of people for duration	1200	100	560	140
Average visitors over week				

Attributed loads	S	DF	Attributed loads	Description
Shed	35	30	Temporary facilities	
Shed staff	25	30	Staff alterations	Typical
B&B	48	100	Casual/short term accommodation or hotel motel accommodation, no spa baths	Typical
Regular staff	25	30	Staff alterations	Typical
*Loads marked in yellow may be open for discussion once the application is within council				

Septic Capacity	S		P1 x S	P2	DF	DF x P2
	daily average	L/y	L/y	highest	L/y/d	L/d
Shed	34	35	1200	1200	30	3600
Shed staff	3	25	75	30	30	300
B&B	48	48	768	318	100	1440
Regular staff	4	25	100	5	30	180
Septic Capacity	Total S	Max DF	Disinfecting frequency	Min. Effluent Cap.	Use	
	L/y	L/y		L		
Scenario 1: S + C + B + R	2130	5680	4	14238	15000 min	
*this may result in a 20,000L septic tank due to product availability						

Balancing DF	Shed use	Shed Staff	B&B	Regular Staff	Shed use	Shed Staff	B&B	Regular Staff	DF
Scenario: Peak week	Max per day	Max per day	Max per day	Max per day	Daily DF	Daily DF	Daily DF	Daily DF	Total
Monday	0	0	35	5	0	0	0	1500	1780
Tuesday	0	0	35	5	0	0	0	1500	1780
Wednesday	0	0	35	5	0	0	0	1500	1780
Thursday	0	0	35	5	0	0	0	1500	1780
Friday	0	0	35	5	0	0	0	1500	1780
Saturday	120	10	35	5	3600	300	1000	180	5680
Sunday	120	10	35	5	3600	300	1000	180	5680

Balancing Capacity - septic										
Weekly max. F	20200 /wk									
Emptying duration	6 days									
Required daily disposal	3377 L/d									
Selected daily disposal	3600 L/d									
Time dosing frequency	2 hrs									
Volume stored	3000 L max per dose									

Balance Tank Requirements	Max. DF	Pump Rating	Inner pipe diameter	Length of supply line	Volume held in pipe	Min. Size	Use		
Capacity	5680	2840	0	0	0	7500	12000		
*a smaller subsiding tank may also be suitable, however the larger tank will provide a better buffer to account for pump failure etc.									

Balance	Type of use	Shed use	Shed Staff	B&B	Regular Staff	Volume in tank at start	Flow into tank	Volume removed	Net volume	Volume remaining in tank	Chamber size
		Max per day	Max per day	Max per day	Max per day					0	
Monday	BB + R	0	0	35	5	0	0	1780	3600	-1820	0
Tuesday	BB + R	0	0	35	5	0	0	1780	3600	-1820	0
Wednesday	BB + R	0	0	35	5	0	0	1780	3600	-1820	0
Thursday	BB + R	0	0	35	5	0	0	1780	3600	-1820	0
Friday	BB + R	0	0	35	5	0	0	1780	3600	-1820	0
Saturday	S + S5a BB + R	120	10	35	5	0	0	5680	3600	2080	2080
Sunday	S + S5a BB + R	120	10	35	5	0	0	5680	3600	2080	2080
Monday	BB + R	0	0	35	5	0	0	4160	1780	2380	2380
Tuesday	BB + R	0	0	35	5	0	0	2340	1780	3600	520
Wednesday	BB + R	0	0	35	5	0	0	1780	3600	1820	0
Thursday	BB + R	0	0	35	5	0	0	1780	3600	1820	0
Friday	BB + R	0	0	35	5	0	0	1780	3600	1820	0
Saturday	S + S5a BB + R	120	10	35	5	0	0	5680	3600	2080	2080
Sunday	S + S5a BB + R	120	10	35	5	0	0	2080	5680	4160	4160



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**Owner/operator's responsibility:**

Primary treatment systems require desludging/pumping out every few years, at the desludging frequency noted (typically every 4 years). This frequency should be adhered to, to prolong the lifespan of the associated soakage trenches and beds.

It is the owner's responsibility to maintain the condition of the disposal area(s), the outlet filter, and fix issues should they arise in a timely manner. If a diversion trench is required, it will require seasonal/occasional maintenance, to be undertaken by the owner. Septic tank outlet filters will need to be maintained by the owner/operator.

All site run-off from existing and future developments, rainwater tanks, and stormwater discharge must be directed away from the disposal zones as the selected areas are designed to operate with only the applied effluent and natural rainfall over the disposal area (but not additional run-off from upslope).

The soakage disposal areas shown will work best as dedicated disposal zones. The soakage zones must be fenced off from all livestock and barred from vehicle access to prevent compaction of the soil. If the owner chooses not to fence or protect the soakage site, they do so at their own risk of decreasing the lifespan of the soakage beds.

Existing plants with aggressive, seeking or fibrous (such as palms) root systems are best removed from areas near to the soakage bed(s). If these plants are left nearby (and this may be for reasons such as the size or aesthetics of the plant), the owner can do so providing that they understand and accept that this increases the chance of roots growing into the dosing lines, creating blockages. It may be repairable but can reoccur depending on the species and proximity.

**Installer's responsibility:**

A Certificate of Compliance (CoC) provided by a licensed plumber, as-constructed drawings, and pre-commissioning testing results must be provided to council and the owner within 28 days of completing the wastewater installation.

The engineer is to be contacted if significant changes to the design are required, such as the locations of the soakage areas, the depth of the soakage excavations, where surface irrigation is altered to subsurface irrigation, or if automatic valves are replaced with manual ones, as this may void the design provided.

Photos should be taken during each step of installation as a record.



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### Groundwater Bores (Via Waterconnect)



\*no bores within 50m of the disposal site





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### **General advice for the maintenance and care of a septic system (obtained from council)**

#### **Handy hints**

- Household detergents and bathroom products should be biodegradable.  
Try to find products labelled 'septic tank safe' and use only as recommended
- Thoroughly scrape all food scraps, oil and fat residue from plates, dishes, saucepans etc before washing
- Use toilet paper that readily breaks down and do not flush sanitary napkins, tampons, disposable nappies etc into the septic tank - these items do not break down and will cause the septic tank to block
- Avoid fitting food waste disposal units. Instead compost raw vegetable materials in a compost bin or worm farm
- All vents and inspection openings into the drain and septic tank should be properly sealed to prevent access of mosquitoes
- Your septic tank should be pumped out every four years. If you are connected to STEDS Council's contractor will advise you when this free service is next due. In the case of some multiple units and commercial situations more frequent pump outs may be required. If your septic tank is not connected to Council's STEDS you should organise regular pump outs through a suitably licensed contractor

#### **Odour problems: Common causes and solutions**

It is normal for septic tank systems to give off some odours. Whether these odours become a nuisance will depend on several factors. Most odours originate from the septic tank and discharge through the head vent. Factors affecting whether odours become a nuisance include:

##### Vents

- People may or may not notice odours from their septic tank depending on the location of vents on the house and whether they are in a regular 'traffic' area
- Calm weather conditions can emphasise odour problems for a longer period of time
- Verandas, pergolas, high fences etc in the vicinity of the head vent can trap any unpleasant odours, particularly on calm days
- Sometimes odours may come from a neighbour's vent if dwellings are within close proximity
- Odours may be escaping from a septic tank lid or inspection point situated at ground level rather than from a vent

##### Other

- Heavy water usage (e.g. when clothes washing) may agitate the septic tank contents causing a surge in odours
- constant sour odours may indicate a low pH level in the tank

**NB:**

Unpleasant odours are not a health risk and do not necessarily mean that the septic tank needs pumping out.



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### **General advice for the maintenance and care of a septic system (obtained from council)(cont.)**

#### **Reducing water use**

- Fit water saving showerheads to showers and dual flushes to toilets
- Replace top loading washing machines with front loading machines as this will significantly reduce water use

#### **Solving some of these nasty odour problems**

In most cases steps can be taken to stop or reduce odour problems.

- The vertical height of the head vent can be extended by a metre or so to allow odours to discharge at a higher level
- If more than one vent exists on a house an 'air admittance valve' can be fitted. These devices allow air into the system but do not allow air to escape. They are available from plumbing suppliers
- Vents of 75mm to 100mm diameter can be reduced to 50mm to reduce the amount of odours being discharged
- Sometimes a 'sour' odour may indicate a low pH in the tank. To fix this, 500g of hydrated lime can be flushed into the septic tank 3-4 times a year via the toilet pan, which will raise the pH of the septic tank contents.
- Commercial products which balance the microbial activity in the tank and reduce odours are available
- Ensure all inspection points and septic tank lids are adequately sealed to prevent odours from escaping
- If odours are noticed inside the house it is most likely due to a loss of the water seal in the toilet or floor traps. Flushing the toilet or running water into a basin will replace the seal, ceasing the odours. Unfortunately, there is no simple solution to prevent the loss of the water seal in toilets and floor traps.

#### **What to do if your septic tank system is blocked**

- The most common reason for a blockage is the collection of material at the inlet point of the tank. In older tanks there is a cleaning point at the inlet of the tank. More recently made tanks have an inspection point over the inlet point. Plunging either of these points will release the built up material and clear the blockage
- If your house has old style earthenware drains there is a higher possibility of blockages due to intrusion of tree roots. Houses with PVC drains are less likely to suffer from this sort of problem. An older septic tank may also become blocked due to root intrusion
- Experience has shown that a septic tank can comfortably survive four years between pump outs. If a blockage occurs in between pump outs it is likely to be a blockage at the inlet point of the tank. Plunging of the inlet point as described above will clear the blockage in most cases. It is not always possible to clear a blockage yourself and so in many cases the assistance of a plumber will be necessary.



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**Email:** [swe@maxwellengineers.com.au](mailto:swe@maxwellengineers.com.au)

**General advice for the maintenance and care of a septic system (obtained from council)(cont.)**

**Things you should & should not do**

The following points will help to ensure correct operation of your septic tank system and help extend the life of the system.

- Ensure stormwater, including rainwater tank overflows and surface run off, does not enter the septic tank system
- Relief valves on mains pressure hot water services should be activated every 2-3 months to prevent valve failure and the constant dripping of water into the septic tank system
- Disposal of cooking oils and fats down the drain may cause blockages in the system. Dispose of these by placing them in a sealed container and putting them in the general rubbish bin
- Unused medicines and pharmaceutical products should be correctly disposed of and not allowed to enter the septic tank system
- Backwash water from swimming pools and spas must not be discharged into the septic tank. In STEDS areas the discharge is to be connected after the septic tank via a gully trap. Where STEDS is not available, the discharge is to be directed to a below ground agricultural drain or subsurface soakage trench. Contact Council for more details.
- Do not discharge commercial or industrial waste such as paints and petrol products into a septic tank system

**Job Number: W1079**  
**Logged & Drilled: RS/JR**

**Client:** Hahndorf Farm Barn

Date Drilled: 1/09/15

Logged: 7/09/15

**Location:** 2282 Mount Barker Road, Hahndorf

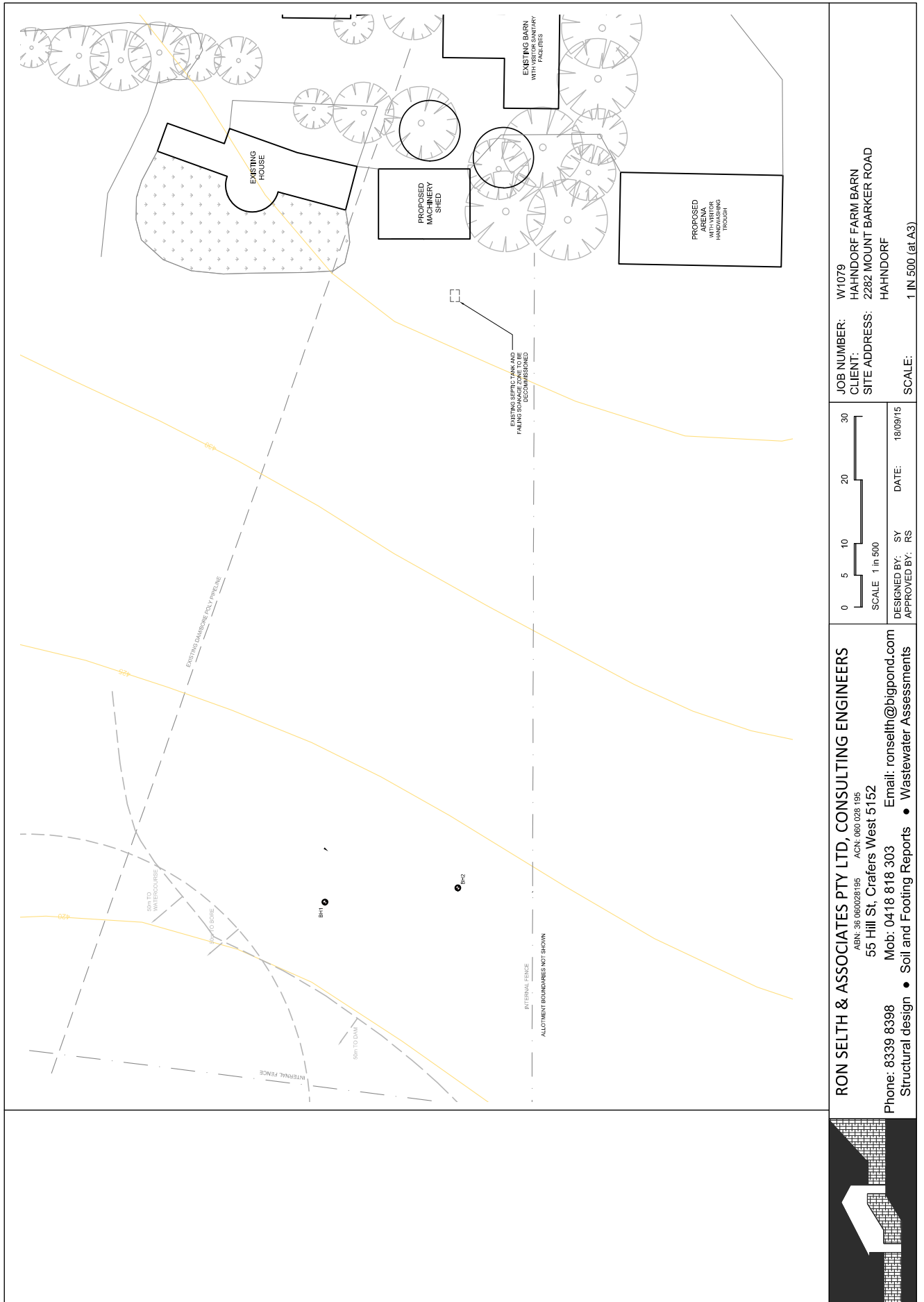
### Drilled by dynamic push tube

[illegible]

Reactivity:	Low <0.01	Medium 0.01 - 0.025	High > 0.025
Brg. Capacity (kPa)	Soft 0 - 50	Stiff 100 - 400	Hard > 400

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*Note that it is not economically possible or practical to determine every sub surface feature on a site. Because of this, any variations or discrepancies in soil type, colour or horizon depth, as compared to the test bores shall be referred to the Engineer immediately*



**From:** [Ron Selth & Associates Pty Ltd](#)  
**To:** [Engineering Maxwell](#)  
**Subject:** Borelog Permission from Ron Selth & Associates  
**Date:** Tuesday, 28 January 2020 1:00:14 PM

---

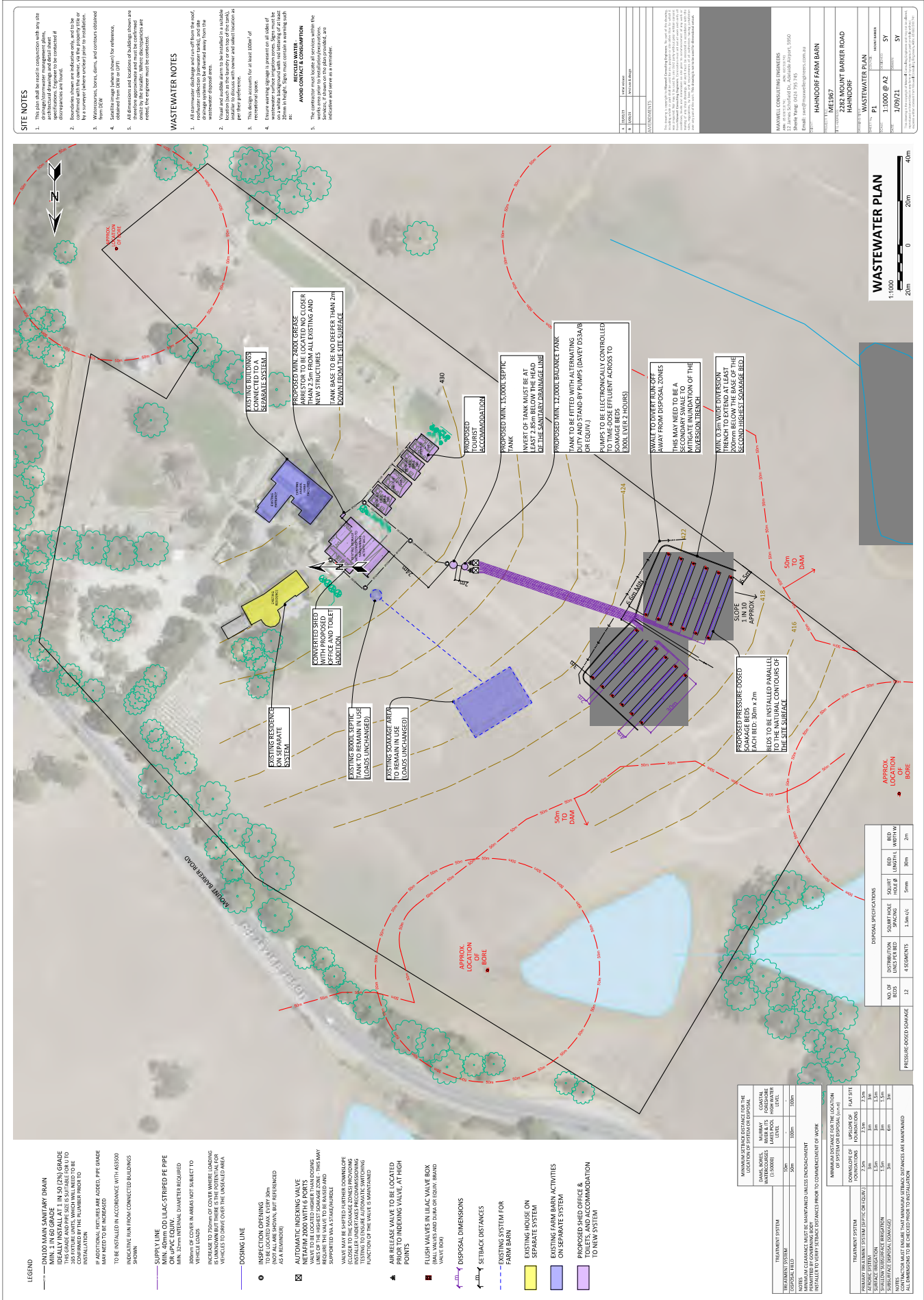
To whom it may concern,

Ron Selth & Associates Pty Ltd gives permission for this borelog to be used by Maxwell Project Services.

Kind Regards,  
Jasmine Berry - Director

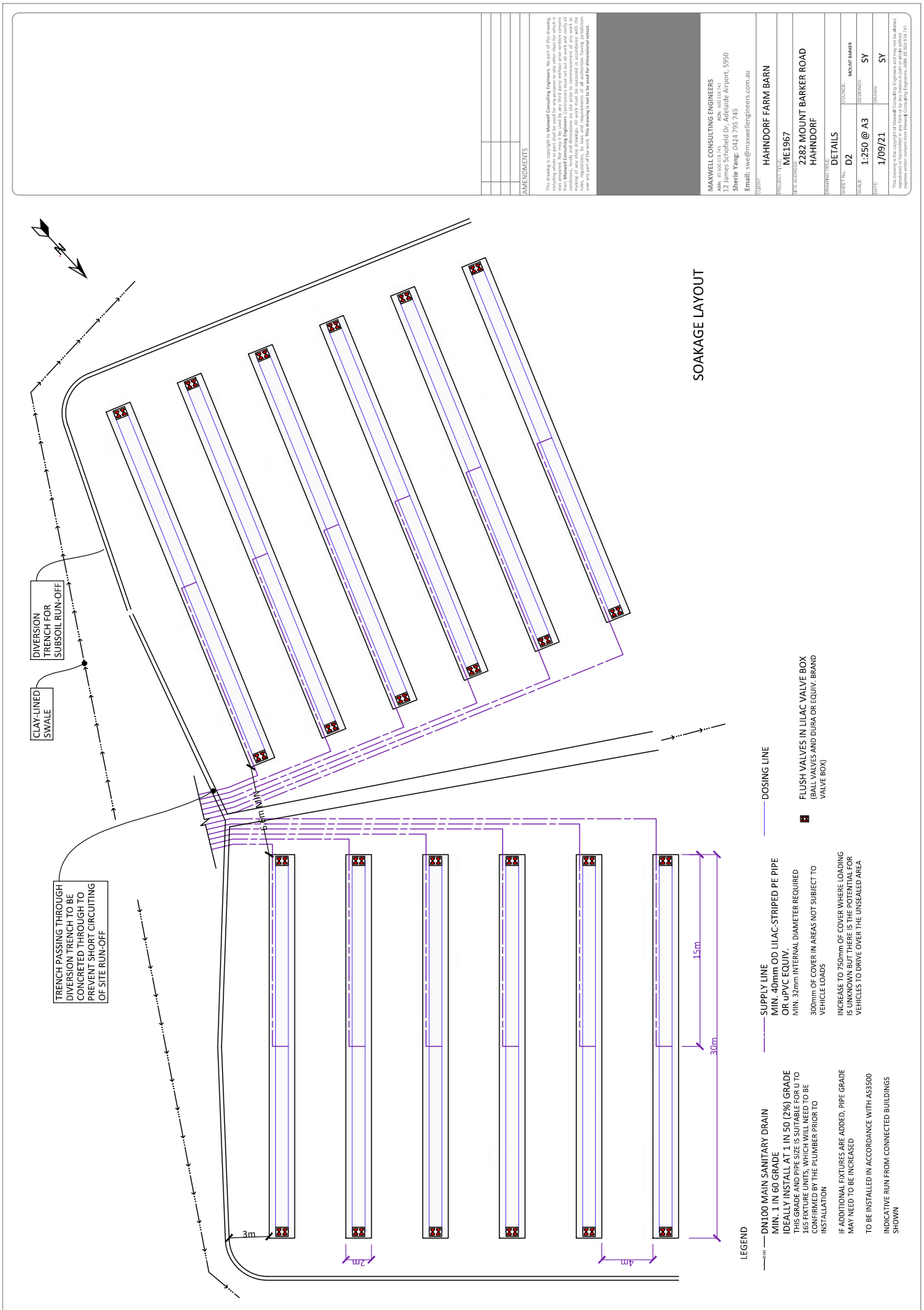
**Ron Selth & Associates Pty Ltd**  
**55 Hill St, Crafers West 5152**  
**Phone: 08 8339 8398**  
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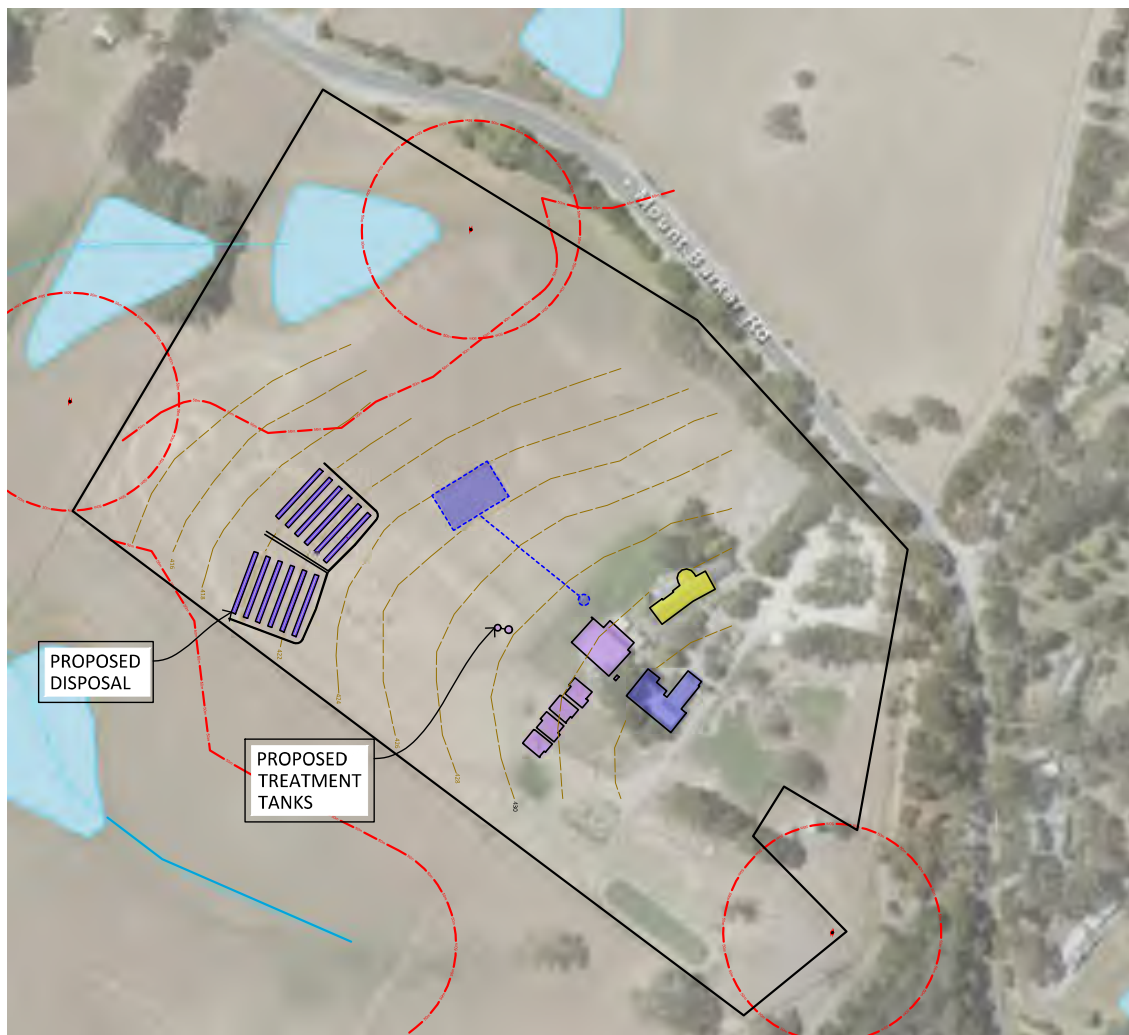






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# **SITE PLAN** (APPROX. LOCATION & BOUNDARIES SHOWN)

NOTE, BORES IF SHOWN ARE APPROX.  
REFER TO WATERCONNECT LOCATION PLAN

 NEW WASTEWATER  
TREATMENT AND DISPOSAL

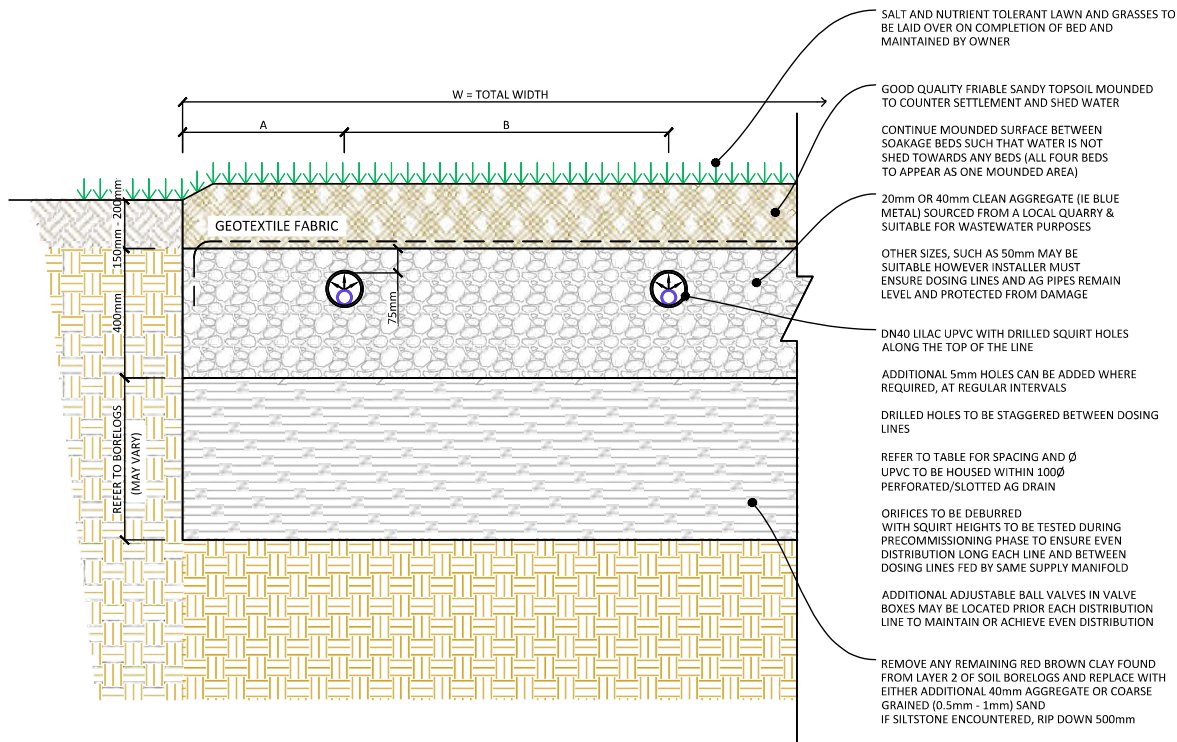
CLIENT:	HAHNDORF FARM BARN		
PROJECT TITLE:	ME1967		
SITE ADDRESS:	2282 MOUNT BARKER ROAD HAHNDORF		
DRAWING TITLE:	SITE PLAN		
SHEET No.:	C1	COUNCIL:	MOUNT BARKER
SCALE:	1:3000 @ A4	DESIGNED:	SY
DATE:	1/09/21	DRAWN:	SY
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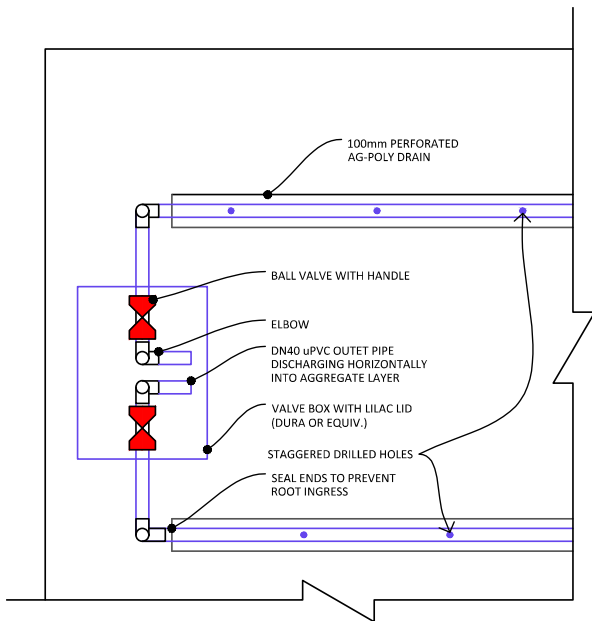
DISPOSAL SPECIFICATIONS							
	NO. OF BEDS	DISTRIBUTION LINES PER BED	SQUIRT HOLE SPACING	SQUIRT HOLE Ø	BED LENGTH L	BED WIDTH W	
PRESSURE-DOSED SOAKAGE	12	4 SEGMENTS	1.5m c/c	5mm	30m	2m	500mm 1000mm

- NOTE:  
ENGINEER TO BE CONTACTED IMMEDIATELY FOR THE FOLLOWING:
- EXPECTED EXCAVATION DEPTH CANNOT BE MAINTAINED
  - HARD STONE/CALCRETE/LIMESTONE LAYER WHICH CANNOT BE RIPPED/FRACTURED THROUGH
  - IF THE INTENDED DISPOSAL LAYER CANNOT BE LOCATED
  - WHERE INSTALLER AND/OR OWNER IS UNSURE OF SPECIFICATIONS
  - IF GROUNDWATER IS ENCOUNTERED
  - IF THE SOAKAGE BEDS MUST BE LOCATED IN ANOTHER LOCATION (DUE TO CONCAVED LAND, PRESENCE OF REEDS AND SEDGES ETC)
  - WHERE SIGNIFICANT TREE ROOTS ARE FOUND WITHIN THE EXCAVATION



### SOAKAGE SPECIFICATIONS

\*NOT TO SCALE

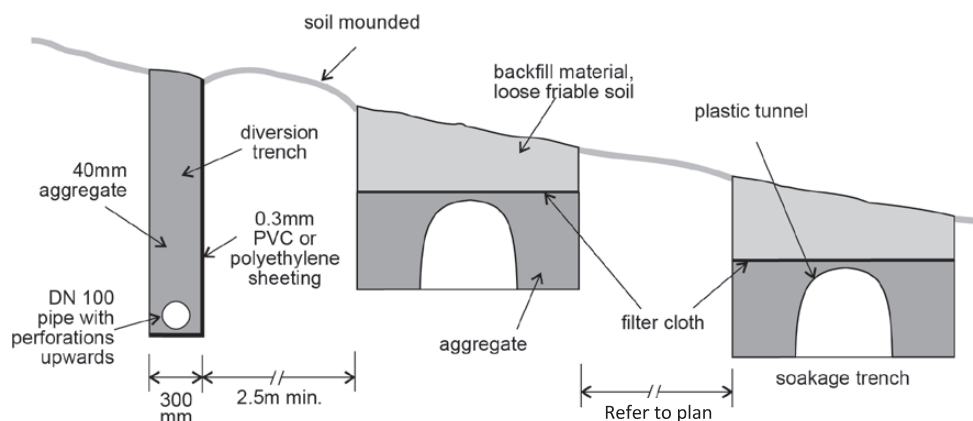


### FLUSH LINE SPECIFICATIONS

CLIENT:	HAHNDORF FARM BARN		
PROJECT TITLE:	ME1967		
SITE ADDRESS:	2282 MOUNT BARKER ROAD HAHNDORF		
DRAWING TITLE:	SOAKAGE DETAILS		
SHEET No.	S1	COUNCIL:	MOUNT BARKER
SCALE:	NTS @ A4	DESIGNED:	SY
DATE:	1/09/21	DRAWN:	SY
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Appendix A

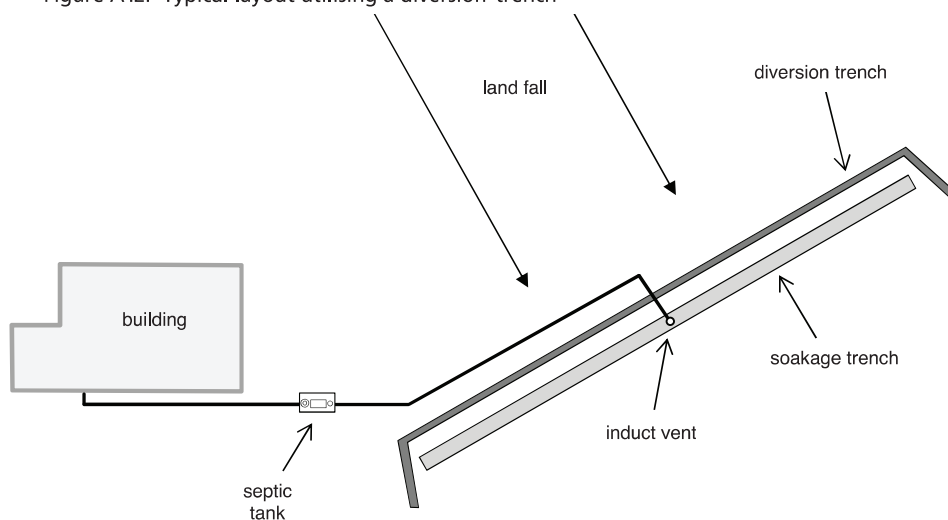
Figure A11: Typical diversion and soakage trench section



Additional notes from

- Diversion trench to extend min. 200mm below the depth of the aggregate layer within the soakage bed
- The exact construction technique can be discussed prior to installation to potentially reduce costs
- Please note that an impermeable PVC or polyethylene sheeting layer is required along the low side and at base of the diversion trench to be effective in redirecting run-off and cannot be substituted with geotextile fabric (permeable)

Figure A12: Typical layout utilising a diversion trench







2282 MT BARKER ROAD, HAHNDORF  
ENVIRONMENTAL NOISE ASSESSMENT

Rp 001 R06 20190219 | 8 November 2021



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Project: **2282 MT BARKER ROAD, HAHNDORF**

Prepared for: **Hahndorf Farm Barn  
C/-  
Adelaide Hills Development Services  
PO Box 1508  
Mt Barker SA 5251**

Attention: **Peter Meline**

Report No.: **Rp 001 R06 20190219**

#### Disclaimer

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#### Document Control

Status:	Rev:	Comments	Date:	Author:	Reviewer:
Final	-	Issued	3 June 2019	A. Morabito	H. Reay
Final	R01	Updated traffic information and site plans	22 August 2019	A. Morabito	H. Reay
Final	R02	Updated site plan, incorporation of pergola	25 September 2019	A. Morabito	H. Reay
Final	R03	Revised site plan/layout	8 January 2021	A. Morabito	P. Heinze
Final	R04	Revised site plan	1 March 2021	A. Morabito	-
Final	R05	Revised site plan and use	20 September 2021	A. Morabito	C. Guzik
Final	R06	Minor correction DA ref.	8 November 2021	A. Morabito	-





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APPENDIX C SITE LAYOUT

APPENDIX D ZONING MAP

APPENDIX E MOUNT BARKER COUNCIL DEVELOPMENT PLAN

APPENDIX F MEASURED BACKGROUND NOISE LEVELS

APPENDIX G NOISE MODELLING METHOD



## 1.0 INTRODUCTION

Hahndorf Farm Barn has commissioned Marshall Day Acoustics Pty Ltd (MDA) to undertake a noise assessment for a proposed change of use of an existing storage shed to a farm/animal activity shed, associated amenities and tourist accommodation (DA 580/343/21).

This report provides details of the proposed development, relevant environmental noise guidelines, predicted noise levels from proposed site operations and recommended noise control treatments for the development.

A glossary of terminology is presented in Appendix A.

## 2.0 PROJECT DESCRIPTION

This section presents:

- A general description of the development site and surrounding land uses
- A description of the proposed development, including details of the proposed use.

### 2.1 Development site

The proposed development is to be located at the existing Hahndorf Farm Barn site, 2282 Mt Barker Road, Hahndorf.

The site is bounded by the following:

- Mt Barker Road to the east and north. This section of the road has a two-way annual average daily traffic (AADT) estimate of 6,300<sup>1</sup>. Existing primary production land and residential properties are located on the eastern/northern side of the road
- Existing primary production land to the west and south site boundaries, with residential properties

The nearest noise-affected premises to the development are the residential properties that have been identified from review of public available aerial imagery. Table 1 details the nearest noise-affected receivers that have been considered for the purpose of this assessment.

**Table 1: Details of the nearest noise-affected receivers**

ID	Description	Relative location to shed
R1	2299 Mt Barker Road	240 m north east
R2	2301 Mt Barker Road	300 m north east
R3	2307 Mt Barker Road	200 m east
R4	2317 Mt Barker Road	210 m south east
R5	22 Nixon Road	230 m south
R6	48 Nixon Road	410 m south west
R7	2202 Mt Barker Road	550 m west
R8	2248 Mt Barker Road	400 m north west

An aerial photo of the site and surrounding area is shown in Appendix B.

<sup>1</sup> Government of South Australia, Location SA Map Viewer Traffic Volumes, accessed 5 January 2021



## **2.2 Proposed development**

The proposed development seeks approval to convert an existing Farm Building into an enclosed Petting Zoo with associated amenities and to construct Tourist Accommodation.

The development is not expected to increase patrons or a requirement for further staff members, rather, will provide an extension to the existing tourist facilities already on site.

The existing farm barn operations are proposed to continue. The farm barn currently operates 10 am – 4 pm, 7 days a week.

There is no proposed change to the nature of the current vehicular access arrangements with all traffic entering/exiting via the existing access point located on Mount Barker Road.

The main noise sources associated with the proposed development is the mechanical plant.

The site layout is shown in Appendix C.

## **2.3 Planning considerations**

The site and surrounding environment are in the local government area of the Mt Barker District Council. As the development application was lodged prior to the introduction of the Planning and Design Code (P&DC), it is understood the Mount Barker District Council Development Plan provisions are applicable.

With reference to the Mt Barker Council Development Plan, consolidated 20 August 2020, the site and immediate surrounds are located within the 'Primary Production' zone, specifically the *Hahndorf Rural Activity* Policy Area 24.

A copy of the relevant land zoning map is provided in Appendix D.

The relevant Council principles of development control are provided in Appendix E.



### 3.0 NOISE ASSESSMENT CRITERIA

#### 3.1 Overview

The Council Wide Principle of Development Control 8 requires development that emits noise to be consistent with the relevant *Environment Protection (Noise) Policy*.

The relevant policy in South Australia is the *Environment Protection (Noise) Policy 2007* (EPP). The EPP provides a methodology and objective noise criteria, relevant for the assessment of new proposed or existing premises. This is a broad policy designed to secure the noise objectives of the *Environment Protection Act 1993*. The objective criteria are developed in accordance with World Health Organization guidelines aiming to balance social, economic and environmental considerations in the management of noise issues.

#### 3.2 Site noise limits

The EPP separates the day into two different time periods – day (7am – 10pm) and night (10pm – 7am). The noise limits are determined, with consideration of the land use category, principally promoted by the relevant Council Development Plan, for both the noise source and nearest existing noise-affected premises.

In addition, for new developments, Clause 20.3 of the EPP states:

*[...] A predicted noise level (continuous) for the development should not exceed the relevant indicative noise level less 5 dB (A).*

The EPP planning noise limits, based on the noise source and nearest existing noise-affected premises both located within the Primary Production Zone, are detailed in Table 2.

The new noise sources associated with the proposed development and to which the limits in Table 2 apply, are any new mechanical plant. To not add cumulatively to existing noise, noise from new mechanical plant should be at least 10 dB below the indicative noise factor.

**Table 2: EPP Planning Noise Limit - Receivers within Primary Production Zone *Hahndorf Rural Activity Policy* Area 24**

Land Use	Day (7 am – 10 pm)	Night (10 pm – 7 am)
Indicative noise factor– light industry	57	50
Less 5	-5	-5
<b>Indicative noise level</b>	<b>52 dB</b>	<b>45 dB</b>



#### 4.0 NOISE ASSESSMENT

We are advised two (2) ActronAir 25 kW air conditioning units, model SRA260C, associated with the converted shed are to be installed at ground level. Each unit has a manufacturer sound power level of 75 dB  $L_{AW}$ .

The noise levels associated with continuous operation of the of the two (2) air conditioning units plus similar sized units for each tourist accommodation are predicted to be well below the EPP planning noise limit (<25 dB  $L_{Aeq,15min}$ ) at the nearest noise-affected premises.

#### 5.0 SUMMARY

The Hahndorf Farm Barn proposes a change of use of an existing storage shed to a farm/animal activity shed, associated amenities and tourist accommodation (DA 580/343/21).

An environmental noise assessment of the proposed development has been carried out in accordance with the relevant Council Development Plan, South Australian EPA legislation and guidelines.

This assessment has considered:

- An assessment of noise levels determined in accordance with the Mt Barker Council Development Plan and *Environment Protection (Noise) Policy 2007*; and
- A detailed 3-dimensional modelling of the site and surrounding environment, accounting for typical worst case atmospheric conditions which favour the propagation of sound.

Based on the proposed site layout and operations, predicted noise levels have been demonstrated to meet the relevant assessment noise levels at all times.



## APPENDIX A GLOSSARY OF TERMINOLOGY

<b>Ambient</b>	The ambient noise level is the noise level measured in the absence of the intrusive noise or the noise requiring control. Ambient noise levels are frequently measured to determine the situation prior to the addition of a new noise source.
<b>A-weighting</b>	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.
<b>dB</b>	<p>Decibel: The unit of sound level.</p> <p>Expressed as a logarithmic ratio of sound pressure P relative to a reference pressure of <math>P_r=20 \mu\text{Pa}</math> i.e. <math>\text{dB} = 20 \times \log(P/P_r)</math></p>
<b>Frequency</b>	The number of pressure fluctuation cycles per second of a sound wave. Measured in units of Hertz (Hz).
<b>Hertz (Hz)</b>	<p>Hertz is the unit of frequency. One hertz is one cycle per second.</p> <p>One thousand hertz is a kilohertz (kHz).</p>
<b><math>L_{A90}</math></b>	The noise level exceeded for 90% of the measurement period, measured in dBA. This is commonly referred to as the background noise level.
<b><math>L_{Aeq}(t)</math></b>	<p>The equivalent continuous (time-averaged) A-weighted sound level. This is commonly referred to as the average noise level.</p> <p>The suffix "t" represents the time period to which the noise level relates, e.g. (8 h) would represent a period of 8 hours, (15 min) would represent a period of 15 minutes and (2200-0700) would represent a measurement time between 10 pm and 7 am.</p>
<b><math>L_w</math></b>	Sound power level. The level of total sound power radiated by a sound source.



## APPENDIX B SITE LOCATION AND SURROUNDS







APPENDIX C SITE LAYOUT





**APPENDIX D ZONINING MAP**





## **APPENDIX E MOUNT BARKER COUNCIL DEVELOPMENT PLAN**

### ***Council Wide – Interface Between Land Uses***

#### **OBJECTIVES**

- 1 Development located and designed to minimise adverse impact and conflict between land uses.*
- 2 Protect community health and amenity from adverse impacts of development.*
- 3 Protect desired land uses from the encroachment of incompatible development.*

#### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*

*(b) noise*

- 2 Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in the locality*

#### ***Noise Generating Activities***

- 8 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.*
- 9 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.*



### **Primary Production Zone**

#### **OBJECTIVES**

- 1 The establishment and long term continuation of primary production.*
- 2 Economically productive, efficient and sustainable primary production.*
- 3 Allotments of a size and configuration that promote the efficient use of land for primary production and the conservation of native vegetation and natural habitats.*
- 4 Protection of primary production from encroachment by incompatible land uses and of the scenic qualities of rural landscapes*
- 5 Development that contributes to the desired character of the zone.*

#### **DESIRED CHARACTER**

*This zone comprises much of the council area and has historical uses comprising grazing, fodder production, horticulture, dairying, horse keeping, intensive animal keeping and commercial forestry*

### **Hahndorf Rural Activity Policy Area 24**

#### **OBJECTIVES**

- 1 Establishment of a diverse range of primary production and related value-adding activities*
- 2 Increased tourism and development that is compatible with primary production and the environmental attributes of the area*
- 3 Protection of the rural historic character of the area by minimising the visual intrusion of new buildings on the landscape*
- 4 Development that contributes to the desired character of the policy area*

#### **PRINCIPLES OF DEVELOPMENT CONTROL**

##### **Land Use**

- 1 The following forms of development are envisaged in the policy area:*
  - cellar-door sales*
  - farming*
  - horticulture*
  - agricultural industry associated with the processing, packaging and distribution of local produce*
  - shop in the form of small scale on-farm produce sales outlet in association with primary production*
  - small scale restaurant associated with primary production, cellar door or winery*
  - small-scale tourist development in association with wineries, farms and local heritage places*



## APPENDIX F MEASURED BACKGROUND NOISE LEVELS

Background noise level measurements were obtained between Friday 26 April and Saturday 5 May 2019, using a 01dB DUO Class 1 environmental noise level meter (serial number 10433). A calibration check of the meter was conducted prior to and after the measurement survey, using a portable reference sound source 01dB Cal21 (serial number 34134142).

The measurement location is shown in Figure 1.

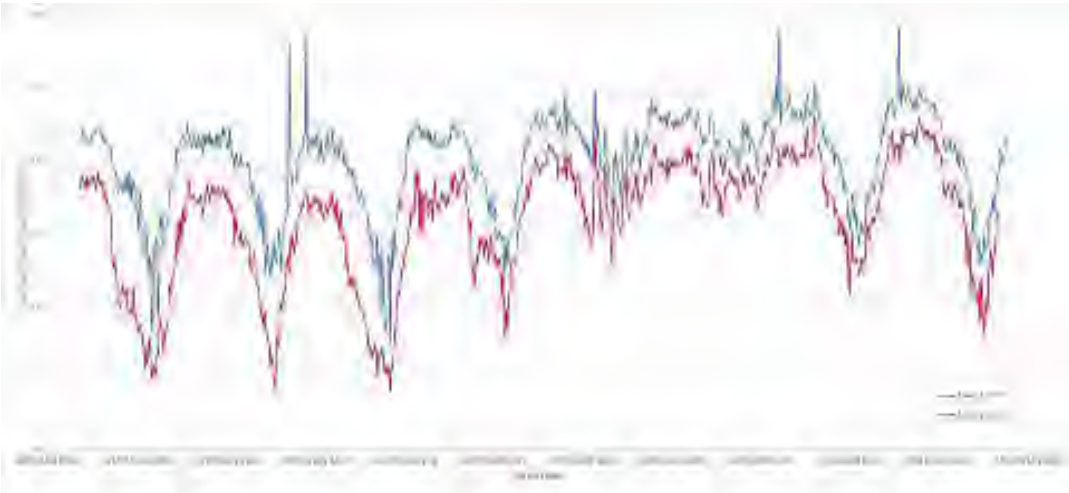
Figure 1: Background noise level measurement location





A summary of the measured background noise levels is shown in Figure 2.

**Figure 2: Measured background noise levels**







## APPENDIX G NOISE MODELLING METHOD

A 3-dimensional computer model was created in the environmental noise modelling program SoundPLAN v8.2 to predict noise levels from the proposed development to the noise affected premises in the vicinity of the site. The noise model has been used to calculate noise levels in accordance with ISO-9613-2:1996 *Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation* (ISO 9613-2). The noise model enables the calculation of noise levels over a wide area, and accounts for key considerations including site arrangement, terrain and atmospheric conditions.

The ISO 9613-2 standard specifies an engineering method for calculating noise at a known distance from a variety of sources under meteorological conditions that are favourable to sound propagation. The standard defines favourable conditions as downwind propagation where the source blows from the source to the receiver within an angle of +/-45 degrees from a line connecting the source to the receiver, at wind speeds between approximately 1 m/s and 5 m/s, measured at a height of 3 m to 11 m above the ground. Equivalently, the method accounts for average propagation under a well-developed moderate ground based thermal inversion.

Accordingly, predictions on the basis of ISO 9613-2 account for the instances when local atmospheric conditions at the site favour the propagation of sound to surrounding receptor locations. Under alternative atmospheric conditions, such as when the wind is blowing from a receiver location to the development site, the noise levels would be lower than calculated.

To calculate far-field noise levels according to the ISO 9613-2, the noise levels of each source are firstly characterised in the form of octave band frequency levels. A series of octave band attenuation factors are then calculated for a range of effects including:

- Geometric divergence
- Air absorption
- Reflecting obstacles
- Screening
- Ground reflections.

The octave band attenuation factors are then applied to the noise data to determine the corresponding octave band and total calculated noise level at relevant receiver locations.

Geometry data for the model has been sourced from public aerial photography, visual inspections of the area, and building heights defined on the basis of standard assumed heights per floor level. The geometries in the model are simplified representations of the built environment that have been configured to a level of detail that is appropriate for noise calculation purposes.

The following inputs have been referenced in the noise model to predict noise levels from onsite activities.

- Receivers at 1.5 m (single storey) and 4.5 m (two storey) above ground level
- Receiver locations positioned according to public aerial imagery (imagery sourced from Google Earth)
- Emission data for each source at the site as detailed in Section 4.0
- Noise levels calculated to the receiver building facade, i.e. free-field noise levels



# HAHNDORF FARM BARN

## **Odour Assessment** **Proposed Development of Tourist Accommodation and Farm Activity Shed**

### **Prepared for:**

Hahndorf Farm Barn  
2282 Mount Barker Road  
Hahndorf SA 5425

SLR Ref: 650.30005-R01  
Version No: -v1.1  
April 2022



Hahndorf Farm Barn  
Hahndorf Farm Barn  
Odour Assessment  
Proposed Development of Tourist Accommodation and Farm Activity Shed

SLR Ref No: 650.30005-R01-v1.1-20220411.docx  
April 2022

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## BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Hahndorf Farm Barn (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

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## DOCUMENT CONTROL

Reference	Date	Prepared	Checked	Authorised
650.30005-R01-v1.1	11 April 2022	Johan Meline	Judith Cox	Johan Meline
650.30005-R01-v1.0	31 January 2022	Johan Meline	Judith Cox	Johan Meline

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### APPENDICES

Appendix A Field Odour Observation Sheets

## 1 Introduction

### 1.1 Background

SLR was engaged by the Hahndorf Farm Barn to prepare this odour assessment for a proposed development including construction of tourist accommodation and redevelopment of an existing building to a farm activity shed. The Hahndorf Farm Barn is located in the vicinity of a smaller scale poultry farm (two sheds) and in consideration of this Mount Barker District Council (Council) requested the following in a letter dated 6 May 2021:

*“10. The proposed tourist accommodation is located approximately 210 metres from poultry sheds on the adjoining land. Please provide an odour and air quality assessment for the tourist accommodation in order to reduce the impact of odour to guests staying in the accommodation. It is understood that some odour would be expected by guests given that they are staying at the Farm Barn, however odour from the poultry sheds should be further considered so that the proposed accommodation does not prejudice or jeopardise the ongoing use of existing and envisaged land uses within the zone such as poultry keeping.”*

This report includes the odour impact assessment as requested by Council.

### 1.2 Approach to Assessment

It was requested that an odour and air quality impact assessment be prepared. For this assessment only odour is considered. There are no other air emissions from the poultry sheds that are relevant for this assessment.

The odour impact assessment as reported on below includes consideration of:

- field odour observations to assess existing odour levels in the area of the land proposed for development
- wind data to assess prevailing wind directions
- separation distance calculations to evaluate guideline separation distance recommendations for different receptor types
- site specific conditions such as local terrain and topography as well as other factors as identified below.

## 2 Project Description and Settings

### 2.1 Site Location Proposed Development

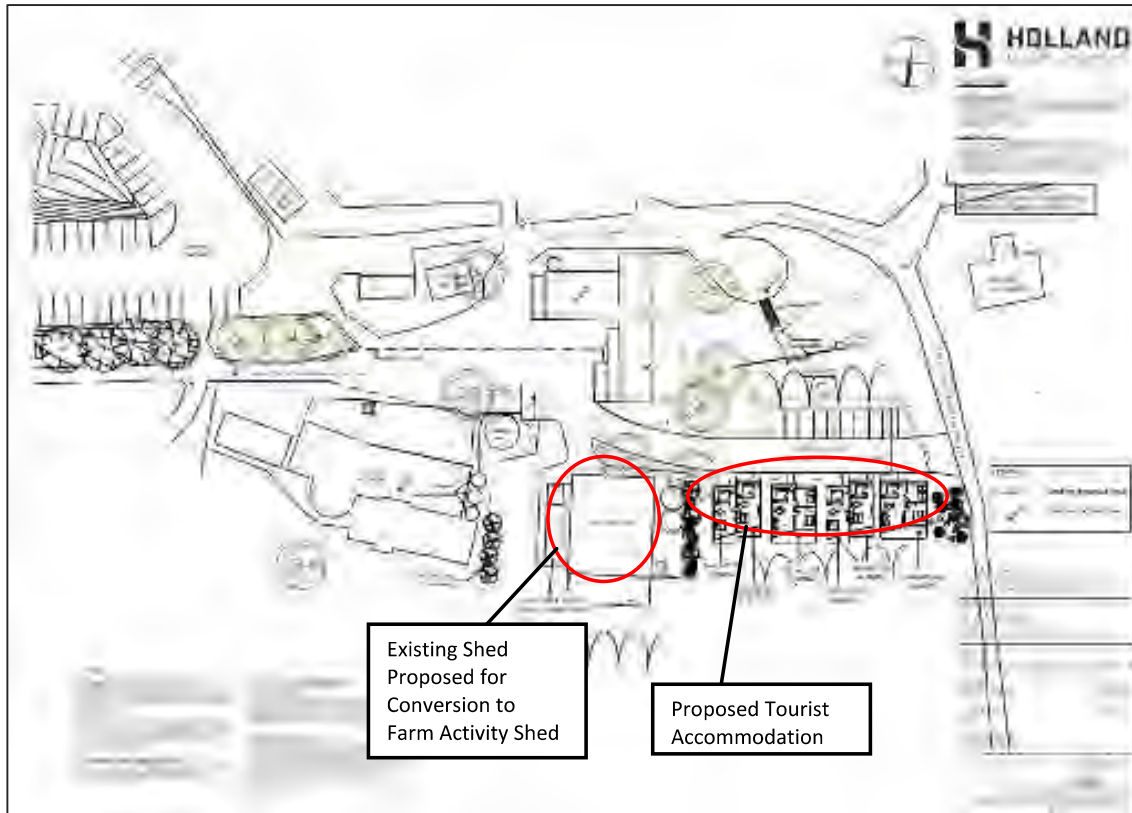
The proposed development is for conversion of one of the existing buildings at the site to a farm activity shed and for construction of new buildings for tourist accommodation. The proposed site layout is shown in **Figure 1**.

The new buildings are proposed at the southern end of the site approximately 220 m from the poultry sheds to the southwest as shown in **Figure 2**.

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**Figure 1 Proposed Development Site Layout**



**Figure 2 Site Location**



As can be seen in **Figure 2** there are a number of sensitive receptors (residences) to the west and to the southwest of the poultry farm nearest to the Hahndorf Farm Barn at distances shorter than the proposed development.

It is also noted that there is a second poultry farm to the southwest of the Windmill Hill Transfer Station. These poultry sheds were not considered in this assessment. They are located at a greater distance and on the other side of the Windmill Hill and are not expected to have any impacts to the proposed development.

## 2.2 Local Topography

As can be seen in the site location figure (**Figure 2**) the site is located in hilly terrain and is located close to the top of the hillside ridge in Totness on Windmill Hill. Hilly terrain can impact on dispersion of odour from a source towards a nearby receptor. Depending on how the odour source and receptor are located in relation to each other, terrain effects can either enhance or reduce dispersion making odour travel less far or at greater distances compared to flat land conditions.



The proposed tourist accommodation buildings are at a similar elevation to the poultry sheds with the land between being a valley draining in a north-westerly direction<sup>1</sup>.

## 2.3 Zoning

The zoning in the area is shown in **Figure 3**. Both the poultry sheds and the Hahndorf farm Barn are located in the Productive Rural Zone.

**Figure 3** Zoning (PlanSA, 2022)



## 2.4 Local Meteorology

The closest Bureau of Meteorology (BoM) weather station is located approximately 3 km from the Hahndorf Farm Barn to the southwest. This is not an automated weather station and wind data are only available as 9 am and 3 pm observations. While these data provide an indication of daytime wind conditions in the area, they do not provide a complete picture of wind conditions in and around Mount Barker or at the Hahndorf Farm Barn.

<sup>1</sup> That would tend to move odour away from the proposed accommodation in overnight near calm conditions.

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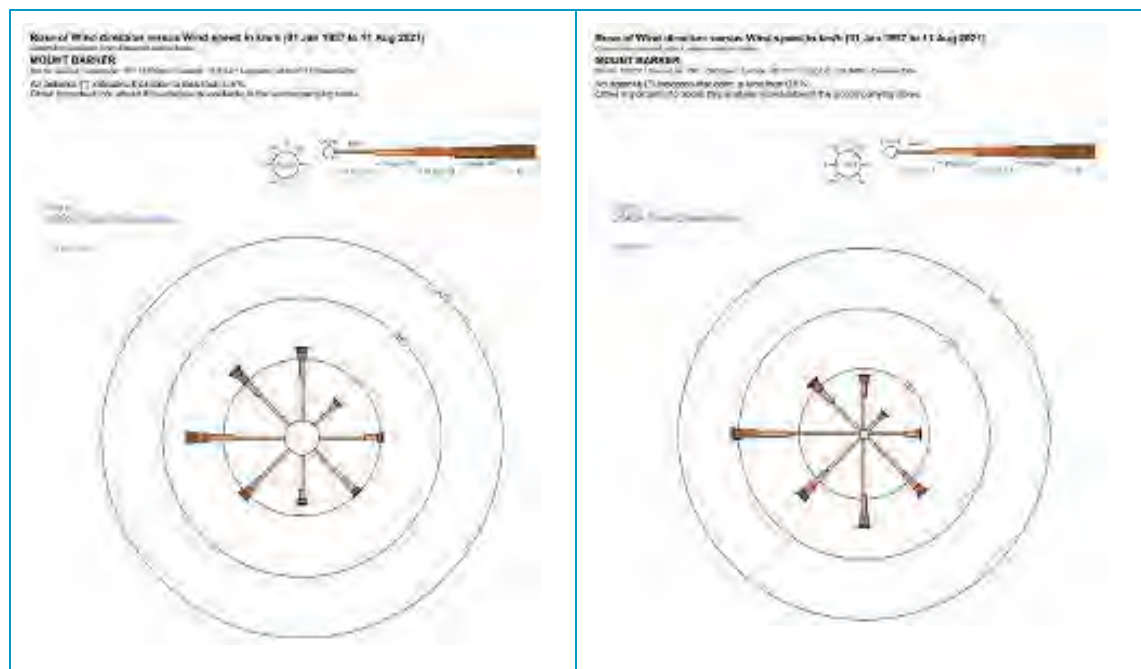
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The only available hourly observation wind data set in the vicinity of the location is on old data set collected in 1978<sup>2</sup> at a location approximately 3.5 km to the southeast (on the western side of the same ridgeline). Wind roses for the BoM data and 1978 data are provided in **Figure 4** and **Figure 5**. The 1978 data are old and only capture 10 months of data but show similar conditions to the BoM data with prevailing westerly winds and a lower frequency of south westerly winds.

While the regional prevailing wind direction is westerly, from discussion with staff at the Farm Barn it is understood that the prevailing wind direction (as perceived at site) is up the valley from the northwest.

Considering the potential for terrain induced winds/flows at the site in hilly terrain this seems reasonable and also seemed to be observed at the site visits (north-westerly winds observed in forecasted westerly winds). The critical wind direction from the poultry sheds from the southwest towards the Farm Barn is not frequent as can be seen in the wind rose figures.

**Figure 4 BoM Mount Barker (9 am and 3 pm) Observations (BoM, 2022)**

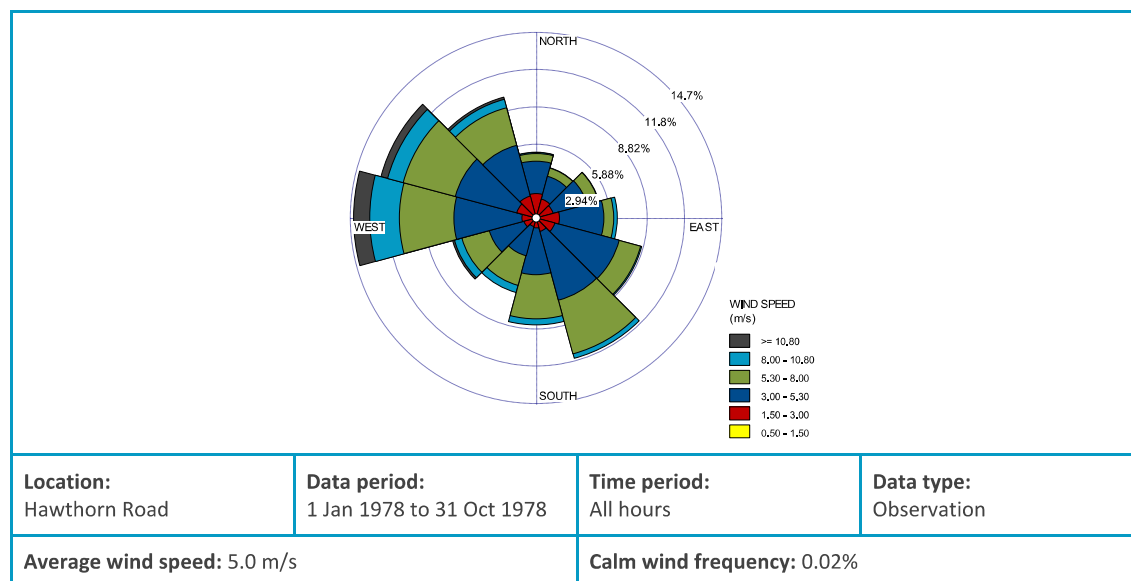


**Figure 5 1978 Wind Data (Purton, 1987)**

<sup>2</sup> Wind data collected in 1978 for a meteorological study of Mount Barker by C.M. Purton (Master Thesis).

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### 3 Relevant Legislation, Policy and Guidance

The Environment Protection Act 1993 (EP Act) is the legislative foundation for regulating air quality in South Australia. Section 25 of the EP Act defines a General Environmental Duty to take all reasonable and practical steps to prevent or minimise environmental harm.

Environmental harm is defined under section 5 of the EP Act as including harm, potential harm and environmental nuisance. Harm is further categorised as material or serious environmental harm, according to the nature and scale of its impacts.

From an air quality perspective, environmental harm is caused by air pollutants having toxic or adverse effects on human health or the environment. Effects may be long term (for example, chronic cardio-respiratory conditions) or short term (for example irritation of eyes and nose and triggering of asthma).

Environmental nuisance is often caused by odours or dust that interfere with the amenity of affected communities. Odours may be obnoxious, causing immediate discomfort. However, sometimes more pleasant odours can become unpleasant to people because they are exposed continuously. Dust may be visible as clouds and can deposit on surfaces, such as windowsills and doorsteps or cause soiling of clothes.

The General Environmental Duty is effected through mandatory provisions of policies and environmental authorisations. In relation to air quality the Environment Protection (Air Quality) Policy 2016 (Air EPP) incorporates a range of ground level concentrations, odour criteria and in-stack concentrations for assessing impacts of a wide range of air pollutants. (SA EPA, 2016)

In addition to the Air EPP there are also a number of guidelines issued by the Environment Protection Authority South Australia (SA EPA). Guidelines relevant to this assessment include:

- The Ambient Air Quality Assessment guideline which provides general guidance on air quality assessment in South Australia (SA EPA, 2016).

- The Evaluation Distances for Effective Air Quality and Noise Management guideline which provides recommendations on evaluation (separation) distances for air quality management across interfaces between activities with emissions and sensitive receptors (SA EPA, 2019).

As outlined in the Ambient Air Quality Assessment guideline the EPA takes a risk-based approach to environmental protection. This is typically also reflected in air quality assessment requirements.

### 3.1.1 Air EPP Odour Criteria

Levels of odour considered acceptable in South Australia are population dependent and are listed in the Air EPP in Schedule 3. These assessment criteria are formulated to apply to dispersion modelling results for 99.9<sup>th</sup> percentile results for 3-minute averaging periods and are presented in **Table 1**.

Due to the definition and intended application for dispersion modelling it is difficult and not straight forward to compare field observations against the Schedule 3 odour assessment criteria. In general terms the criteria are set to allow for next to no odour at receptors in larger townships (greater than 2,000 people) while allowing varying levels of odour in other settings with smaller population sizes. Part of the justification for this is based on an assumption of variability in population odour sensitivity. To some extent there are also links to intended land use and general differences in expectations on environmental performance between metropolitan and rural settings. However, background details to the Schedule 3 assessment criteria are not included in any of the current SA EPA air quality related guideline documents.

**Table 1 Air EPP Schedule 3 Odour Criteria (SA, 2016)**

Number of People	Odour Units (ou) <sup>a</sup> (3 minutes average <sup>b</sup> , 99.9% <sup>c</sup> of time)
2,000 or more	2
350 – 1,999 (inclusive)	4
60 - 349 (inclusive)	6
12 - 59 (inclusive)	8
Single residence (fewer than 12)	10

<sup>a</sup> Concentration of odour (the strength of odour) is measured in odour units. Odour concentration from odour samples is determined by dynamic olfactometry. Odour concentrations determined by dispersion modelling cannot be measured since they are determined as an ambient concentration over an averaging period.

<sup>b</sup> The averaging time for odour criteria in South Australia is 3 minutes. Dispersion models used for predicting odour concentrations use a basic time interval of one hour for individual calculations. To obtain results for shorter averaging periods than 1 hour, the 1-hour concentration is typically converted using a statistical peak to mean relationship.

<sup>c</sup> The percentile value refers to the percentage of time during which the modelled odour concentration is no greater than the stated concentration. An odour criterion specified for the 99.9<sup>th</sup> percentile allows exceedances of the criteria for 0.1% of the modelling period. For an assessment period of 12 months of hourly data (~8,760 hours) this means that the 8 hours of highest concentrations are disregarded.

### 3.1.2 Evaluation/Separation Distances Guideline

The evaluation distance guideline is formulated to provide conservative separation distances between industrial/commercial activities and sensitive receptor land uses. The guideline terminology was changed from separation distances to evaluation distances in an update of the guideline by the EPA in 2016 to emphasise that the guideline distances provided are not strict recommendations.

In instances where the guideline separation/evaluation distance cannot be met for a proposed development, additional assessment that considers site specific conditions (on top of the more generic conditions in the guideline) can be provided<sup>3</sup>. Typically, when this is considered a shorter separation distance can be established, but this is not always the case if there are unfavourable site-specific conditions.

Appendix 2 in the guideline provides details for S-Factor based calculation of separation distances for poultry farms. Details on the S-Factors and calculation of relevant evaluation/separation distances are provided in **Section 4.2**.

## 4 Poultry Operations and Separation Distance Calculations

### 4.1 Poultry Operations

No information on the operation of the poultry sheds was available for this assessment. It was therefore assumed that the sheds are operated as small scale cross ventilated sheds for meat chicken production. Newer operations are typically for larger scale farms with tunnel ventilated larger sheds and lower stocking densities.

The poultry industry operates on an all birds in, all birds out basis for each shed and growth period. After the last birds are removed, the shed is cleaned. Different poultry farms apply this procedure differently on a rotational basis across farms and sheds.

An example of a single poultry shed odour emissions profile (based on generic assumptions for a shed of the size of the poultry sheds considered) over a year (8760 hours) is presented in **Figure 6** to show how odour emissions can vary over time.

Poultry shed odour emissions depend on a number of factors including batch age, ventilation requirements (primary driven by the difference between the shed target temperature and the ambient temperature<sup>4</sup>) and other factors including litter moisture conditions.

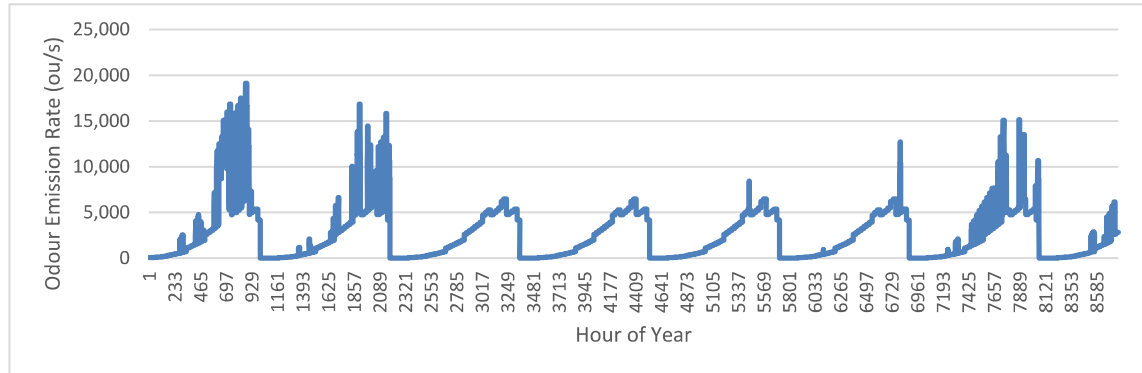
<sup>3</sup> To evaluate separation distance requirements, beyond the guideline recommendations, assessment can be provided either by odour dispersion modelling, or by a combination of field odour observations and assessment of other relevant factors. For applications that consider activities with air emissions not operated by the proponent of the development, dispersion modelling can be less suited as a tool if there are little or no information or specific data available on the operations. Without specific information on operations conservative assumptions have to be made which can lead to overly conservative predictions on separation distance requirements. Other limitations to dispersion modelling which can have an impact on model output can include micro meteorological conditions and flow patterns around fine scale terrain features.

<sup>4</sup> The shed target temperature depends on the batch age and is higher at the start for the smaller chicks and is reduced for larger birds.

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**Figure 6 Example of Odour Emissions Profile**



There was no information available for the assessment on where in the current batch cycles the sheds were at, at the time of the field odour observations. It was assumed that both sheds were in production at the time of the site visits.

## 4.2 Poultry Shed Evaluation Distance Calculation

The Evaluation Distance Guidelines Appendix 2 poultry farm separation distance calculation equation is:

$$\text{Evaluation Distance (m)} = (\text{Total Number of Birds (in 1,000)})^{0.55} \times 30 \times S1 \times S2 \times S3 \times S4 \times S5$$

for a selectin of the S-Factor values as presented in **Table 2**.

**Table 2 SA EPA Evaluation Distance Guideline Poultry Shed S Factors for Separation Distance Calculations**

Description	Factor
<b>S1 Factor - Type of Poultry Farm</b>	
Broiler meat bird production	1
Broiler meat bird production (free range)	0.85
Egg production	0.6
<b>S2 Factor – Receptor Type</b>	
Town	2
Rural residential	1.5
Rural dwelling	1
<b>S3 Factor – Litter/manure handling</b>	
Used litter/manure taken offsite	1
Litter/manure on site >3 days and <2 weeks	1.15
Litter/manure stored/composted on site >2 weeks	1.3
<b>S4 Factor – Surface roughness features</b>	
Settled areas - Metropolitan area or continuous residential, commercial and/or industrial areas.	1
Long grass, few trees - Open country with few or scattered trees. Topography would be predominantly flat to slightly undulating.	1
Undulating hills - Situations where topography consists of continuous rolling, generally low-level hills and valleys, but without sharply defined ranges, ridges or escarpments. Assumes minimal vegetation.	0.93

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Description	Factor
Level wooded country - Open forest country with tree density not sufficient to provide a continuous canopy, but sufficiently dense to influence air movement. There would be little or no lower-storey vegetation. The density is such that the vegetation can be considered as a continuous belt.	0.85
Heavy timber - Generally tall forests with dense timber stands, providing a continuous canopy. There is limited understorey vegetation, mainly associated with regrowth.	0.77
Significant hills and valleys - Where one or more lines of hills are sufficiently large enough to influence air movement between the receptor and the activity.	0.68
<b>S5 Factor - Terrain</b>	
Broad valley/drainage (0.1–1%)	Downslope: 1.6    Upslope: 1
Sloping terrain (1–2%)	Downslope: 1.5    Upslope: 1
Flat (<0.1% in all directions)	Downslope: 1    Upslope: 1
Hilltop (>4%)	Downslope: 1.2    Upslope: -
Narrow valley (1–2%)	Downslope: 1.2    Upslope: 0.5

The calculated separation distances for the S-Factor values selected as relevant for the assessment are presented in **Table 3** and shown plotted in **Figure 7**.

In order to provide comparison of the recommended guideline separation distances between the different receptor types, the distances were calculated for all three receptor types.

**Table 3 Assessment Calculation of Evaluation Distances**

Description	Receptor Type and S Factors		
	Town	Rural Residential	Rural Dwelling
Number of birds (in 1,000)	50.4 <sup>a</sup>		
S1	1		
S2	2	1.5	1
S3	1		
S4	0.93		
S5	1		
Separation Distance (m)	480	360	240
Number of birds estimated based on shed sizes (as estimated from measurements from aerials, 90 m x 14 m for 2 sheds) and assumed bird stocking density (20 birds/m <sup>2</sup> , it is understood from discussion with PIRSA that many smaller poultry shed operations in the Adeliade Hills are operated with higher stocking densities than larger farms in other areas).			

In considering the potential receptor sensitivity of the proposed tourist accommodation, it should be recognised that the accommodation is proposed at the Farm Barn with livestock and associated background odour present (odour related to the poultry shed livestock odour). Also, since the buildings are proposed as short stay tourist accommodation, and not as long-term dwellings, it may be reasonable to expect that if there were to be any odour complaints due to the poultry operations from guests/visitors these would in the first instance be directed to Hahndorf Farm Barn and not Council as environmental nuisance complaints. Also, considering the farm stay equivalent nature of the proposed tourist accommodation it may not be reasonable to consider the receptor sensitivity to be similar to a township residential area, a receptor sensitivity similar to what could be expected for a rural setting may be more appropriate.



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Figure 7    Plotted Assessment Evaluation/Separation Distances



## 5 Field Odour Observations

### 5.1 Assessment Methodology

The field odour observations methodology used for this study is a modified version of the German Standard VDI 3490 (VDI, 1993) method for odour surveys, which standardises the odour logging approach by the adoption of a scale for describing odour intensity, as detailed in the German Standard VDI 3882 relating to odour measurement. This method is now common in Australia and is preferred as it enables the capture of odour observations and variations over time on a recognised scale, and not just discrete single point in time observations.

VDI 3490 describes a procedure for logging odour in the field, which involves noting the odour intensity based on a scale of 0 to 6 as detailed in **Table 4** every 10 seconds over a 10-minute period at a number of locations. In addition to recording the intensity observations, the observer also notes the character of the odour/odours observed, if that can be determined. Generally, the observations are focussed on the targeted odour(s). However, if other relevant odours or background odours are present in significant intensities this is also noted and recorded as appropriate.

Locations for the field odour observations were selected to cover downwind locations at various distances from the targeted odour sources, and if relevant upwind locations to identify any background odour. It is noted that coverage of downwind odour can be limited in situations where there are restrictions on land access in relation to the odour source.

In terms of timing and selection of day for observations, forecasted wind directions in the critical wind direction/directions and poor dispersion conditions representative of worse<sup>5</sup> case conditions are typically targeted for field odour observations.

In addition to recording odour intensity observations, the observation location, wind conditions (i.e., wind direction and wind speed) and a photograph facing towards the receptor were also recorded for each observation location. The log sheets for each observation location are provided as attachments.

For presentation of the field odour observation results, pie charts of the intensity observations for each observation location were plotted on an aerial image, also including wind direction at the time of the observation, unless variable at the time. This provides an overview of the observation results summarising where odour was observed as well as the level of odour observed and the frequency of different odour intensities.

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<sup>5</sup> Worst case conditions capturing observations of co-occurrence of worst emissions and dispersion conditions are very difficult to obtain. Worse case conditions can be considered representative of odour conditions in more frequently occurring poor dispersion conditions.

**Table 4 Odour Intensities and Interpretation Descriptions**

Perceived Odour Strength	Intensity Rating	Interpretation
Extremely Strong	6	In normal circumstances, this should be very rare in a field situation. For an offensive type of odour, the reaction would be to immediately mitigate against further exposure until the exposure level is reduced. The odour cannot be tolerated
Very Strong	5	The odour character is clearly recognisable. For an offensive type of odour, exposure to this level is considered unpleasant/undesirable to the point that action to mitigate against further exposure is considered or taken.
Strong	4	The odour character is clearly recognisable. For an offensive type of odour, exposure to this level would be considered unpleasant/undesirable.
Distinct	3	The odour character is clearly recognisable. This is still a fact even if in a different context or situation. The odour is tolerable – even for an offensive odour.
Weak	2	A detectable weak odour stronger than very weak and less strong than distinct. Most of the time the odour is recognisable.
Very Weak	1	Odour only just detectable. Depending on the type of odour and context the odour may not always be recognisable.
Not Perceptible	0	No odour present.

Sources: VDI 3490 (VDI, 1993) and modified interpretations from (Pitt, 2014)

For this assessment, two rounds of field odour observations were performed:

- at 5 locations on 10 January 2022
- at 5 locations on 12 January 2022

With 60 observations for each location, a total of 600 odour intensity observations were logged for this assessment.

## 5.2 Field Odour Observation Results

The results from the field odour observations are plotted in **Figure 8** and **Figure 9**.

The log sheets from the field observations are presented in **Appendix A**.

In short, the results show that odour was detected downwind from the poultry sheds but that no odour from the poultry sheds was observed at the Farm Barn. There were no observations performed in wind directions towards the Farm Barn from the poultry sheds. It is understood that this occurs on occasion but that this wind direction is relatively rare. From talking to the Farm Barn staff it was understood that the site experience is that odour from the poultry sheds only occur at the Farm Barn a few times a year.

The results are discussed in the impact assessment summary in **Section 7**.

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**Figure 8 Field Odour Observation Results 10 January 2022**





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Figure 9    Field Odour Observation Results 12 January 2022



## 6 Odour Complaints

As can be seen in **Figure 2** and **Figure 7** and there are a number of existing residences with the separation distances as calculated. According to Council there is no current odour situation with odour complaints made to Council<sup>6</sup> around the sheds being considered for this assessment.

## 7 Impact Assessment Summary

The following can be concluded for the assessment.

From the observed odour levels, and considering the estimated separation distance requirements, it would be expected that odour levels at the distance as proposed between the poultry sheds and the proposed Farm Barn tourist accommodation could be similar to that considered acceptable for rural dwellings. This level of odour would likely generate odour complaints in a different context, such as in a larger township residential suburban area, however in relation potential odour impacts there are several factors that need to be considered:

- No odour from the poultry sheds was observed at the Hahndorf Farm Barn, and it is understood from the Farm Barn staff that odour from the poultry sheds is typically only observed a few days a year. The main reason for this is the lower frequency of south-westerly winds from the poultry sheds towards the Farm Barn.
- While the prevailing wind direction in the area is for westerly winds, it is understood that the prevailing wind direction at the site is up the valley (between the poultry sheds and the Hahndorf Farm Barn) in a north-westerly direction. This wind direction is a cross wind between the poultry sheds and the Farm Barn. Considering how the terrain in the area may impact on wind directions a localised prevailing north westerly wind direction as described appears likely to occur.
- For night-time, near calm conditions (worst case dispersion conditions) odour can travel with cold air drainage flow (katabatic drift) downhill and down valley relative undispersed. With the Farm Barn proposed accommodation being located across the valley from the poultry sheds at a similar elevation it is not expected that any night-time worst case odour conditions (such as caused by odour transport in cold air drainage) would impact on the proposed tourist accommodation.
- There are a number of residences in the near vicinity of the poultry sheds. However, it is understood from Council that there is no situation with ongoing odour complaints in the area. This demonstrates that the current poultry operations co-exist with existing sensitive residential receptors without odour complaints despite residences being located at short separation distances.
- The separation distances as calculated are for when odour is travelling towards the receptor from the source. A methodology was developed for the National Environmental Guidelines for Piggeries (APL, 2010) that took wind direction data into account to allow for reduction in separation distances based on infrequent wind directions. This methodology was not applied for this assessment since there was no site-specific wind data (taking into account site specific wind direction conditions) available. As mentioned above south-westerly winds towards the Farm Barn from the poultry sheds is understood to be not common.

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<sup>6</sup> Phone conversation on 10 Jan 2022 with Council Environment Health Officer.

- In considering the potential receptor sensitivity of the proposed tourist accommodation, it should be recognised that the accommodation is proposed at the Farm Barn with livestock operations and associated background odour (related to the poultry shed livestock odour). Also, since the buildings are proposed as short stay tourist accommodation and not as long-term dwellings it may be reasonable to expect that if there were to be any odour complaints due to the poultry operations from guests/visitors these would in the first instance be directed to Hahndorf Farm Barn and not Council as environmental nuisance complaints. Also, considering the farm stay equivalent nature of the proposed tourist accommodation it may not be reasonable to consider the receptor sensitivity to be similar to a township residential area. A receptor sensitivity similar to what could be expected for a rural setting may be more appropriate.

## 8 Conclusions and Recommendations

There is potential for odour from the poultry sheds at the distance of the proposed tourist accommodation. However, the frequency of this occurring is likely low and considering that the receptor sensitivity for the proposed tourist accommodation is likely not on par with expectations for township suburban residential areas, considering the farm stay equivalent context, the risk of odour in relation nuisance odour complaints being made to Council is overall estimated to be low.


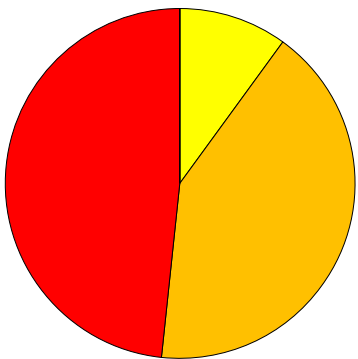
## 9 References


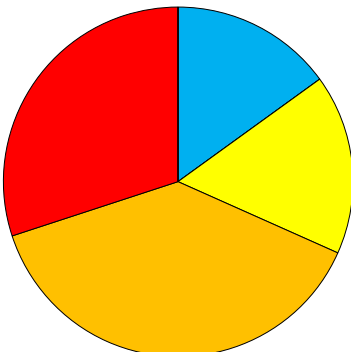
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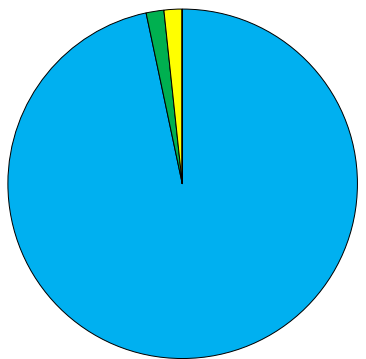


## APPENDIX A


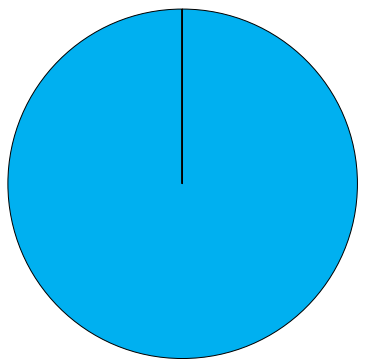
### Field Odour Observation Sheets


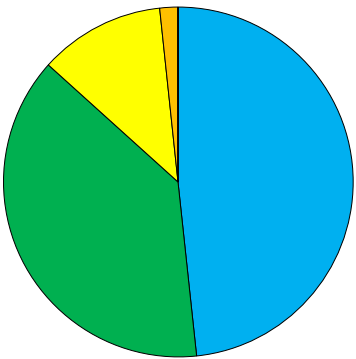
Field Odour Intensity Observation Log Sheet						Location: Flaxely Road		
Date:	10/01/2022	Intensity Scale and Descriptor				Photo:		
Panelist name:	JM	0	Not detectable					
Start time:	9:30	1	Very weak					
Site No:	1	2	Weak					
Location E:	302,225	3	Distinct					
Location N:	6,119,329	4	Strong					
Wind speed:	2-4 m/s	5	Very strong					
Wind direction:	NNW	6	Extremely strong					
Temperature:		Zone:	54S					
Comments on Observations:								
Downwind of poultry sheds.								
Summary Odour Intensity Observations								
Time	Intensity	Comment	Time	Intensity	Comment	Intensity	Number of obs	%
0:10	4		5:10	2		0	0	0%
0:20	3		5:20	4		1	0	0%
0:30	4		5:30	3		2	6	10%
0:40	3		5:40	3		3	25	42%
0:50	4		5:50	4		4	29	48%
1:00	3		6:00	3		5	0	0%
1:10	4		6:10	4		6	0	0%
1:20	4		6:20	2		Tot:	60	100%
1:30	4		6:30	3		Odour Intensity Percentage Plot		
1:40	4		6:40	4				
1:50	4		6:50	3				
2:00	4		7:00	4				
2:10	3		7:10	4				
2:20	4		7:20	3				
2:30	3		7:30	4				
2:40	4		7:40	4				
2:50	4		7:50	3				
3:00	3		8:00	3				
3:10	3		8:10	3				
3:20	4		8:20	3				
3:30	4		8:30	3				
3:40	4		8:40	4				
3:50	4		8:50	4				
4:00	3		9:00	3				
4:10	4		9:10	3				
4:20	3		9:20	2				
4:30	4		9:30	2				
4:40	4		9:40	2				
4:50	3		9:50	3				
5:00	2		10:00	3				

Field Odour Intensity Observation Log Sheet						Location: Flaxely Road																													
Date:	10/01/2022	Intensity Scale and Descriptor				Photo:																													
Panellist name:	JM	0	Not detectable																																
Start time:	9:42	1	Very weak																																
Site No:	2	2	Weak																																
Location E:	302,270	3	Distinct																																
Location N:	6,119,341	4	Strong																																
Wind speed:	2-4 m/s	5	Very strong																																
Wind direction:	NNW	6	Extremely strong																																
Temperature:		Zone:	54S																																
Comments on Observations:						Summary Odour Intensity Observations																													
Downwind of poultry sheds.						<table border="1"> <thead> <tr> <th>Intensity</th> <th>Number of obs</th> <th>%</th> </tr> </thead> <tbody> <tr><td>0</td><td>9</td><td>15%</td></tr> <tr><td>1</td><td>0</td><td>0%</td></tr> <tr><td>2</td><td>10</td><td>17%</td></tr> <tr><td>3</td><td>23</td><td>38%</td></tr> <tr><td>4</td><td>18</td><td>30%</td></tr> <tr><td>5</td><td>0</td><td>0%</td></tr> <tr><td>6</td><td>0</td><td>0%</td></tr> <tr><td>Tot:</td><td>60</td><td>100%</td></tr> </tbody> </table>			Intensity	Number of obs	%	0	9	15%	1	0	0%	2	10	17%	3	23	38%	4	18	30%	5	0	0%	6	0	0%	Tot:	60	100%
Intensity	Number of obs	%																																	
0	9	15%																																	
1	0	0%																																	
2	10	17%																																	
3	23	38%																																	
4	18	30%																																	
5	0	0%																																	
6	0	0%																																	
Tot:	60	100%																																	
Time	Intensity	Comment	Time	Intensity	Comment	Odour Intensity Percentage Plot																													
0:10	2		5:10	3																															
0:20	2		5:20	4																															
0:30	2		5:30	0																															
0:40	2		5:40	0																															
0:50	3		5:50	0																															
1:00	4		6:00	0																															
1:10	3		6:10	2																															
1:20	3		6:20	2																															
1:30	3		6:30	0																															
1:40	4		6:40	2																															
1:50	4		6:50	3																															
2:00	3		7:00	4																															
2:10	3		7:10	3																															
2:20	4		7:20	4																															
2:30	4		7:30	0																															
2:40	3		7:40	2																															
2:50	4		7:50	3																															
3:00	4		8:00	3																															
3:10	3		8:10	3																															
3:20	3		8:20	4																															
3:30	4		8:30	4																															
3:40	3		8:40	3																															
3:50	3		8:50	2																															
4:00	4		9:00	0																															
4:10	4		9:10	2																															
4:20	4		9:20	0																															
4:30	4		9:30	0																															
4:40	4		9:40	3																															
4:50	3		9:50	3																															
5:00	3		10:00	3																															


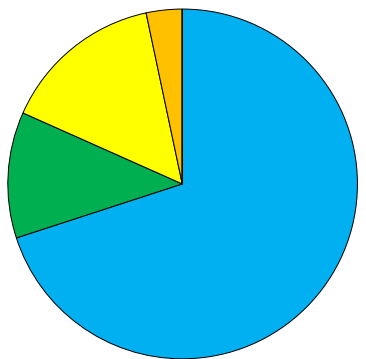
Field Odour Intensity Observation Log Sheet						Location: Flaxely Road																													
Date:	10/01/2022	Intensity Scale and Descriptor				Photo:																													
Panelist name:	JM	0	Not detectable																																
Start time:	10:00	1	Very weak																																
Site No:	3	2	Weak																																
Location E:	302,454	3	Distinct																																
Location N:	6,119,488	4	Strong																																
Wind speed:	0-1 m/s	5	Very strong																																
Wind direction:	NW-N	6	Extremely strong																																
Temperature:		Zone:	54S																																
Comments on Observations:						Summary Odour Intensity Observations																													
Facing wind direction from down the valley.						<table border="1"> <thead> <tr> <th>Intensity</th> <th>Number of obs</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>58</td> <td>97%</td> </tr> <tr> <td>1</td> <td>1</td> <td>2%</td> </tr> <tr> <td>2</td> <td>1</td> <td>2%</td> </tr> <tr> <td>3</td> <td>0</td> <td>0%</td> </tr> <tr> <td>4</td> <td>0</td> <td>0%</td> </tr> <tr> <td>5</td> <td>0</td> <td>0%</td> </tr> <tr> <td>6</td> <td>0</td> <td>0%</td> </tr> <tr> <td>Tot:</td> <td>60</td> <td>100%</td> </tr> </tbody> </table>			Intensity	Number of obs	%	0	58	97%	1	1	2%	2	1	2%	3	0	0%	4	0	0%	5	0	0%	6	0	0%	Tot:	60	100%
Intensity	Number of obs	%																																	
0	58	97%																																	
1	1	2%																																	
2	1	2%																																	
3	0	0%																																	
4	0	0%																																	
5	0	0%																																	
6	0	0%																																	
Tot:	60	100%																																	
Time	Intensity	Comment	Time	Intensity	Comment	Odour Intensity Percentage Plot																													
0:10	0		5:10	0																															
0:20	0		5:20	0																															
0:30	0		5:30	0																															
0:40	0		5:40	0																															
0:50	0		5:50	0																															
1:00	0		6:00	0																															
1:10	0		6:10	0																															
1:20	0		6:20	0																															
1:30	0		6:30	0																															
1:40	0		6:40	0																															
1:50	0		6:50	0																															
2:00	0		7:00	0																															
2:10	0		7:10	1																															
2:20	0		7:20	2																															
2:30	0		7:30	0																															
2:40	0		7:40	0																															
2:50	0		7:50	0																															
3:00	0		8:00	0																															
3:10	0		8:10	0																															
3:20	0		8:20	0																															
3:30	0		8:30	0																															
3:40	0		8:40	0																															
3:50	0		8:50	0																															
4:00	0		9:00	0																															
4:10	0		9:10	0																															
4:20	0		9:20	0																															
4:30	0		9:30	0																															
4:40	0		9:40	0																															
4:50	0		9:50	0																															
5:00	0		10:00	0																															


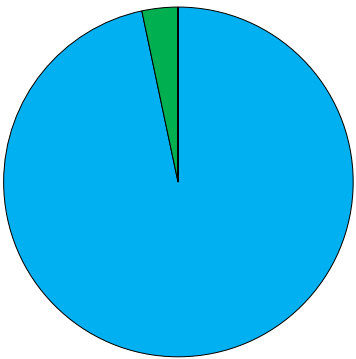
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4 Printed 30/01/2022 5:03 PM SLR Consulting Australia Pty Ltd


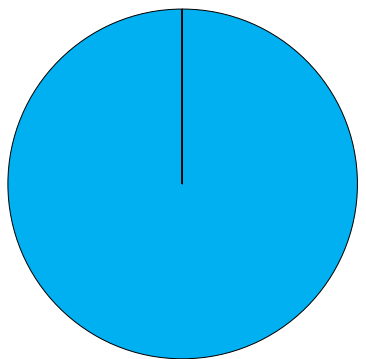
Field Odour Intensity Observation Log Sheet						Location: Flaxely Road																													
Date:	10/01/2022	Intensity Scale and Descriptor				Photo:																													
Panelist name:	JM	0	Not detectable																																
Start time:	10:51	1	Very weak																																
Site No:	5	2	Weak																																
Location E:	302,364	3	Distinct																																
Location N:	6,119,576	4	Strong																																
Wind speed:	1-3 m/s	5	Very strong																																
Wind direction:	N	6	Extremely strong																																
Temperature:		Zone:	54S																																
Comments on Observations:						Summary Odour Intensity Observations																													
Looking across the valley.						<table border="1"> <thead> <tr> <th>Intensity</th> <th>Number of obs</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>60</td> <td>100%</td> </tr> <tr> <td>1</td> <td>0</td> <td>0%</td> </tr> <tr> <td>2</td> <td>0</td> <td>0%</td> </tr> <tr> <td>3</td> <td>0</td> <td>0%</td> </tr> <tr> <td>4</td> <td>0</td> <td>0%</td> </tr> <tr> <td>5</td> <td>0</td> <td>0%</td> </tr> <tr> <td>6</td> <td>0</td> <td>0%</td> </tr> <tr> <td>Tot:</td> <td>60</td> <td>100%</td> </tr> </tbody> </table>			Intensity	Number of obs	%	0	60	100%	1	0	0%	2	0	0%	3	0	0%	4	0	0%	5	0	0%	6	0	0%	Tot:	60	100%
Intensity	Number of obs	%																																	
0	60	100%																																	
1	0	0%																																	
2	0	0%																																	
3	0	0%																																	
4	0	0%																																	
5	0	0%																																	
6	0	0%																																	
Tot:	60	100%																																	
Time	Intensity	Comment	Time	Intensity	Comment	Odour Intensity Percentage Plot																													
0:10	0		5:10	0																															
0:20	0		5:20	0																															
0:30	0		5:30	0																															
0:40	0		5:40	0																															
0:50	0		5:50	0																															
1:00	0		6:00	0																															
1:10	0		6:10	0																															
1:20	0		6:20	0																															
1:30	0		6:30	0																															
1:40	0		6:40	0																															
1:50	0		6:50	0																															
2:00	0		7:00	0																															
2:10	0		7:10	0																															
2:20	0		7:20	0																															
2:30	0		7:30	0																															
2:40	0		7:40	0																															
2:50	0		7:50	0																															
3:00	0		8:00	0																															
3:10	0		8:10	0																															
3:20	0		8:20	0																															
3:30	0		8:30	0																															
3:40	0		8:40	0																															
3:50	0		8:50	0																															
4:00	0		9:00	0																															
4:10	0		9:10	0																															
4:20	0		9:20	0																															
4:30	0		9:30	0																															
4:40	0		9:40	0																															
4:50	0		9:50	0																															
5:00	0		10:00	0																															


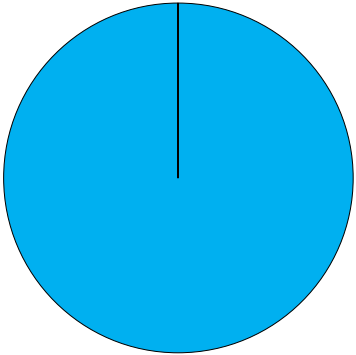
Field Odour Intensity Observation Log Sheet				Location: Hahndorf Farmbarn				
Date:	12/01/2022	Intensity Scale and Descriptor		Photo:				
Panellist name:	JM	0	Not detectable					
Start time:	19:12	1	Very weak					
Site No:	1	2	Weak					
Location E:	302,443	3	Distinct					
Location N:	6,119,409	4	Strong					
Wind speed:	1-2 m/s	5	Very strong					
Wind direction:	W	6	Extremely strong					
Temperature:		Zone:	54S					
Comments on Observations:								
Facing wind direction.								
Summary Odour Intensity Observations								
Time	Intensity	Comment	Time	Intensity	Comment	Intensity	Number of obs	%
0:10	2		5:10	1		0	29	48%
0:20	1		5:20	0		1	23	38%
0:30	0		5:30	1		2	7	12%
0:40	1		5:40	0		3	1	2%
0:50	0		5:50	0		4	0	0%
1:00	1		6:00	0		5	0	0%
1:10	3		6:10	0		6	0	0%
1:20	1		6:20	0		Tot:	60	100%
1:30	1		6:30	0		Odour Intensity Percentage Plot		
1:40	1		6:40	1				
1:50	1		6:50	1				
2:00	1		7:00	0				
2:10	2		7:10	0				
2:20	2		7:20	0				
2:30	2		7:30	0				
2:40	2		7:40	0				
2:50	1		7:50	0				
3:00	1		8:00	0				
3:10	0		8:10	2				
3:20	1		8:20	0				
3:30	0		8:30	1				
3:40	0		8:40	0				
3:50	1		8:50	1				
4:00	0		9:00	0				
4:10	1		9:10	0				
4:20	0		9:20	0				
4:30	1		9:30	0				
4:40	0		9:40	0				
4:50	1		9:50	1				
5:00	1		10:00	2				



Field Odour Intensity Observation Log Sheet						Location: Hahndorf Farmbarn		
Date:	12/01/2022	Intensity Scale and Descriptor				Photo:		
Panelist name:	JM	0	Not detectable					
Start time:	19:23	1	Very weak					
Site No:	2	2	Weak					
Location E:	302,447	3	Distinct					
Location N:	6,119,440	4	Strong					
Wind speed:	3-5 m/s	5	Very strong					
Wind direction:	WSW	6	Extremely strong					
Temperature:		Zone:	54S					
Comments on Observations:								
Facing wind direction.								
Summary Odour Intensity Observations								
Time	Intensity	Comment	Time	Intensity	Comment	Intensity	Number of obs	%
0:10	0		5:10	0		0	42	70%
0:20	0		5:20	1		1	7	12%
0:30	0		5:30	2		2	9	15%
0:40	0		5:40	2		3	2	3%
0:50	0		5:50	3		4	0	0%
1:00	0		6:00	2		5	0	0%
1:10	0		6:10	1		6	0	0%
1:20	0		6:20	3		Tot:	60	100%
1:30	0		6:30	1		Odour Intensity Percentage Plot		
1:40	0		6:40	0				
1:50	0		6:50	0				
2:00	0		7:00	0				
2:10	1		7:10	0				
2:20	2		7:20	0				
2:30	1		7:30	0				
2:40	0		7:40	0				
2:50	0		7:50	0				
3:00	0		8:00	0				
3:10	2		8:10	0				
3:20	2		8:20	0				
3:30	0		8:30	0				
3:40	0		8:40	0				
3:50	0		8:50	0				
4:00	0		9:00	0				
4:10	0		9:10	1				
4:20	0		9:20	1				
4:30	0		9:30	2				
4:40	0		9:40	0				
4:50	0		9:50	2				
5:00	0		10:00	2				

Field Odour Intensity Observation Log Sheet						Location: Hahndorf Farmbarn		
Date:	12/01/2022	Intensity Scale and Descriptor				Photo:		
Panellist name:	JM	0	Not detectable					
Start time:	19:35	1	Very weak					
Site No:	3	2	Weak					
Location E:	302,456	3	Distinct					
Location N:	6,119,487	4	Strong					
Wind speed:	4-6 m/s	5	Very strong					
Wind direction:	WSW	6	Extremely strong					
Temperature:		Zone:	54S					
Comments on Observations:								
Facing wind direction.								
Summary Odour Intensity Observations								
Time	Intensity	Comment	Time	Intensity	Comment	Intensity	Number of obs	%
0:10	1		5:10	0		0	58	97%
0:20	0		5:20	0		1	2	3%
0:30	0		5:30	0		2	0	0%
0:40	0		5:40	0		3	0	0%
0:50	0		5:50	0		4	0	0%
1:00	0		6:00	0		5	0	0%
1:10	0		6:10	0		6	0	0%
1:20	0		6:20	0		Tot:	60	100%
1:30	0		6:30	0		Odour Intensity Percentage Plot		
1:40	0		6:40	0				
1:50	0		6:50	0				
2:00	0		7:00	0				
2:10	0		7:10	0				
2:20	0		7:20	0				
2:30	1		7:30	0				
2:40	0		7:40	0				
2:50	0		7:50	0				
3:00	0		8:00	0				
3:10	0		8:10	0				
3:20	0		8:20	0				
3:30	0		8:30	0				
3:40	0		8:40	0				
3:50	0		8:50	0				
4:00	0		9:00	0				
4:10	0		9:10	0				
4:20	0		9:20	0				
4:30	0		9:30	0				
4:40	0		9:40	0				
4:50	0		9:50	0				
5:00	0		10:00	0				

Field Odour Intensity Observation Log Sheet						Location: Hahndorf Farmbarn		
Date:	12/01/2022		Intensity Scale and Descriptor			Photo:		
Panelist name:	JM		0 Not detectable					
Start time:	19:53		1 Very weak					
Site No:	4		2 Weak					
Location E:	302,369		3 Distinct					
Location N:	6,119,576		4 Strong					
Wind speed:	1-4 m/s		5 Very strong					
Wind direction:	Variable		6 Extremely strong					
Temperature:			Zone:	54S				
Comments on Observations:								
Facing source.								
Summary Odour Intensity Observations								
Time	Intensity	Comment	Time	Intensity	Comment	Intensity	Number of obs	%
0:10	0		5:10	0		0	60	100%
0:20	0		5:20	0		1	0	0%
0:30	0		5:30	0		2	0	0%
0:40	0		5:40	0		3	0	0%
0:50	0		5:50	0		4	0	0%
1:00	0		6:00	0		5	0	0%
1:10	0		6:10	0		6	0	0%
1:20	0		6:20	0		Tot:	60	100%
1:30	0		6:30	0		Odour Intensity Percentage Plot		
1:40	0		6:40	0				
1:50	0		6:50	0				
2:00	0		7:00	0				
2:10	0		7:10	0				
2:20	0		7:20	0				
2:30	0		7:30	0				
2:40	0		7:40	0				
2:50	0		7:50	0				
3:00	0		8:00	0				
3:10	0		8:10	0				
3:20	0		8:20	0				
3:30	0		8:30	0				
3:40	0		8:40	0				
3:50	0		8:50	0				
4:00	0		9:00	0				
4:10	0		9:10	0				
4:20	0		9:20	0				
4:30	0		9:30	0				
4:40	0		9:40	0				
4:50	0		9:50	0				
5:00	0		10:00	0				

Field Odour Intensity Observation Log Sheet						Location: Hahndorf Farmbarn		
Date:	12/01/2022	Intensity Scale and Descriptor				Photo:		
Panellist name:	JM	0	Not detectable					
Start time:	20:06	1	Very weak					
Site No:	5	2	Weak					
Location E:	302,334	3	Distinct					
Location N:	6,119,607	4	Strong					
Wind speed:	0-1 m/s	5	Very strong					
Wind direction:	Variable	6	Extremely strong					
Temperature:		Zone:	54S					
Comments on Observations:						Summary Odour Intensity Observations		
Facing source.								
Time	Intensity	Comment	Time	Intensity	Comment	Intensity	Number of obs	%
0:10	0		5:10	0		0	60	100%
0:20	0		5:20	0		1	0	0%
0:30	0		5:30	0		2	0	0%
0:40	0		5:40	0		3	0	0%
0:50	0		5:50	0		4	0	0%
1:00	0		6:00	0		5	0	0%
1:10	0		6:10	0		6	0	0%
1:20	0		6:20	0		Tot:	60	100%
1:30	0		6:30	0		Odour Intensity Percentage Plot		
1:40	0		6:40	0				
1:50	0		6:50	0				
2:00	0		7:00	0				
2:10	0		7:10	0				
2:20	0		7:20	0				
2:30	0		7:30	0				
2:40	0		7:40	0				
2:50	0		7:50	0				
3:00	0		8:00	0				
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4:20	0		9:20	0				
4:30	0		9:30	0				
4:40	0		9:40	0				
4:50	0		9:50	0				
5:00	0		10:00	0				

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**Naomi & Nick DUNCAN**  
**[nick@theinvisibleortho.com](mailto:nick@theinvisibleortho.com)**

Mr M Dickson  
Senior Planner  
DC Mt Barker  
PO Box 54  
Mt Barker SA 5251

6/10/22

Dear Michael,

**Hahndorf Farm Barn - DA 580/343/21**  
**2282 Mount Barker Road, Hahndorf**

Further to your recent RFIs in the above matter, I have to advise that-

- Regarding the matter of the use of the existing dwelling on the land for a “BED and BREAKFAST” use. This use has evolved on the land while we have been living overseas. We reserve the option of using this dwelling as our family home again if and when we return permanently to Australia. We have taken advice on this matter from our Planning Lawyers (Botten Levinson – advice attached) this has informed us that the leasing of this dwelling on a short term basis is not in fact Development pursuant to the Act. In any case the use of the building has nothing to do with DA 580/343/21. If Council wishes to pursue this matter it would be correct to investigate this as a compliance matter and not to attempt to “wrap it into” DA 580/343/21.
- Your question about the adequacy of parking for the existing “FARM BARN” use on site is noted. Very occasionally our existing farm barn carpark does reach capacity and an adjoining paddock on our farm is used. This happens only a few times a year and has nothing to do with the proposed tourist accommodation which is the subject of DA 580/343/21. In order to better organise the carpark and increase its effective capacity we intend to install wheel stops at the head of each car

space. Hopefully this will ameliorate the occasional car park overlay.

Reports by our traffic engineer (Phil Weaver & Assoc- 2 reports attached) inform that the provision for carparking associated with the Tourist Accommodation DA are entirely adequate.

We are anxious to obtain a determination on this DA asap it being appreciated that we have been working on this project for a few years now.

Could you please prepare a report regarding this DA to the Mt Barker Council Assessment Panel asap so that we can have a basis for the planning of our business into the future

Regards,

A handwritten signature in black ink, appearing to read 'ND', with a stylized flourish at the end.

Nick Duncan  
For N and N Duncan  
Owner

Encl-

- Legal advice by BottenLevinson dated 3/8/22
- 2 reports by Phil Weaver and Assoc dated 11/3/22 and 28/9/22





Our ref: GM/211160

3 August 2022

Mr Peter Meline  
Adelaide Hills Development Services  
PO Box 1508  
MOUNT BARKER SA 5251

**By email: [petermeline@bigpond.com](mailto:petermeline@bigpond.com)**

Dear Peter

**Hahndorf Farm Barn - DA 580/343/21- 2282 Mount Barker Road, Hahndorf**

You have sought my advice in relation to DA 580/343/21. It relates to the land at 2282 Mount Barker Road, Hahndorf.

A development application was submitted under the Development Act.

The land is wholly within the Primary Production Zone (Hahndorf Rural Activity Policy Area 24) Watershed Overlay - 3 of the Mount Barker Development Plan consolidated 20 August 2020

The application has been treated as being for a non-complying development. You prepared a Statement of Effect. In that document you said [it]

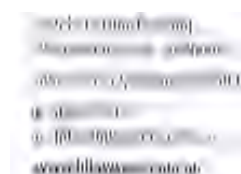
*supports development application number 580/343/21 for the conversion of existing farm building to augment the existing farm barn & associated amenities & tourist accommodation (Farm Stay) in association with existing Tourist Facility which is being processed as a non complying development application by the DC Mt Barker being the relevant authority under the Development Act 1993.*

...

**2.1 The Proposal**

*The proposed development is for a change of use of an existing storage shed to be used as a farm/activity shed including the addition of a 13m2 office and amenities, and construct six Tourist*

*Accommodation units (4 x 1-bed and 2 x 2-bed) to complement the existing agricultural and farming nature of the landholding – Farming and Tourist Enterprise (Farm Barn) and associated Agricultural activities – Grazing (minor – sheep and cattle), and Hay Cropping at No. 2282 Mount Barker Road, Hahndorf.*



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*The proposal is fully described in the attached plans by Holland Building Solutions, amended 22/02/22.*

*The proposed development seeks approval for the conversion of a storage shed to a farm activity shed with a small office area and amenities.*

*The small proposed office will be used as an administrative area for the Farm Barn employee...*

*In addition, the proposal seeks approval for six "Farm Stay" accommodation suites, including 4 x one bedroom units and 2 x two bedroom units to accommodate up to 16 guests in total. The accommodation is not considered to impact the existing use.*

*It is proposed that the guests of the farm stay accommodation will experience life on a farm, for example helping to feed the animals, collecting eggs, and milking the cows in the morning...*

*The existing buildings on the site comprise the owner's residence, a shed which serves as the entry for visitors, a small shop, shelters for the animals, amenities, hardstand car parking area and a picnic shelter.*

*Having regard to the above description clearly*

1. *new development is proposed for at least:*

1.1 *change of use of an existing storage shed to be used as a farm/activity shed including the addition of a 13m<sup>2</sup> office*

1.2 *six "Farm Stay" accommodation suites*

Further it appears there existing use rights for various buildings/uses including at least the owner's residence, a shed including entry for visitors, a small shop, shelters for the animals, amenities, hardstand car parking area. Indeed the land use includes 'tourist facilities' involving integrated farming practices associated with minor agricultural practices on the land such as; sheep and cattle grazing, and an annual hay cropping as part of the 'Hahndorf Farm Barn'.

The processing of the DA as per your description does not appear to be in issue. The application includes tourist facilities and that use is non-complying in this part of the Zone.

However the Council has raised as an issue the use being made of the residence on the land in that it is apparently being used for bed and breakfast (BnB) noting it is listed on at least one short stay (internet) platform. The Council has indicated the BnB use represents a change of use which has not been approved and 'planning consent' is required for that use/activity.

It is not entirely clear why the Council has raised that issue.

### **Definitions Generally**

I note that under both the Development Ac/Regulations and the Planning Development & Infrastructure Act/Regulations that a bed and breakfast use was not defined. However

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under the new PDI Act system, Tourist Accommodation is now defined. That may be the reason why the Council has raised the issue.

The fact that there was no previous definition of a BnB or tourist accommodation does not mean it was not a known use. It is virtually impossible for development legislation to define each and every use. Indeed the new regime notes that there may be situations where there is no defined use or a defined use viz

### **Part 7 - Land Use Definitions**

#### **No Definition**

*A term not defined in the following table will have its ordinary meaning ...*

Further the SA Courts have recognized not every use can be 'pigeon-holed'. For example in *Lewis & Ors v Alexandrina Council & Anor* [2020] SAERDC 7 @ [23] the Court said:

*The proposal needs to be considered in the light of what it, in practice, is and ought not be required to fit a convenient, or templated, land use 'pigeon -hole'. I assess that the proposed dwellings cannot be categorised by the descriptor 'residential flat building', and that the Council description is practicable and accurately describes the proposal.*

Before proceeding further I also note tourist facilities was not a defined term under the Development Act/Regulations.

#### **BnB and the Development Plan**

The Development Plan was scattered with numerous references to tourist accommodation, tourist facilities and bed and breakfast.

However the term bed and breakfast is found/used in a number of ERD Court judgments.

In short a BnB use is a known activity, commonly understood and hence the usage of that term in the Development Plan.

#### **What is a BnB**

As noted a BnB is not defined under the Development Regulations. As such it will then take on its commonly understood or 'ordinary meaning'. A fair descriptor is a place where people enjoy a stay of an undetermined duration where all the usual 'amenities' are provided such that guests /occupants can stay/occupy premises in a self-contained manner.

#### **(new) Tourist Accommodation Definition**

Should the BnB use be regarded as Tourist Accommodation? On a very narrow reading of the definition of Tourist Accommodation under the Planning and Design Code it might be said a BnB may fall within that definition.

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However the Full Supreme Court in *Frankham v City of Adelaide* [2002] SASC 423 made it clear that definitions do not define a use. The Full Supreme Court said:

39. *It fails because there is no reason why, even if one is to have regard to the provisions of the Development Plan, a particular definition should control so rigidly the approach to the question of whether there has been a change of use. The reality is that if one looks to the relevant Development Plan one finds that a shop which happens to be "adult products and services premises" is dealt with differently from a shop that is not. There is simply no reason to give a particular definition such a controlling effect.*
40. *But the submission fails for a more fundamental reason. The submission fails because it wrongly assumes that the provisions of the Development Plan control the approach to the question of whether development has occurred. If the allegation is made that development, in the form of a change of use, has been undertaken contrary to s 32, the Court before which that allegation is made must decide whether development has occurred by examining the facts, and by reference to the case law that guides a court in determining whether or not a change of use has occurred. The issue that arises is one of fact and degree, requiring a careful assessment of the facts. The issue is not decided by reference to the provisions of a particular Development Plan, or of Development Plans generally, let alone by reference to the presence of definitions to be used when arriving at the meaning of a Development Plan. If the court concludes that a change of use has occurred, it then turns to consider, should it be relevant, what is required as a matter of procedure and as a matter of substance before a consent can be granted under s 33 of the Act. In that purpose it will have regard to the Development Regulations and to the Development Plan.*
41. *In other words, the question of whether development has occurred arises as an issue anterior to a consideration of the provisions of the appropriate Development Plan in their application to the development in question.*

Further Justice Bleby J in *City of Mitcham v Fusco City of Mitcham v Fusco & Anor* [2002] SASC 423 said the following regarding the Frankham decision

None of the[se] cases suggest that the ascertainment of an existing use, and therefore any change in that use, can only be defined in terms defined by the planning legislation or planning scheme against the implementation of which the relevant existing use is protected. Nor do they suggest that the categorisation of that use by a planning authority necessarily imports a statutory definition. As was pointed out in *Frankham* (supra), those definitions have a purpose, namely the classification of particular activities which constitute development for the purposes of the legislative scheme. The definitions will determine whether consent may be given to a particular development. However, what is a change of use does not depend on that type of categorisation. It depends on the proper analysis of the facts relating to an existing use and an assessment of whether the use proposed can be said to be within the same genus, in accordance with the application of the principles explained in the cases to which I have referred.

Thus to the extent the Council says the use of the residence is properly to be regarded as tourist accommodation based on the 'new' Planning and Design Code that is an improper approach. Furthermore the new definition cannot be used retrospectively.

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For those reasons, the Council cannot rely on the statutory definition.

BnB use of the existing residence/dwelling

Does a BnB use mean there is a change of use of/from a dwelling? In my opinion, the answer is no.

There is no direct SA court authority regarding the issue.

I refer to Advisory Notice Building 04/16 issued in March 2016 under the Development Act by the Department of Planning, Transport and Infrastructure. It was effectively an Advisory Notice issued by the then Minister for Planning.

It is understood the Advisory Notice was published following the Victorian Supreme Court of Appeal decision of *Genco v Salter* [2013] VSCA 365. The Genco case involved consideration of the Building Code. There were a number of apartments as part of a multi-building, multi-storey apartment complex constructed in Docklands. Those apartments were initially classified under the Building Code as Class 2: 'a building containing 2 or more sole-occupancy units each being a separate dwelling'. However Mr Salter began carrying on a business of advertising on the internet and providing to paying customers a small number of the apartments as serviced apartment accommodation. That led to a decision by the Mr Genco ( a building surveyor/officer) that the classification of each of the apartments so used were to be regarded as short term accommodation and thus had changed the apartments from Class 2 to Class 3: ' a residential building, other than a building of Class 1 or 2, which is a common place of long term or transient living for a number of unrelated persons, including ... (b) a residential part of a hotel or motel'. That was based on Mr Genco having denoted accommodation for periods of up to 30 days to be short term accommodation.

Mr Genco thus gave notice to Mr Salter requiring each of the subject apartments to be made to comply with the requirements for a Class 3 building. Mr Salter challenged that. One of the issues argued related to the length/duration of the stay in apartments whilst another raised was that Mr Salter was using the apartments in a manner 'which had most of the hallmarks of a hotel'.

The Court of Appeal ruled Mr Genco was in error. Relevantly the Court of Appeal said

There is nothing in the scheme or language of the classification provisions of clause A3.2 which suggests the characterisation of a sole occupancy unit as a dwelling depends upon the duration of its residential occupancies.

As to the second issue it was a question of fact as to whether or not a use was a 'hotel'. The Court added

Ultimately, the Board decided the case on the basis that '[t]he Panel is of the view that the definition of dwelling does not include the use by short term guests resulting from a commercial enterprise which is conducted in a hotel style'; and the Board accepted that anything up to 30 days was 'short term'. For the reasons I have explained, I think that to be a misconception of 'dwelling'.

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The principle that emerges from that decision (noting it was concerned with the Building Code) is the use is the key consideration and the duration of stay is not relevant to the determination if there has been a change of use from a dwelling merely because of the short term stay.

I return to the Advisory Notice. It dealt with the question of whether there was a change of use under the Development Act in relation to the occupation of the dwelling by "third parties".

The Advisory Notice was issued because concerns have been raised as to whether there had been a change of use arising from "concerns appear to have emerged as result of the increasing use of shared platforms that facilitate and coordinate the occupancy/rental of the dwelling; and the belief that a dwelling must be occupied for extended periods of time by the same person".

The Notice then went on to consider what constitutes or triggers a change in use for the purposes of the Development Act and nominated four matters including the matter that there was nothing in the Act or Regulations as to the length of time a dwelling is occupied.

The Advisory Notice went on to say the following:

Accordingly, a dwelling will remain a dwelling if it is occupied sporadically; let out during holiday periods to short-term occupants; let for short-term use; or if the owner lives overseas or interstate and uses it occasionally and then to relatively short periods. Unless development is undertaken to physically alter the dwelling such that it is no longer a dwelling, it remains a dwelling.

With respect I agree. It is consistent with the decision of Genco noting however that did not expressly deal with the issue at hand but nonetheless has a relationship to the issue at hand. The Minister in 2016 obviously agreed with that approach and hence the Advisory Notice was issued.

So as to be clear that Notice was issued dealing with the question of a change of use under the Development Act. There has been no change to the definition of change of use under the Development between the date when the Notice was issued and the lodgement of this Development Application.

### **Summary and Conclusion**

Development is proposed on the land including new buildings to be used for 'tourist accommodation'. The development thus includes a non-complying element within the Zone.

As to the residence the letting out of the same for short term accommodation ie for BnB type purposes and listing it via Air BnB or other platforms for short-term accommodation etc does not mean there has been a change of use of that building. The building will be used to provide effectively 'self-contained accommodation' and used/occupied as a dwelling.

Separate 'planning consent' for the existing residence/dwelling for its use for short term accommodation is not required.

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I understand you propose to provide this advice to Council. I have no objection to you doing so.

Yours faithfully



**George Manos**  
**BOTTEN LEVINSON**

Mob: 0400 726 543

Email: gm@bllawyers.com.au





File: 20-126

28 September 2022

Mr Peter Meline  
Adelaide Hills Development Services

By email: [petermeline@bigpond.com](mailto:petermeline@bigpond.com)

Dear Peter,

**PROPOSED TOURIST ACCOMMODATION FACILITY – HAHNDORF FARM BARN (DA 580/343/21) – 2282 MOUNT BARKER ROAD, HAHNDORF – RESPONSE TO COUNCIL RFI**

I refer to our recent discussions and previous traffic and parking assessments, including the most recent report dated 11 March 2022, with respect to the proposed development on the subject site (the Farm Barn) which will include:-

- The proposed construction of 6 tourist accommodation units (4 x 1-bed and 2 x 2-bed), and
- Change of use of an existing storage shed to be used as a farm / animal activity shed. Minor additions will be added to this shed to provide amenities and a 13m<sup>2</sup> office.

In particular, I refer to the email (RFI) from Michael Dickson, Senior Planner, Mount Barker Council dated 12 August 2022. I note that this correspondence raised concerns, inter alia, with respect to the parking related aspects of the subject development namely:-

*"I have also reviewed the response to representations in regards to the provision of on-site car parking. The concerns highlighted that on most weekends, the carpark, the driveway and the paddock beside it are all full. Latest aerial mapping would appear to support this comment (see below). If this is the case, then the use of the overflow parking area would seem to go beyond what is intended for occasional overflow parking. Given that the SMEC parking assessment was undertaken in 2015, it would be considered appropriate to have this reviewed especially given that the proposal is for an extension of the existing Farm Barn activities. It would also be considered appropriate to formalise/delineate the existing car park to maximise its efficiency and (depending on the findings of an updated parking assessment) formalise additional on-site parking."*

I have therefore prepared the following further assessment of the traffic and parking related aspects of the subject development and also a response to the relevant matters raised within the above RFI.

## PROPOSED DEVELOPMENT

As previously identified the subject development now consists of:-

- The proposed construction of six tourist accommodation units (4 by one-bed and 2 by two-bed units), and
- Change of use of an existing storage shed to be used as a farm / animal activity shed. Minor additions will be added to this shed to provide amenities and a 13m<sup>2</sup> office.

It is understood that the proposed minor alterations and additions to the shed associated with the existing farm barn are not anticipated to generate additional patronage or staffing requirements on site.

Eight new 90-degree on-site car parking spaces are proposed for the tourist accommodation units, including one accessible space and an associated shared area. These new car parking spaces will be 2.6m in width (2.4m for the accessible space and shared area) and 5.4m in length, adjacent to a 6.1m wide aisle. A 2.6m wide turnaround area is also proposed at the north-eastern end of this parking area.

Five additional 90-degree spaces (2.6m wide, 5.4m long, 6.7m aisle) are identified adjacent to the water tank. It is understood that these spaces would be available for use by staff only.

A total of 13 new on-site car parking spaces are therefore proposed as part of the subject development.

## TRAFFIC ASSESSMENT

The proposed minor alterations and additions to the shed associated with the existing Farm Barn are not anticipated to generate additional patronage or staffing, and therefore vehicular trip generation.

The *'Guide to Traffic Generating Developments'* report produced by the (former) Roads and Traffic Authority (RTA) of NSW identifies trip generating rates for casual accommodation, namely motels, of 3 daily vehicle trips per unit including 0.4 evening peak hour vehicle trips per unit.

The six proposed accommodation units would therefore generate approximately 18 daily vehicle trips including only 2 to 3 evening peak hour vehicle trips.

As previously identified the additional traffic movements associated with the subject development are considered to be negligible and would have minimal impact on the adjoining road network.

The peak period for accommodation (evenings) will not coincide with the peak period of the Farm Barn activities.

## PARKING ASSESSMENT

*Table MtB/2 - Off Street Vehicle Parking Requirements* within the Mount Barker District Council Development Plan identifies car parking requirements for tourist accommodation facilities of 1 space per guest room plus 1 space per employee.

On the above basis it is calculated that the eight (8) spaces proposed adjacent to the 6 accommodation units (comprising 8 bedrooms) would be appropriate for the parking demand of guests using the proposed tourist accommodation facility, particularly given that there would be no increase in staff to be accommodated on-site as a result of the proposed construction of these 6 units.

In any event a theoretical increase of one car parking space associated with a staff member could be readily accommodated within the five additional car parking spaces to be provided near the water tank. However, I am advised that there will be no additional staff required on-site as a result of the proposed tourist accommodation facilities given that there is currently a manager permanently on-site.

I understand that the proposed development is subject to the previous *Development Plan* rather than the *Planning and Design Code* but in any event there is no appreciable difference in the car parking rates within the *Planning and Design Code* namely:-

***Table 1: Planning and Design Code car parking requirement extract***

Class of development	Car parking rate
Tourist accommodation	1 car parking space per accommodation unit / guest room

On the above basis it is calculated that the eight spaces adjacent to the six accommodation units (comprising eight bedrooms) would be appropriate for visitor parking demand, with staff parking able to be accommodated within the primary car parking area or the five additional spaces proposed adjacent to the water tank.

## **RESPONSE TO COUNCIL RFI**

The Council RFI (email dated 12 August 2022) raised issues with respect to:-

1. The current activities on site resulting in a demand for overflow car parking, and
2. The proposed development generating a need to *"formalise/delineate the existing car park to maximise its efficiency and (depending on the findings of an updated parking assessment) formalise additional on-site parking."*

In response it is considered that:-

1. The existing parking demand associated the Farm Barn is typically accommodated on-site without the need for car parking demand to extend beyond the site based upon the various images available from Metromap (an aerial imagery data service) from 2021 and 2022. Copies of these images are attached as an appendix to this report.

These images identify the distribution of parking on site over six individual days within the period from Tuesday, 12 January 2021 to Sunday, 22 May 2022. The images were recorded typically on weekends or school holiday periods and indicate that car parking demands associated with the existing approved land uses are currently being appropriately accommodated on-site,

2. From a planning perspective it is my understanding that the proposed tourist accommodation development should not, in itself, trigger any requirement to change the operation of the previously approved land uses.


Furthermore the subject development will provide both sufficient on-site car parking to meet the required level of car parking associated with a tourist accommodation facility and will also generate minimal additional traffic movements into and out of the subject site

In response to the Council RFI I therefore consider that additional surveys of either traffic generation or parking demand associated with the existing development are not warranted given that:-

- The additional traffic movements generated by the tourist accommodation facility would equate to only 2 to 3 additional traffic movements accessing the site in any one-hour period. In my opinion such a minor increase in traffic would have no perceptible impact upon the capacity of Mount Barker Road and would be less than the day-to-day variation of traffic movements during peak hour periods on this roadway,
- The proposed tourist accommodation facility will not result in additional staff car parking demand nor traffic generation associated with staff, and
- The parking requirement associated with the proposed tourist accommodation development would be exceeded by the additional car parking spaces to be provided by the subject development.

On the above basis I do not consider that there should be any need to undertake additional traffic or parking surveys given the very minor nature of the subject development.

Yours sincerely



Phil Weaver  
Phil Weaver and Associates Pty Ltd

Enc: Metromap images



Figure A: Sunday 22.05.22





Figure B: 09.01.22



Figure C; Saturday 11.12.21





Figure D: Monday 13.09.21



Figure E: Friday 22.01.21





Figure F: Tuesday 12.01.21

Item 5.1.1.1 - Attachment 2



View of the site from Mount Barker Road



View of the site from Mount Barker Road



View of the site access from Mount Barker Road

MOUNT BARKER DISTRICT COUNCIL

**STATEMENT OF REPRESENTATION FOR CATEGORY 3**

Pursuant to Section 38(5) of the Development Act, 1993

TO: Chief Executive Officer  
District Council of Mount Barker  
PO Box 54  
MOUNT BARKER SA 5251

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT; IF YOU WISH TO DO SO. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

DEVELOPMENT NO: 580/543/21  
Additions to the Hahndorf Farm Barn Tourist Centre comprising the change in use of an existing outbuilding to be used in association with the Farm Barn operations (including open airgoats and alterations and additions to the building) and the construction of six (6) tourist accommodation units for up to 16 guests and ancillary car parking and infrastructure (Non-complying Development)

**YOUR DETAILS:** (all fields with an asterisk \* must be completed to ensure that this is a valid representation as per Regulation 35 of the Development Regulation 2008).

\* NAME DENIS LONG  
\* HOME ADDRESS 48 NIXON RD HAHNDORF SA 5245  
\* POSTAL ADDRESS PO BOX 447 HAHNDORF SA 5245  
PHONE NO: 0417762317 EMAIL: DENISLONG4@GMAIL.COM

My interest/s are affected as: (please tick the following boxes as appropriate)

☒ The owner or the occupier of the property located at: 48 NIXON RD HAHNDORF SA 5245

☒ Other (please state): MANAGER OF CORVANT PTY LTD  
INTENSIVE FARMING (POULTRY)

**YOUR COMMENTS:**

\* I/We:

☐ Support the proposal and provide the following comments:

☒ Oppose the proposal and provide the following comments:

(Please note that your comments should demonstrate reasonable particularity)

AS THE OWNER/MANAGER OF CORVANT PTY LTD (INTENSIVE POULTRY FARM)  
I HAVE THE FOLLOWING CONCERNS ABOUT THE PROPOSED FARM BARN  
DEVELOPMENT. THE FOLLOWING 2 POINTS ARE THE ONLY REASONS THAT  
I HAVE OPPOSED AND NOT SUPPORTED THE DEVELOPMENT.



I AM SUPPORTIVE OF THE DEVELOPMENT SO LONG AS IT DOES NOT  
AFFECT MY CURRENT BUSINESS PRACTICES.

1. THE SODGAGE DEPS ON (PAGE 74) ARE LOCATED 6.5M FROM MY  
BOUNDARY LINE AND WITHIN 100M OF MY EXISTING DRAINAGE DRAIN  
2. ABOUT THE EXPECTATION FOR A LARGE IMPROVED SUTHE ALLOWING THE  
QUALITY OF MY DRAIN WORK THE FALL OF THE DRAIN FROM THE  
SODGAGE DEPS IS DIRECTLY TAKABLE FROM ABOVE THE WATER FROM THAT  
DRAIN IS USED TO SUPPLY GRASSHOPPER DRAIN FOR MY PROPERTY WHICH ARE  
PLACED FOR IMPROVED FERTILIZATION AND AS A RESULT REQUIRED TO BE  
HIGH QUALITY (ANIMAL WASTE REMOVAL TREATMENT PLANT CONTAINED)

I PLEASE SEE BACK OF PAGE 1 TO CONTINUE TO POINT 2.2

I/We



Do not wish to be heard by the Council Assessment Panel in support of my representation.



Wish to be heard by the Council Assessment Panel in support of my representation, and I will be:



Appearing personally,

OR



Be represented by the following person: .....

Contact details: .....

(Please note, matters raised in your representation will not need to be repeated at the Council Assessment Panel meeting).

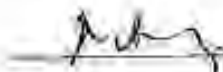
Your written representation must be received by Council no later than 11.59pm on Wednesday 25 May 2022, to ensure that it is a valid representation and taken into account.

If you make representation you will be notified by a separate letter of the date and time of the Council's Assessment Panel (CAP) meeting at which CAP will consider the application.

#### Representor's Declaration:

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, Agencies and other bodies pursuant to the Development Act 1993 and may be uploaded to the Council's website as an Attachment to a Council Assessment Panel agenda.

SIGNED



DATE 16/05/2022



2. I WOULD LIKE A FORMAL ACKNOWLEDGEMENT THAT THE FARM BARN ARE KNOWINGLY DEVELOPING DREAMING WITHIN 500M OF AN EXISTING INTENSIVE POULTRY FARM, AND THAT THE FARM BARN WILL DEAL WITH ANY COMPLAINTS RECEIVED ABOUT THE INTENSIVE FARM, OR ANY INTENSIVE FARM PRACTICES.

As the owner / manager of Corvant PTY Ltd (intensive poultry farm) I have the following concerns about the proposed Farm Barn Development.

The following 2 points are the only reasons that I have opposed and not supported the proposed development. I am supportive of the development so long as it does not affect my current business practices.

1. The soakage beds proposed on page 74 are located 6.5m from my boundary fence and within 100m from my existing bore. My concern is about the potential for a large industrial septic affecting the quality of my bore water. The fall of the land from the soakage beds is directly towards my bore. The water from that bore is used to supply drinking water for my poultry which are processed for human consumption, and as such is required to be high quality (annual water quality tests are conducted).
2. I would like a formal acknowledgement that the Farm Barn are knowingly developing dwellings within 500m of an existing intensive poultry farm, and that the Farm Barn will deal with any complaints received about the intensive farm or any intensive farm practices.

MOUNT BARKER DISTRICT COUNCIL

**STATEMENT OF REPRESENTATION FOR CATEGORY 3**  
Pursuant to Section 38(5) of the Development Act, 1993

TO: Chief Executive Officer  
District Council of Mount Barker  
PO Box 54  
MOUNT BARKER SA 5251

RECEIVED  
13 MAY 2022  
MOUNT BARKER  
DISTRICT COUNCIL

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT; IF YOU WISH TO DO SO, PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

2282 Mount Barker Road

DEVELOPMENT NO: 580/343/21  
Additions to the Hahndorf Farm Barn Tourist Centre comprising the change in use of an existing outbuilding to be used in association with the Farm Barn operations (including open pergola and alterations and additions to the building) and the construction of six (6) tourist accommodation units for up to 16 guests and ancillary car parking and infrastructure (Non-complying Development)

**YOUR DETAILS:** (all fields with an asterix \* must be completed to ensure that this is a valid representation as per Regulation 35 of the Development Regulation 2008).

\* NAME: SHEILA SAVILLE  
\* HOME ADDRESS: 11 LEONARD ROAD HAHNDORF 5245  
\* POSTAL ADDRESS: PO BOX 316 HAHNDORF 5245  
PHONE NO: 0817838178 EMAIL: sachere@bigpond.net.au

My interest/s are affected as: (please tick the following boxes as appropriate)

- ☐ The owner or the occupier of the property located at: ...neighbouring Farm Barn...  
☐ Other (please state): .....

**YOUR COMMENTS:**

\* I/We:

- ☐ Support the proposal and provide the following comments.  
☒ Oppose the proposal and provide the following comments.

RECEIVED  
MOUNT BARKER  
DISTRICT COUNCIL

13 MAY 2022

File: DA - 343/21  
Doc: .....

(Please note that your comments should demonstrate reasonable particularity)

PL - 2268

AS PER THE ATTACHED

3 PAGES

.....

.....

.....

.....

.....

..... *See Attached pages* .....

.....

.....

.....

\* I/we:

☐

Do not wish to be heard by the Council Assessment Panel in support of my representation.

☒

Wish to be heard by the Council Assessment Panel in support of my representation, and I will be:

☒

Appearing personally,

OR

☐

Be represented by the following person: .....

Contact details: .....

*(Please note, matters raised in your representation will not need to be repeated at the Council Assessment Panel meeting).*

**Your written representation must be received by Council no later than 11.59pm on Wednesday 25 May 2022, to ensure that it is a valid representation and taken into account.**

If you make representation you will be notified by a separate letter of the date and time of the Council's Assessment Panel (CAP) meeting at which CAP will consider the application.

**Representor's Declaration:**

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993 and may be uploaded to the Council's website as an attachment to a Council Assessment Panel agenda.

SIGNED

*Marille*

DATE

*18.5.2022*

**SUBMISSION IN RELATION TO PROPOSED DEVELOPMENT MT BARKER DC**

**1.**

**RE:** Notice of Application for Category 3 Development  
**DEV NO:** 580/343/21

**Introduction**

I write in relation to the above development proposal. My property borders the Farm Barn on the western side. I am concerned about inconsistencies, omissions and incorrect information in the proposal provided to council. I detail these concerns below:

**1. (a) (i) (C)**

The building, deemed "owner residence", operates as a full-time AirBnB ("Farmstay at the FarmBarn") accommodating up to 10 people. In the 3 months - May/June/July - it will have an 81% occupancy. (information available on the AirBnB site). This is not mentioned anywhere in the proposal.

**2. (b) (i) (B)**

This proposal can accommodate up to 16 people. The proposal argues it is reasonable even though it is 6 above the stipulation. But in fact this will bring the total to 26 including the AirBnB - almost 3 times the number stipulated.

**3. Septic/Waste Water Proposals**

The proposal states that it "will not have any appreciable effect on the quality of the watershed".

- The 12 soakage beds required are leading westwards towards other dams. It is proposed to have a "swale" prior to these beds to ensure no stormwater run-off interferes with their operation. This westerly area is however also mentioned as part of the Stormwater Proposal. If correct, the two would not be compatible (proximity of stormwater and wastewater systems) as noted in the Waste Water Report by Maxwell Consulting.

The proposal includes provision for an additional 11 toilets and 6 showers. The basis of the flow to the tank of (20260L weekly) is based on "up to":

- 120 patrons twice a week
- 10 staff twice a week
- 16 guests @ 80% occupancy (9.6 weekly)
- 4-6 staff daily (42 a week)

There is no mention of the additional 10 guests @ 80% occupancy. Nor does it take into account the "250 visitors daily on weekends and holidays". In addition, even these daily visitor numbers do not reflect the reality of current visitation numbers.

**4. EPA - Watershed**

The letter from the EPA to Mr. Meline was dated October 2018 and presumably operated on statistics provided then. The growth of the patronage at the Farm Barn in the intervening 4 years has been significant. The letter notes the information was required "within 3 months". Has this process been repeated 4 years later?

2

#### 5. Roads and Car Parking

It quotes the SMEC report (which was from 2015 - has this been updated?) notes a peak demand for 72 car parks (the capacity of the existing car park). On most weekends, this carpark, the road ways leading to it AND the paddock beside it are all full. Clearly there is now a demand for many more than 72 cars at any given time.

It notes upgrading "the existing roadway" (a track), along the eastern boundary from the car park, as access to the proposed units. This would cut directly in front of Nixon's Mill and potentially restrict access to this public feature. Further, the drawings note "proposed stairs" on the southwest of Nixon's Mill - does this mean access will only be from within the Farm Barn property? No mention is made in the proposal of any potential effects on the current access to Nixon's Mill.

#### 6. Hahndorf Rural Activity Policy Area 24

(2) "...minimising visible intrusion of new building..."

The proposed units face west (NOT north as the proposal states) hence all units will be visible from the main road. The proposal states (in Design and Visibility (7): "The buildings will be screened from the public road in accordance with the above Principle". It goes on to state (in Building Materials and Character) "...allow for large panoramic windows...the main windows for all structures face north..." Clearly there will be no "screening" in front of the proposed units if the large panoramic windows are to retain their purpose. If the screening relates to Nixon Road - this would be of minimal impact as, while a public road, has minimal traffic compared to the Mt Barker Road.

#### 7. StormWater provision

The drawings indicate an Eastern swale that appears to lie adjacent to the proposed new eastern boundary road. Experience in several roads surrounding this property would suggest that would lead to erosion and provide little effective runoff.

The proposed western swale is not clear on the drawings provided - hence the concern it may impact on the operation of the 12 septic beds.

It notes that any "additional run-off" would go on to the "existing swale", running north-south on Mt Barker Road. This section of the road already has significant run-off across the road throughout winter - despite the swales put in by Council last year.

This is a concerning issue as this natural runoff from properties to the North of the Farm Barn crossing the main road already feeds into (2 or 3) dams to the west of the property.

In addition the "51m2 Biofiltration area" is right next to the Farm Barn dam (the first dam to receive run-off) and drawings show blue arrows, which I assume is any additional run-off, that leads directly into the dam on my property and would subsequently flow into 2-3 other neighbouring dams to the west.

#### 8. Occupancy and Visitation

Principle 1 "small scale tourism accommodation" - This proposal allows for up to 26 people resident on the property on any single night. While it suggests the occupancy would be 50 - 60% for the proposed new units, the current 10 person facility currently achieves 80% occupancy.

(43) "The Farm Barn currently has up to 250 visitors a day" on weekends and holidays. Given that the car park and overflow car park and roadways are regularly all full (100+ vehicles) this ask/demand seems inadequate. Anecdotally, the Farm Barn has been achieving record attendance since the lifting of COVID restrictions.



## CONCLUSION

3.

The EPA has stated:

"The subject site is located within Priority Area 3 of the Mount Lofty Ranges Water Protection Area. The EPA considers that development in this area should have a neutral or beneficial water quality impact.

Previous water quality studies in the Mount Lofty Ranges Watershed have shown a direct relationship between development intensity and a decline in water quality. As most water pollution in the Mount Lofty Ranges Watershed is derived from diffuse sources, further pollution can only be prevented by avoiding incremental development that intensifies land use towards more polluting activities."

There is incremental development already occurring. The Farm Barn started essentially as a family-owned and managed petting zoo and farm experience. It has grown and extended significantly over the years, specifically, the

- number and nature of the animals on the farm has increased to include "exotic" animals and even 2 pigs (which I believe previously had been banned in watershed areas);
- volume of traffic in and out of the property (near a blind corner) has increased dramatically;
- number of patrons has increased significantly over the last few years;
- residence is already providing "tourism accommodation" for up to 10 people - the maximum number stipulated by Council in (b) (i) (B). This proposal would increase that to a total of 26;
- "residence" is on the hill, sound travels directly to the west and north west down the valley. There has already been noticeable increase in noise at night particularly on weekends since the change of use to an AirBnB;
- current construction of a "go kart" (or similar) track on the ridge to the south of the proposed units;
- changes to the existing shed (also facing WEST not north) will be visible from the Mt Barker Road and will lead to the bulk of the activity shifting to the western side of the property and exposed to the valley. This will significantly change the noise travelling down the valley from displays and group activities conducted in the "shed";
- proposed units also face WEST not north and will be clearly visible from the Mt Barker Road and as the verandas face west, sound from these units will also travel down the valley;
- impact on the accessibility to Nixon's Mill for the public is not covered in the proposal.

I believe these changes already represent considerable "incremental" development. This proposal would add to this "incremental" change significantly. It also opens the door for more "incremental" change should the Farm Barn decide to use the new "shed" for other activities or after-hour activities as was previously submitted to Council but not approved.

The Farm Barn is a welcome and important fixture in the Hahndorf landscape but this move to increase its footprint, impact and nature changes the original concept and will impact on the rural nature of the area affecting both neighbours and overall visual amenity.

Sheila Saville  
11 Leonard Road Hahndorf



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580/343/21 RESPONSE TO REPRESENTATIONS

**PETER MELINE & ASSOCIATES**  
**TOWN AND COUNTRY PLANNERS**  
**PO BOX 1508, MT. BARKER, SA, 5251.**  
**MOBILE 0448 395 299**  
**petermeline@bigpond.com**

01/06/2022

Mr M Dickson,  
DC Mt Barker,  
6 Dutton Rd,  
Mt Barker SA 5251

Dear Michael,

**580/343/21**  
**2282 Mount Barker Rd, Hahndorf**  
**RESPONSE TO WRITTEN REPRESENTATIONS**  
**PURSUANT TO SECTION 38 DEVELOPMENT ACT 1993 AND**  
**REGULATION 36 OF THE DEVELOPMENT REGULATIONS 2008**

I have reviewed the written representations as sent to Council in response to the public exhibition process for the above DA as prescribed in Section 38 of the Development Act 1993 and Part 6 of the Development Regulations 2008, and I have summarised them in the table below.

REPRESENTOR	SUMMARY OF ISSUES
D Lange 48 Nixon Rd, Hahndorf	<ul style="list-style-type: none"><li>• Concern regarding septic impact on bore water</li><li>• Seeks formal acknowledgment of development of "dwellings" near intensive poultry farming</li></ul>
S Saville 11 Leonard Rd, Hahndorf	<ul style="list-style-type: none"><li>• Concern regarding number of overnight guests</li><li>• Concern about septic/waste/stormwater</li><li>• Parking concerns</li><li>• Visual Amenity</li><li>• Incremental development</li><li>• Noise Concerns</li></ul>

580/343/21 RESPONSE TO REPRESENTATIONS

It is noted that one invalid representation was received after the close of the public notification period, however the concerns raised will be addressed within this response.

A & J Kerr	PO Box 252 , Littlehampton	• Visual amenity
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It is noted that two valid representations have been received regarding the proposal. The issues raised by the representors are addressed below in turn:

• **VISUAL AMENITY**

The proposed single storey units and change to the existing storage shed are considered to be visually appealing and complementary to the rural landscape, by utilising natural finishes including stone and rough sawn hardwood. There is approximately 250m-300m distance from where the new development may be seen from Mount Barker Road, in a south easterly direction, however closer to the Farm Barn the road is screened with mature trees. See below image taken from viewpoint along Mount Barker Road. The six new units will blend unobtrusively into the cluster of already existing buildings that make up the “Farm Barn”.



• **NUMBER OF OVERNIGHT GUESTS**

The use of the existing dwelling operating as an AirBnB is not included within the scope of this proposal and shall be dealt with separately. However, it is submitted that the house would be tenanted regardless, and the number of people

occupying the dwelling has been accounted for regarding septic systems; the dwelling is on a separate effluent system.

- **LOCATION OF SEPTIC TO BORE WATER**

A minimum setback of 50m from wells, bores and dams to septic disposal areas is required, and the proposed disposal area exceeds 50m curtilage. The effluent engineer (MAXWELL ENGINEERING) advises that there is no risk of contamination.

- **LOCATION OF STORMWATER AND DISPOSAL AREA**

A stormwater Management Plan (by DBN CONSULTING) has been submitted, Dean Nobbs, the author of the report has liaised with Councils Engineering Department regarding the solution to the stormwater management for this proposal).

The proposed soakage beds are located at the western end of the site, with the stormwater biofiltration area located at the northern end of the site.

The proposed swale directly to the west of the proposed development fulfils the intent of directing stormwater run-off from the proposed disposal area, therefore ensuring no interference with the operation of the soakage beds.

See below for the proposed location of the soakage beds and the proposed swale and stormwater bifiltration area.



580/343/21 RESPONSE TO REPRESENTATIONS

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- **“DWELLINGS” NEAR POULTRY FARMS**

It is reiterated that the proposal includes the construction of tourist accommodation units and not “dwellings”. An odour assessment report (SLR CONSULTING) has determined there should be no appreciable odour detected from the tourist villas. The report also stated “it may not be reasonable to consider the receptor sensitivity to be similar to a township residential area, a receptor sensitivity similar to what could be expected for a rural setting may be more appropriate.” Any complaints would likely be made to the Farm Barn in the first instance, and not to the Council, and will be dealt with by the Farm Barn.

- **TRAFFIC AND PARKING**

The SMEC report from 2015 was included within an updated traffic and parking assessment report from Phil Weaver and Associates dated 11 March 2022. It is noted that the visitor numbers per day (up to 250) does not equate to the number of visitors at any given time, with peak times for visitors coinciding with feeding times at the Farm Barn. The report states that the proposed changes to the existing shed would not increase patronage or staffing requirements and therefore would not impact the current carparking arrangement. Additional carparks have been proposed to service the accommodation units. It is submitted that there is sufficient onsite parking for visitors, with the overflow carpark being available if needed.

- **NOISE**

580/343/21 RESPONSE TO REPRESENTATIONS

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An Acoustic Report was included as part of this proposal, (MARSHALL DAY Acoustics) the report advises that there will be no appreciable noise above the background noise level at this locality. It is submitted that small-scale tourist accommodation is envisaged for the zone, and that the noise emitted from the proposed one or two bedroom units will not cause any excessive nuisance to the neighbouring properties.

• **INCREMENTAL DEVELOPMENT**

It is submitted that the proposed development is to allow the Farm Barn to remain a viable business while offering local and interstate/international tourists alike the opportunity to experience a niche rural experience. Small scale tourism is considered suitable for the Zone, and the Farm Barn is purely building on its farm life experience.

It is considered that the issues raised in the written representations are of no substantial consequence in the assessment of this proposal.

The proposal is not considered to be seriously at variance with Mount Barker Council's Development Plan, indeed it demonstrates ample merit in the pragmatic development of this site.

It is therefore recommended that the application should be submitted to the Development Assessment Panel for approval subject to conditions pursuant to Section 35(3) of the Development Act 1993.

Regards,



Peter Meline  
RPIA, MAIBS, JP.

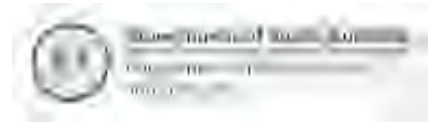
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Attachment 5.1.1.1 - Attachment 5

OFFICIAL

In reply please quote 2022/02412, Process ID: 0477  
Enquiries to Mr Martin Elsworthy  
Telephone (08) 7322 9038  
E-mail dit.landusecoordination@sa.gov.au



TRANSPORT PLANNING AND  
PROGRAM DEVELOPMENT

Transport Assessment

GPO Box 1533  
ADELAIDE SA 5001

ABN 92 366 288 135

3 June 2022

Michael Dickson  
District Council of Mount Barker  
PO Box 54  
MOUNT BARKER SA 5251

Dear Mr Dickson

**SCHEDULE 8 - REFERRAL RESPONSE**

<b>Development No.</b>	580/343/21
<b>Applicant</b>	Nick Duncan
<b>Location</b>	2282 Mount Barker Road, Hahndorf
<b>Proposal</b>	Converted Farm Activity Shed and Tourist Accommodation

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

**CONSIDERATION**

The subject development abuts Mount Barker Road, an arterial road, under the care, control and responsibility of the CoH. At this location Mount Barker Road carries approximately 6,300 vehicles per day (8% commercial vehicles) and has a posted limit of 80km/h.

The site currently comprises the Hahndorf Farm Barn, a children's farm and wildlife park which operates from 10am till 4pm daily. It is proposed to further develop the site by converting an existing storage shed to a farm activity shed with a small office area and amenities. In addition, it is proposed to construct six tourist accommodation units for guests of the farm to stay and experience farm life.

The Traffic and Parking Report produced by Phil Weaver & Associates (Reference No. 20-126, dated 11 March 2020), identifies that there will be no change to the nature of the current vehicular access arrangements with all traffic entering/exiting via the existing two-way access point located on Mount Barker Road. The report advises the changes to the site will generate a low level of additional traffic movements with effectively no change to the operation and nature of the access point. The report concludes that the converted farm shed, and additional tourist accommodation is not expected to increase patrons or staff member requirements and is not expected to increase traffic demand to and from the site.

It is noted that the access to the site is located on a straight section of the road between two curves which are subject to advisory speeds. Sightlines to and from the access point are limited by the curves on either approach. Sight lines to the northwest are also restricted by vegetation. Sight lines in accordance with the Code are less than the required 181 metres for an access point serving non dwelling related development.

Given the access is existing and appears to be operating satisfactorily with no significant pattern or frequency of crashes and noting the approaches are subject to advisory speeds, the existing conditions are considered acceptable to continue to serve the development and the minor alterations proposed. It is however recommended that vegetation trimming/removal be undertaken to maximise sight lines at the access.

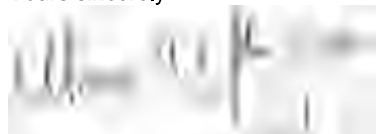
An existing on-site car park with approximately 77 spaces will continue to provide parking for all vehicles accessing the current land use. Additional spaces are proposed specifically for the tourist accommodation which the Traffic Report demonstrates are sufficient to accommodate this additional development.

#### ADVICE

DIT supports the proposed development and advises the planning authority to attach the following conditions to any approval:

1. All access to the development shall be gained via the existing access point on Mount Barker Road in accordance with the amended site plan produced by Holland Building Solutions, dated 22 February 2022.
2. All vehicles shall enter and exit the site in a forward direction. The access and all on-site vehicle manoeuvring areas shall remain clear of any impediments to vehicle movements.
3. Vegetation trimming/removal shall be undertaken on an ongoing basis to ensure that sight lines at the access are maximised.
4. All off-street car parking areas shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009.
5. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of the adjoining road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

Yours sincerely



**A/MANAGER, TRANSPORT ASSESSMENT**  
for **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to [dit.developmentapplications@sa.gov.au](mailto:dit.developmentapplications@sa.gov.au)



EPA Reference: 35058

21 June 2022

Mr Michael Dickson  
Senior Planner - City Development  
District Council of Mount Barker  
PO Box 54  
MOUNT BARKER SA 5251

Dear Mr Dickson

**ADVICE FOR REGARD - Non-complying development within the Mount Lofty Ranges Water Protection Area**

<b>Development Application No.</b>	580/343/21
<b>Applicant</b>	Nick Duncan (Peter Meline and Associates)
<b>Location</b>	A100 DP27157 HD Kuitpo, 2282 Mount Barker Road, Hahndorf SA 5245
<b>Activity of Environmental Significance</b>	Schedule 8 Item 10(a) - non-complying development in the Mount Lofty Ranges Water Protection Area
<b>Proposal</b>	Additions to the Hahndorf Farm Barn Tourist Centre comprising the change in use of an existing outbuilding to be used in association with the Farm Barn operations (including open pergola and alterations and additions to the building) and the construction of six (6) tourist accommodation units for up to 16 guests and ancillary car parking and infrastructure (Non-complying Development)
<b>Decision Notification</b>	A copy of the decision notification must be forwarded to: Client Services Officer Environment Protection Authority GPO Box 2607 ADELAIDE SA 5001

I refer to the above development application forwarded to the Environment Protection Authority (EPA) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves an activity of environmental significance as described above.

The following response is provided in accordance with Section 37(4)(a)(i) of the *Development Act 1993* and Schedule 8 Item 10(a) of the *Development Regulations 2008*.

In determining this response the EPA had regard to and sought to further the objects of the *Environment Protection Act 1993*, and also had regard to:

- the General Environmental Duty, as defined in Part 4, Section 25 (1) of the Act; and
- relevant Environment Protection Policies made under Part 5 of the Act.

Please direct all queries relating to the contents of this correspondence to Courtney Stollznaw on telephone (08) 8204 9402 or facsimile (08) 8124 4673 or email Courtney.Stollznaw@epa.sa.gov.au.

### THE PROPOSAL

The proposal is for additions to the Hahndorf Farm Barn Tourist Centre comprising the change in use of an existing outbuilding to be used in association with the Farm Barn operations (including open pergola and alterations and additions to the building) and tourist accommodation. The proposed tourist accommodation consists of six units (four 1-bedroom and two 2-bedroom) allowing for up to 16 guests to stay at any one time.

### SITE DESCRIPTION

The site of the proposed development 2282 Mount Barker Road, Hahndorf.

The subject land is:

- located within the Mount Lofty Ranges Water Protection Area proclaimed under the Environment Protection Act
- located within the Onkaparing River Catchment which drains to the Happy Valley Reservoir (via Mount Bold Reservoir)
- located within the Priority Area 3 of the Mount Lofty Ranges Watershed as identified in Map D23 of the 30 Year Plan for Greater Adelaide
- not in an area connected to sewer or CWMS
- 9.065ha in size.

The site and locality has not been inspected by EPA staff but has been viewed via GIS information systems and aerial photography available to the EPA.

### CONSIDERATION

It should be noted the referral trigger of this development application to the EPA was for being non-complying in the Mount Lofty Ranges Water Protection Area, as per Schedule 8 of the Development Regulations. The EPA has therefore only provided an assessment of the potential water quality impacts that may arise from the proposed development and associated construction activities.

### Environmental Issues

#### Water Quality

The site is located within the highly sensitive Mount Lofty Ranges Water Protection Area, proclaimed

under Part 8 of the Environment Protection Act. As this site is located in a public water supply catchment, potential impacts on water quality need to be carefully considered by the EPA. The EPA considers that any development, and its likely consequences, in Priority Area 3, should have a beneficial, neutral or negligible detrimental environmental effect.

Water quality in South Australia is protected by the Environment Protection Act and the associated *Environment Protection (Water Quality) Policy 2003* (hereafter the Water Quality Policy). The Water Quality Policy places a general obligation on persons undertaking activities, and occupiers of land, to take all reasonable and practicable measures (not being measures that themselves cause environmental harm) to avoid the discharge or deposit of waste into any waters (including the Council stormwater system and groundwaters), or onto land where is reasonably likely to enter any waters (including by seepage, infiltration or carriage by wind, rain, stormwater, or the rising of the water table).

#### Wastewater

The proposal for on-site wastewater management on the site has been presented in the *Onsite Wastewater Management Report* by Maxwell Consulting Engineers, dated 1 September 2021. A new septic tank (15,000L) and soakage beds have been proposed to cater for the tourist accommodation units as well as new shed toilets to be used by staff and guests to the Farm Barn.

More specifically, the wastewater system would include:

- a 12,000L balance tank to receive and store wastewater from the septic tank before it is pumped to pressure dosed soakage beds using an alternating electronically controlled pump
- stand-by pumps and a 2400L grease arrestor
- 720m<sup>2</sup> of soakage bed (12 x 60m<sup>2</sup> beds) located in the northern area of the site that:
  - has a slope less than 20%,
  - not in a 10% AEP flood zone,
  - is greater than 1.2m from the seasonal groundwater table,
  - is greater than 500mm from bedrock
  - is greater than 50m from the existing dam, nearby watercourses and bores
- soakage beds vegetated with either lawn or groundcover, or potentially other nutrient tolerant grasses or shrubs
- a diversion trench and clay lined swale established to divert surface runoff around the soakage beds.

The EPA notes that the soakage beds would need to be regularly maintained, with any dead or dying vegetation to be replaced. Any prunings or clippings of the vegetation should also be removed from the area.

As the soil permeability has been calculated to be 5mm/day, the soakage beds have been designed to receive 3600L/day of wastewater. The volume of wastewater produced on any given day would vary depending on the number of guests in the accommodation units, and day visitors to the Farm Barn. The maximum daily volume of wastewater likely to be generated has been calculated as 5680L and a maximum of 20,260L per week (averaging 2894L/day). The balance tank would allow any additional volumes of the wastewater, over 3600L, to be retained until the next day.

The soakage beds are to be fenced off from livestock and vehicle access. The pipe to be laid in the soakage beds would have squirt holes in the top of the pipe but none below to ensure that wastewater is directed to the soil around the roots of the vegetation, allowing for maximum uptake of the water and nutrients.

The EPA is satisfied that the proposed wastewater system would likely have negligible detrimental impacts on water quality of the Mount Lofty Ranges Watershed.

A condition is recommended to below to ensure the detailed design of the wastewater system is established in accordance with the *Onsite Wastewater Management Report* by Maxwell Consulting Engineers, dated 1 September 2021.

#### Stormwater

Best management practices for new development is to not increase stormwater flows above pre-development flows and the EPA strongly supports a range of WSUD elements in new developments that will also meet stormwater quality targets (Table 1).

Table 1 Stormwater Runoff Objectives:

Pollutant	Current best practice performance objective
Suspended solids (SS)	80% reduction in average annual pollutant load compared to an equivalent urban catchment with no water quality management
Total phosphorus (TP)	60% reduction in average annual pollutant load compared to an equivalent urban catchment with no water quality management
Total nitrogen (TN)	45% reduction in average annual pollutant load compared to an equivalent urban catchment with no water quality management
Litter	Retention of litter greater than 50 millimetres for flows up to 3 month ARI peak flow
Oil and grease	No visible oils for flows up to the 3 month ARI peak flow
Flow	Run-off rates that do not exceed the rate of discharge from the site that existed during pre-development

The proposed management of stormwater on site from this development has been provided in the *Stormwater Management Plan*, prepared by DBN Consulting Engineers, dated 2 February 2022.

Rainwater tanks are already present on site to capture runoff from the roofs of the existing buildings. Roof runoff from the proposed accommodation units would be directed to these tanks. Captured water would be used for toilet flushing and irrigation of landscaped areas. Overflow from the rainwater tanks

is to be directed to a vegetated swale.

Runoff from the site falls towards an existing dam in the north-west corner of the property. Runoff would be captured and treated prior to entering this dam.

Vegetated and rock lined swales would be established to direct runoff from the driveway, access roads and carparking areas to a vegetated basin (95m<sup>3</sup>) which would include a biofiltration area (51m<sup>3</sup>). Where the slope of the swale exceeds 4% rock ballast is to be included to minimise erosion. The basin has been sized to capture and contain a 10% AEP rain event with no overflow occurring. However, modelling has shown that overflow would occur in a 1% AEP event. MUSIC modelling has been conducted to demonstrate the stormwater objectives presented in Table 1 should be met.

The EPA notes that the swales and basin would need to be regularly maintained to ensure optimal performance. Maintenance considerations presented in the *Stormwater Management Plan* include regular inspections of the grated inlet pits and basin, pruning and weeding of the basin vegetation and monitoring of the vegetation growth, removal of gross pollutants and any blockages of pipes, and inspecting for erosion in swales, with lining to occur if deemed necessary. It is recommended that the maintenance should also include the removal of sediment build up in the swales and basin when necessary, and the replacement of any dead vegetation in the biofiltration area. It has been proposed that inspections of the stormwater management system would occur every month and after 20mm of rain.

The above strategies would assist in minimising impacts from this development. The EPA recommends that the objectives outlined above are included as a condition to ensure the final detailed design would achieve optimal environmental outcomes for the development.

#### Construction Management

During the construction of the accommodation units and access roads particular attention must be given to protecting land stability and to immediate rehabilitation and stabilisation after disturbance of the land surface.

The development of a Soil Erosion and Drainage Management Plan (SEDMP) in accordance with the [Stormwater Pollution Prevention: Code of Practice for the Building and Construction Industry](#) and the [International Erosion Control Association's document Best Practice Erosion and Sediment Control](#), should be prepared prior to construction commencing. It should include information on how soil erosion and drainage management would be managed during construction to prevent soil and pollutants being conveyed down gradient and entering waters (e.g. dam, watercourse etc). The SEDMP should also include responsibilities for maintenance and corrective actions.

A condition is recommended below in this regards.

#### **CONCLUSION**

Given the nature of the proposed development, and provided that the development is constructed in accordance with the plans provided with the application, the EPA is satisfied that the proposal would have a negligible detrimental impact on water quality in the Mount Lofty Ranges Watershed.



## ADVICE

The planning authority is advised to attach the following conditions to any approval:

1. The detailed design of the wastewater management system (including grease arrestor, septic tank, balance tank, alternating electronically controlled pumps, and pressure dosed soakage beds) must be established in accordance with the *Onsite Wastewater Management Report* prepared by Maxwell Consulting Engineers, dated 1 September 2021, and must ensure:
  - a. the soakage beds are located more than 50m from the nearest watercourse, dam or bore, more than 1.2m from the seasonal groundwater table, on a slope less than 20% and not in the 10% AEP flood zone
  - b. all surface water and runoff is diverted away from the soakage area
  - c. the wastewater management system is adequately maintained.
2. The detailed design of the stormwater management system (including vegetated and rock-lined swales, vegetated basin and biofiltration area) must be established in accordance with the treatment train specified in the *Stormwater Management Plan*, prepared by DBN Consulting Engineers, dated 2 February 2022 and must:
  - a. meet the following quality targets:
    - i. Suspended solids (SS) - 80% reduction of the typical urban annual load with no treatment
    - ii. Total phosphorus (TP) - 60% reduction of the typical urban annual load with no treatment
    - iii. Total nitrogen (TN) - 45% reduction of the typical urban annual load with no treatment
  - b. ensure runoff is maintained at pre development levels
  - c. ensure groundwater resources are not impacted
  - d. mitigate flood risk
  - e. ensure the stormwater management system is adequately maintained.
3. A Soil Erosion and Drainage Management Plan (SEDMP) must be prepared prior to construction and implemented during the construction phase at the site. The SEDMP must include measures to manage soil erosion and runoff during construction.

The following notes provide important information for the benefit of the applicant and are requested to be included in any approval:

- The applicant is reminded of its general environmental duty, as required by section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- EPA information sheets, guidelines documents, codes of practice, technical bulletins etc can be accessed on the following web site: <http://www.epa.sa.gov.au>

Yours faithfully

Hayley Riggs

Delegate

**ENVIRONMENT PROTECTION AUTHORITY**



South Australian  
**Country  
Fire Service**

## DEVELOPMENT ASSESSMENT SERVICES

Your Ref: 580/343/21  
Our Ref: Mt Barker DA  
Please refer to: 20220617 – 01cs

17 June 2022

District Council of Mt Barker  
PO Box 54  
MOUNT BARKER SA 5251

**ATTN: MICHAEL DICKSON**

Dear Michael,

**RE: BUILDING ADVISORY & BUSHFIRE ATTACK LEVEL (BAL) ASSESSMENT – DUNCAN  
LOT 100, 2282 MT BARKER RD, HAHNDORF**

### **SIX (6) TOURIST ACCOMMODATION UNITS**

Ministerial Building Standard MBS 008, Designated bushfire prone areas – additional requirements, July 2020, as published under the *Planning, Development and Infrastructure Act 2016*, applies to this site.

A site bushfire attack assessment was conducted in accordance with the National Construction Code of Australia [NCC] and Australian Standard™ 3959 (AS3959) "Construction of Buildings in Bushfire Prone Areas".

This report is provided as advisory and should be used in conjunction with SA CFS planning assessment with the same reference.

### **ASSESSMENT DETAILS:**

An officer of the SA Country Fire Service (SA CFS) Development Assessment Service, has assessed the proposed development site, allotment and adjoining areas.

<b>Tourist Accommodation Units 1 – 6</b>	<b>BAL 12.5</b>
<b>This BAL rating is conditional upon the establishment and maintenance of a 20m Vegetation Management Zone, in accordance with the vegetation management condition of consent placed on the planning consent with same application reference.</b>	

This report is considered relevant at the date of assessment with respect to the elevations detailed on proposed **Site Plan, dated at last revision 22/02/2022**, and shall not be considered as SA CFS endorsement of any subsequent development.

#### BUILDING CONSIDERATIONS

Please refer to the NCC, relevant standards and state provisions for construction requirements and performance provisions.

#### COMMERCIAL BUILDING CONSIDERATIONS


For construction requirements and performance provisions, refer to the NCC "FIRE SAFETY" and Australian Standard TM3959 (AS3959) "Construction of Buildings in Bushfire Prone Areas", for the relevant provisions applicable to the classification of the building.

**SA CFS as the referral agency reserves the right to request additional information and provide further comment, under the Planning Development and Infrastructure Act and Regulations, in particular but not limited to Regulation (3) 45 during the Building Rules approval process.**

Compliance with the fire protection requirements is not a guarantee the dwelling will not burn, but its intent is to provide a *'measure of protection'* from the approach, impact and passing of a bushfire.

Should there be any need for further information please contact the undersigned at the SA CFS Development Assessment Service on (08) 8115 3372.

Yours sincerely,



**CAREN SIEGFRIEDT**

***BUSHFIRE SAFETY OFFICER***

**DEVELOPMENT ASSESSMENT SERVICE**



South Australian  
**Country  
Fire Service**

## DEVELOPMENT ASSESSMENT SERVICE

Your Ref: 580/343/21  
Our Ref: Mt Barker DA  
Please refer to: 20220617 – 01cs

17 June 2022

District Council of Mt Barker  
PO Box 54  
MOUNT BARKER SA 5251

### **ATTN: MICHAEL DICKSON**

Dear Michael,

### **RE: DEVELOPMENT APPLICATION (PLANNING ASSESSMENT) – DUNCAN LOT 100, 2282 MT BARKER RD, HAHNDORF**

### **SIX (6) TOURIST ACCOMMODATION UNITS**

Minister's Code 2009 "Undertaking development in Bushfire Protection Areas" (as amended October 2012) as published under Regulation 106 of the *Development Regulations 2008* applies.

An officer of the SA Country Fire Service [SA CFS] Development Assessment Service has assessed the proposed development site, allotment and adjoining areas.

The Bushfire Protection Zone for the area has been designated as **HIGH**

The SA Country Fire Service has no objection to the proposed development.

Minister's Code 2009 "Undertaking development in Bushfire Protection Areas" (as amended October 2012) provides mandatory Bushfire Protection planning requirements as conditions of consent for the development as follows:

### **ACCESS TO HABITABLE BUILDINGS**

Minister's Code 2009 "Undertaking development in Bushfire Protection Areas" (as amended October 2012) Part 2.3.3.1 describes the mandatory provision that 'Private' roads and driveways to buildings shall provide safe and convenient access/egress for large Bushfire fighting vehicles, where the furthest point to the building from the nearest public road is more than 30 metres.

**SA CFS has no objection to utilising the existing access driveway as detailed on drawing named Part Site Plan, dated at last revision 22/02/2022 and upgraded, where necessary, to comply with the following conditions:**

- Access to the building site shall be of all-weather construction, with a minimum formed road surface width of 3 metres and must allow forward entry and exit for large fire-fighting vehicles.



Government  
of South Australia

Office Level 1, Emergency Services Headquarters "Kumatpi Trruku", 37 Richmond Road, Keswick SA 5035

Phone (08) 8115 3372 Fax (08) 8115 3301

Post PO Box 2468 Adelaide SA 5001 Email [das@cfs.sa.gov.au](mailto:das@cfs.sa.gov.au) ABN 97 677 077 835 DX 666

- The all-weather road shall allow fire-fighting vehicles to safely enter and exit the allotment in a forward direction by incorporating either –
  - i. A loop road around the building, OR
  - ii. A turning area with a minimum radius of 12.5 metres, OR
  - iii. A 'T' or 'Y' shaped turning area with a minimum formed length of 11 metres (for each 'leg') and minimum internal radii of 9.5 metres.
- Private access shall have minimum internal radii of 9.5 metres on all bends.
- Private access shall provide overhead clearances of not less than 4.0m horizontally and vertically between the driveway surface and overhanging branches or other obstructions, including buildings and/or structures.

WATER SUPPLY & ACCESS (to dedicated water supply)

Minister's Code 2009 "Undertaking development in Bushfire Protection Areas" (as amended October 2012) Part 2.3.4.1 requires a dedicated and accessible water supply to be made available at all times for fire-fighting.

Ministerial Building Standard MBS008 "Designated bushfire prone areas – additional requirements" July 2020, as published under the *Planning, Development and Infrastructure Act 2016*, provides the technical details of the dedicated water supply for bushfire fighting for the bushfire zone. The dedicated bushfire fighting water supply shall also incorporate the installation of a pumping system, pipe-work and fire-fighting hose(s) in accordance with MBS008.

**The proposed location of dedicated fire water has not been detailed on drawings provided.**

**SA CFS has no objection to the existing water supply (existing concrete tank) or proposed new water tanks being utilised as the dedicated supply, providing an outlet can be positioned to comply with the following conditions:**

- The water supply outlet shall be easily accessible and clearly identifiable from the access way and at a distance of no greater than 60 metres from the furthest part of the proposed accommodation units.
- The dedicated water supply and its location should be identified with suitable signage (i.e. blue sign with white lettering "FIRE WATER").
- Access to the dedicated water supply shall be of all-weather construction, with a minimum formed road surface width of 3 metres.
- Provision shall be made adjacent to the water supply for a nominally level hardstand area (capable of supporting fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes) that is a distance equal to or less than 6 metres from the water supply outlet.
- SA CFS appliance's inlet is rear mounted; therefore the outlet/water storage shall be positioned so that the SA CFS appliance can easily connect to it rear facing.
- A gravity fed water supply outlet may be remotely located from the tank to provide adequate access.
- All non-metal water supply pipes for bushfire fighting purposes (other than flexible connections and hoses for fire-fighting) shall be buried below ground to a minimum depth of 300mm with no non-metal parts above ground level.

- All water supply pipes for draughting purposes shall be capable of withstanding the required pressure for draughting.
- Ideally a remote water supply outlet should be gravity fed, where this is not possible the following dimensions shall be considered as the maximum capability in any hydraulic design for draughting purposes:

The dedicated water supply outlet for draughting purposes shall not exceed 5 metres maximum vertical lift (calculated on the height of the hardstand surface to the lowest point of the storage) and no greater than 6 metres horizontal distance.

The suction outlet pipework from the tank shall be fitted with an inline non return valve of nominal internal diameter not less than that of the suction pipe and be located from the lowest point of extract from the tank. All fittings shall be installed to allow for easy maintenance.

**Please note that where the water supply is an above-ground water tank, the tank (including any support structure) must be constructed of non-combustible material, such as concrete or metal.**

#### VEGETATION MANAGEMENT

Minister's Code 2009 "Undertaking development in Bushfire Protection Areas" (as amended October 2012), Part 2.3.5 mandates that landscaping shall include Bushfire Protection features that will prevent or inhibit the spread of bushfires and minimise the risk to life and/or damage to buildings and property.

- A vegetation management zone (VMZ) shall be established and maintained within 20 metres of the habitable building (or to the property boundaries – whichever comes first) as follows:
  - i. The number of trees and understorey plants existing and to be established within the VMZ shall be maintained such that when considered overall a maximum coverage of 30% is attained, and so that the leaf area of shrubs is not continuous. Careful selection of the vegetation will permit the 'clumping' of shrubs where desirable, for diversity, and privacy and yet achieve the 'overall maximum coverage of 30%'.
  - ii. Reduction of vegetation shall be in accordance with SA Native Vegetation Act 1991 and SA Native Vegetation Regulations 2017.
  - iii. Trees and shrubs shall not be planted closer to the building(s) than the distance equivalent to their mature height.
  - iv. Trees and shrubs must not overhang the roofline of the building, touch walls, windows or other elements of the building.
  - v. Shrubs must not be planted under trees and must be separated by at least 1.5 times their mature height from the trees' lowest branches.
  - vi. Grasses within the zone shall be reduced to a maximum height of 10cm during the Fire Danger Season.
  - vii. No understorey vegetation shall be established within 2 metres of the habitable building (understorey is defined as plants and bushes up to 2 metres in height).
  - viii. Flammable objects such as plants, mulches and fences must not be located adjacent to vulnerable parts of the building such as windows, decks and eaves
  - ix. The VMZ shall be maintained to be free of accumulated dead vegetation.



### TOURIST ACCOMMODATION - BUSHFIRE SURVIVAL PLAN

CFS further recommends:

- The applicants to prepare and display a BUSHFIRE SURVIVAL PLAN (BSP) designed specifically for the purpose of any guests that may be in residence during a bushfire event, especially during the Fire Danger Season. The BSP:
  1. should provide clear directions to persons that may be unfamiliar with the area/locality and unfamiliar with what protective actions they may need to take to protect their lives during a bushfire event, including when to take such protective actions; and
  2. should address the possibility that the owners may not be present at the time of the bushfire event; and
  3. should not expect guests to be involved in fire-fighting operations.

The SA CFS 'Bushfire Safety Guide For Business' document (refer to CFS website) should be utilised as a basis for information and the drafting of the (GUEST) BSP.

The applicant should consider reducing operating hours and restrictions on days of heightened bushfire danger and/or bushfire events and consider including any alterations to bookings and services offered due to actual or predicted conditions during the Fire Danger Season in any booking/refund policy.

Compliance with the fire protection requirements is not a guarantee the habitable building will not burn, but its intent is to provide a '*measure of protection*' from the approach, impact and passing of a bushfire.

Should there be any need for further information, please contact the undersigned at the Development Assessment Service on (08) 8115 3372.

Yours sincerely,



**CAREN SIEGFRIEDT**

**BUSHFIRE SAFETY OFFICER**

**DEVELOPMENT ASSESSMENT SERVICE**

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### 5.1.2 CATEGORY 3 APPLICATIONS

#### 5.1.2.1 580/1446/20 – PC INFRASTRUCTURE PTY LTD

<b>Development Number</b>	580/1446/20
<b>Applicant</b>	PC Infrastructure Pty Ltd
<b>Subject Land</b>	239 Wellington Road, Mount Barker
<b>Ward</b>	Central Ward
<b>Nature of Development</b>	Integrated petrol filling station complex (24hr) including new control building comprising 'On the run' retail services with integrated quick service restaurant & drive-through facility, free-standing bulky goods outlet, canopy and fuel filling facilities, automatic and manual car wash facilities, dog wash facility, underground fuel storage tanks, free-standing illuminated signage & building signage, car parking, retaining walls, fencing, landscaping and associated infrastructure
<b>Lodgement Date</b>	18 November 2020
<b>Development Plan</b>	Consolidated 20 August 2020
<b>Zone</b>	Residential Neighbourhood
<b>Relevant Authority</b>	Council Assessment Panel
<b>Categorisation</b>	Merit
<b>Notification</b>	Category 3
<b>Representations</b>	Two (2)
<b>Persons to be heard</b>	Nil
<b>Referrals - Statutory</b>	<ul style="list-style-type: none"> <li>• Commissioner of Highways</li> <li>• Environment Protection Authority</li> </ul>
<b>Referrals – Non-Statutory</b>	<ul style="list-style-type: none"> <li>• Council's Development Engineer</li> <li>• Council's Environmental Health Officer</li> <li>• Council's Landscape Technical Officer</li> </ul>
<b>Responsible Officer</b>	Michael Dickson – Senior Planner
<b>Recommendation</b>	Grant Planning Consent subject to conditions

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<b>ATTACHMENT 1:</b>	Application Documents
<b>ATTACHMENT 2:</b>	Site Photos
<b>ATTACHMENT 3:</b>	Representations
<b>ATTACHMENT 4:</b>	Response to Representations
<b>ATTACHMENT 5:</b>	Statutory Referral Responses

## **1. BACKGROUND**

The site is subject to a development authorisation for a petrol filling station by a different proponent. That proposal (580/1292/18) obtained planning consent, by the Council Assessment Panel at its meeting held on 18 March 2020. This authorisation has now expired. Whilst the previous authorisation has no bearing on the assessment of the current proposal, it provides a degree of context and is referred to in the referral response from the Commissioner of Highways regarding the access points.

## **2. PROPOSAL**

The proposal is best described as follows;

“Integrated petrol filling station complex (24hr) including new control building comprising ‘On the run’ retail services with integrated quick service restaurant & drive-through facility, free-standing bulky goods outlet, canopy and fuel filling facilities, automatic and manual car wash facilities, dog wash facility, underground fuel storage tanks, free-standing illuminated signage & building signage, car parking, retaining walls, fencing, landscaping and associated infrastructure”

The proposal comprises the following attributes;

- Control building and shop with a floor area of 389m<sup>2</sup> comprising retail display and sales areas, a co-branded quick service restaurant and drive-through facility, cool rooms, storeroom, offices, food preparation area and staff amenities, and associated common and dining areas including an outdoor dining area;
- Eight (8) fuel bowzers, covered by a steel-framed canopy with a height of 7.3 metres;
- Underground fuel tanks with a total capacity of 140,000 litres;
- One (1) auto car wash facility and four (4) manual car wash bays with associated plant room and the installation of four (4) vacuum bays and two (2) chamois bays, two (2) dog wash bays and associated shade structures;
- A free-standing building with floor area of 580m<sup>2</sup> for use as a third-party bulky goods outlet (shop) is proposed adjacent the south-eastern boundary of the site. A specific tenant is yet to be secured for the building;
- Retaining walls vary in height around the boundaries of the site, including a maximum height of 2 metres along the road frontages and up to 8.95 metres high on the south-eastern boundaries behind the proposed bulky goods outlet;
- Shared car parking for 36 vehicles, including two (2) disabled parking spaces;
- Three (3) internally illuminated pylon signs along the Heysen Boulevard and Wellington Road frontages of the site (all 9 metres high x 2.3 metres wide);
- Various smaller illuminated and non-illuminated signage on the control building, fuel canopy and freestanding on the site;
- Refuse areas for bin storage enclosed by 2100mm high black metal slatted fencing;
- 1800mm high Colorbond fencing to the southern boundary; and
- Landscaping to all non-sealed areas generally on the site, including a portion of the road reserve and construction of a footpath from the Wellington Road/Heysen Boulevard junction to the Wellington Road site access.

The petrol filling station is proposed to operate 24 hours per day, seven days per week.

An access is proposed onto the yet to be constructed Heysen Boulevard, suitable for both customer and service vehicles, and will facilitate all turning movements into and out of the site. Another access is also proposed onto Wellington Road (left-in, left-out only) for customer vehicles.

The construction of the petrol filling station is proposed to occur at the same time that the landowner is enacting the land division to create the allotment. This includes the construction of the length of Heysen Boulevard that adjoins the land and connects to Wellington Road. The construction of a roundabout at this junction is a DIT project which has commenced and is due for completion in the first quarter of 2023. The roundabout will support the adjoining Heysen Boulevard to be completed.

Refer to **Attachment One (1)** for plans and details of the proposed development.

### **3. SUBJECT LAND**

The subject land (**the Land**) is allotment 31 in Deposited Plan 17656 in Certificate of Title Volume 5974 Folio 333, or otherwise known as 239 Wellington Road, Mount Barker.

The subject site (**the Site**) is a portion of the land, identified as proposed allotment 26 in Land Division 580/D073/17.

The land has a number of development authorisations approved, including land divisions and land uses. The land division authorisations divide the land into a number of large allotments and include the construction of Heysen Boulevard from Wellington Road to the adjoining land to the north-east. The site is an allotment approved in one of these land division authorisations (580/D073/17). The site will be created as an allotment once the applicable land division authorisations are enacted, including the construction of Heysen Boulevard. Heysen Boulevard is currently under construction as part of one of the land divisions to support access to the site.

The site is located on the western side of the land, on the southern side of the future Heysen Boulevard. It is an irregular-shaped allotment with an area of 6,864m<sup>2</sup>. The allotment has frontage to Wellington Road and will also have frontage to Heysen Boulevard.

The site is currently vacant and bulk earthworks have occurred to provide fill material for the construction of Heysen Boulevard and the supermarket site to the north.

### **4. THE LOCALITY**

The land and the site are wholly located within the Residential Neighbourhood Zone.

The locality of the site is mixed, comprising existing rural and rural living properties, as well as emerging commercial and residential development, and newly established residential development.

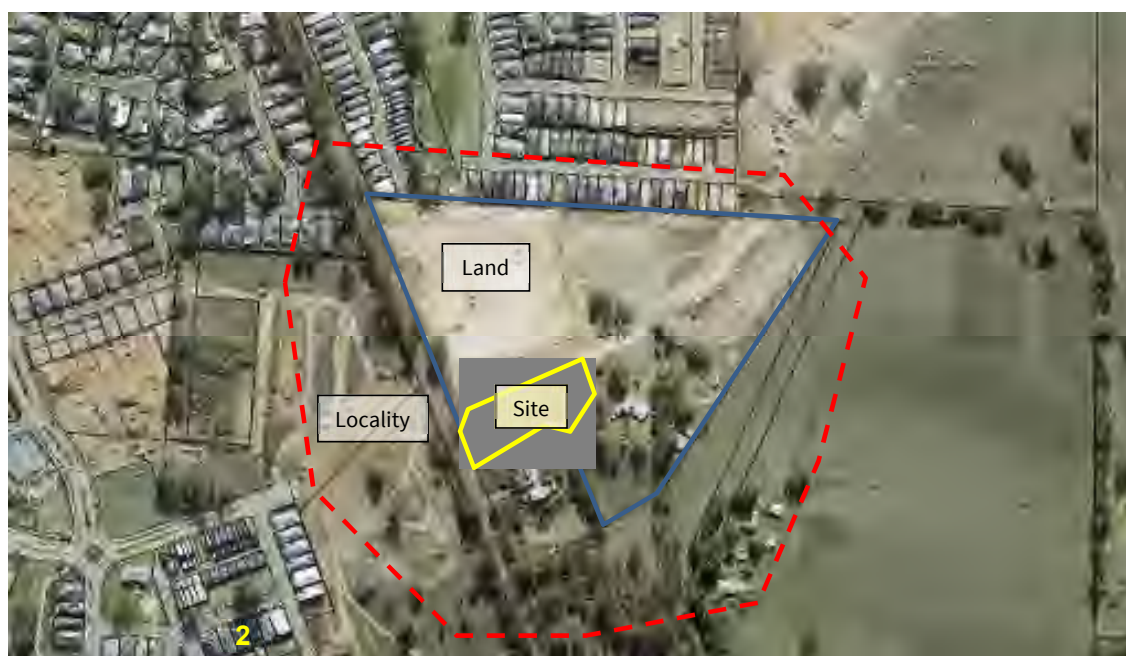
The western side of the land is currently under construction with bulk earthworks occurring for the construction of the first section of Heysen Boulevard (including roundabout junction at Wellington Road), and a benched site to the north-west for an approved supermarket that is also currently under construction.

To the east of the site is the balance of the land, where there is an approved Hotel/Tavern and other development sites that are anticipated to comprise a mix of residential and commercial development.

To the north of the land is the Amblemead and Lodge developments comprising generally detached dwellings at various stages of construction. To the west of the land is the Bluestone development, also residential in nature comprising detached dwellings at various stages of construction.

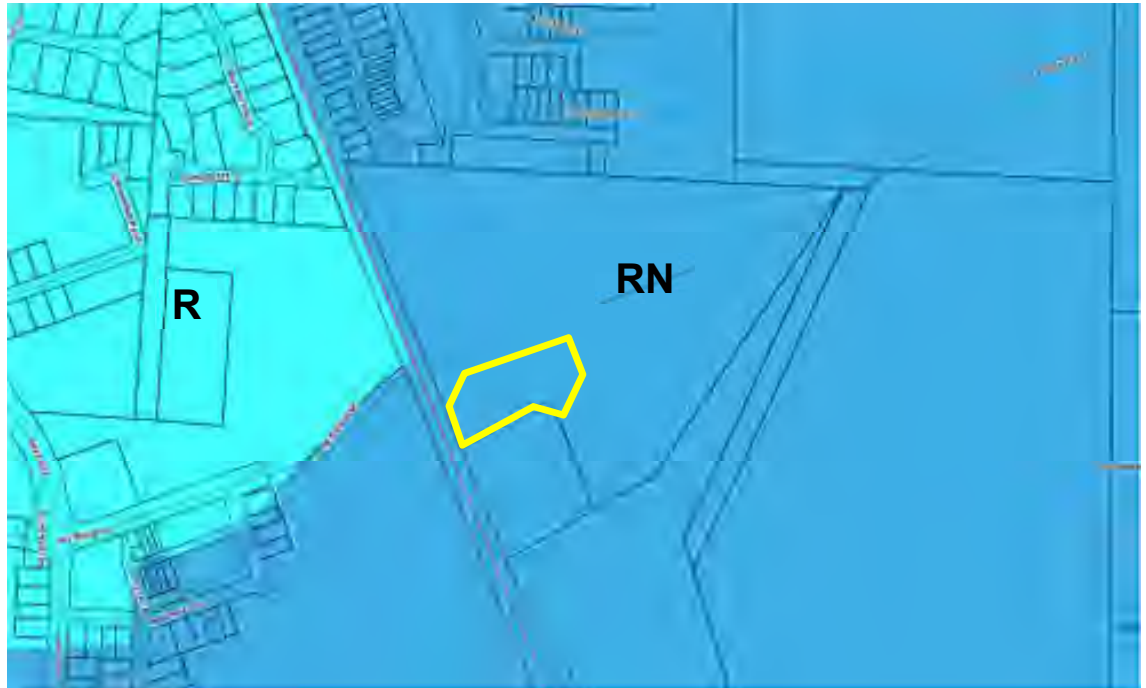
To the south of the land are rural-living type allotments, also within the Residential Neighbourhood Zone, and is envisaged to comprise further residential development.

#### 4.1. Locality Plan



Aerial Photo of the subject site, land and locality. Site of the development is highlighted yellow and the land is outlined blue. Representor's land is identified by numbers (reflecting the representor numbers in Section 5.2.1). Representor 1 is some distance from the site and is not captured spatially on the aerial image.

## 4.2 Zone Map



RN Residential Neighbourhood Zone | R Residential Zone

## 5. PROCEDURAL MATTERS

### 5.1. Categorisation

The land is located within the Residential Neighbourhood Zone (**the Zone**), refer to Map MtB/15 of the Mount Barker District Council Development Plan. The application lodgement fees were paid on 18 November 2020, and therefore the relevant version of the Development Plan is that consolidated 20 August 2020.

A petrol filling station nor bulky goods outlet (shop) does not fall within the ambit of ‘complying development’ under Schedule 4 of the *Development Regulations 2008*, and within the Zone a petrol filling station and shop is not listed as a ‘non-complying development’. The development must therefore be assessed on its merits taking into account the provisions of the relevant Development Plan, pursuant to Section 35(5) of the *Development Act 1993*.

### 5.2. Public Notification

The development application has been processed as a Category 3 development pursuant to Section 38(2)(c) of the *Development Act 1993* (**Act**).

The application was advertised in accordance with Section 38(5) of the Act, with adjacent land owners notified in writing and a notice placed in The Courier newspaper on 11 May 2022 inviting the public to comment on the application within the required 10 business days.



### 5.2.1. Representations

During the public notification period, two (2) representations were received.

Of the representations received, both oppose the proposal and neither representor has indicated they would like to speak to their representation.

The representations are summarised below:

	Representor/ Address	Summary of Issues	Request to be heard
1	Robert & Julie Ellis 110 Frampton Road, Bugle Ranges	<u>Oppose the proposal</u> <ul style="list-style-type: none"> <li>• Proposal is inconsistent with the Development Plan</li> <li>• Inappropriate location as there are nearby similar facilities</li> <li>• Signage is excessive and will impact road users</li> <li>• Landscaping is tokenistic and inadequate</li> <li>• Bushfire impacts</li> <li>• Wellington Road is the only access and egress</li> <li>• Traffic impacts on Wellington Road</li> </ul>	Not stated
2	Peter & Diane White 8 Monterey Place, Mount Barker	<u>Oppose the proposal</u> <ul style="list-style-type: none"> <li>• Proposal is an unnecessary addition to the area</li> <li>• Undesirable appearance at the entrance to the Bluestone estate</li> </ul>	Not stated

Refer to **Attachment three (3)** for a copy of the representations received.

### 5.2.2. Response to Representations

The Applicant has provided a written response to the representations received.

Refer to **Attachment four (4)** for a copy of the applicant's response to the representations.

## 6. REFERRALS – STATUTORY

### 6.1 Department for Infrastructure and Transport (DIT) for the Commissioner of Highways

As the proposed development proposes to create a new access to a secondary arterial road (Wellington Road), a referral to DIT was undertaken pursuant to Schedule 8, Part 2, Item 3 of the *Development Regulations 2008*. Council must have regard to the response.

DIT have assessed the proposal in regards to the proposed access to/from Wellington Road and have included commentary in regards to the signage and lighting.

They advise that they do not object to the proposed development and have recommended several conditions be attached if the development is granted approval.

## 6.2 Environment Protection Authority (EPA)

The proposed development includes an activity of environmental significance as prescribed in Clause 1(3)(a)(i) of Schedule 21 of the *Development Regulations 2008*, having total petroleum storage capacity exceeding 10 cubic metres (10kL) but not exceeding 2000 cubic metres in a River Murray Protection Area (Tributaries) under the *River Murray Act 2003*.

In accordance with Schedule 8, Item 10(b) of the *Development Regulations 2008*, the application was referred to the EPA for assessment and response. Council is required to comply with the direction of the EPA response in making its decision on the proposal.

The EPA has assessed the proposal against relevant environmental legislation, obligations and policies, specifically in relation to air quality, water quality and site contamination. The EPA concluded that provided that the use is undertaken as proposed and advised conditions are included in any planning consent that may be issued, then undertaking the activity of petroleum storage at the site would not result in unacceptable air quality or water quality impacts.

It is noted that the EPA does not provide analysis of noise sources in consideration of the *Environment (Noise) Policy 2007*.

Refer to **Attachment five (5)** for a copy of the statutory referral responses.

## 7. REFERRALS – NON-STATUTORY

### 7.1. Council's Development Engineer

Council's Development Engineer reviewed the applicant's traffic report, civil plans and stormwater management plan, and have provided the following comments with respect to access, car parking and stormwater management:

#### Access & Car Parking

Access to the development will be provided via one access point on Heysen Boulevard and another access point on Wellington Road. The width of these accesses has been shown to be in accordance with AS2890.1. For the Heysen Boulevard access, swept paths have been provided for both a 19.1m OTR B-Double and 16.4m tanker both entering and exiting at this access as well as traversing the site. Swept paths have also been demonstrated for a B99 vehicle using the proposed drive through.

For the access onto Wellington Road, it is understood that only left in and left out turns will be accommodated from this access point as a result of the solid median in the design for the Wellington Road/Heysen Boulevard roundabout upgrade at this location. Appropriate line marking and signage should be provided at this access to reflect this left out only arrangement. An updated Traffic Control Plan paired with a Traffic Impact Statement (TIS) shall be provided to Council's satisfaction including traffic control measures and treatments to manage vehicle movements.

The assessment of the appropriate location of the Wellington Road access is based on a reduced vehicle speed due to the construction of the Wellington Road and Heysen Boulevard roundabout which is currently in the initial stages of construction by DIT.

Car parking dimensions have been appropriately sized to meet AS2890.1. Bollards preventing vehicle overhang in the appropriate locations are still to be shown on updated plans. Ramp grades and grades throughout the site are also shown to satisfy AS2890.1.

#### Stormwater Management

Detention for the land division over 239 Wellington Road has been provided as a part of the triparty agreement between Lovelock, Amblemead and the Lodge. However, additional onsite detention has been provided taking into consideration the difference between pre-development and post-development flows for the site. This has resulted in an onsite detention volume of 90,920L. A SPEL Purceptor has also been demonstrated for water quality purposes to treat pollutants which may be generated by the site such as hydrocarbons.

The construction of the stormwater pit and pipe drainage system in Heysen Boulevard will provide an underground stormwater drainage connection for the petrol filling station as a part of this land division, which will direct stormwater to the downstream Amblemead system. Connection to the correct pit in Heysen Boulevard is critical to ensure these flows are directed to the correct system, which the civil plans currently demonstrate.

Stormwater quality is also addressed via the proposed gross pollutant trap and biofiltration basin at the outlet of the overall development of 239 Wellington Road, before being further treated by the downstream Amblemead detention and retention basins.

#### Summary

After assessment of the proposed development, it is anticipated that the development would operate satisfactory and safely from an engineering perspective, subject to the relevant conditions applied.

### **7.2. Council's Environmental Health Officer**

The application was referred to Council's Environmental Health department to provide comments on connection to Council's wastewater system. The following was advised:

- There will be a direct sewer connection provided to the site by the developer of the land division, and all wastewater can be discharged to this point.
- An on-site wastewater works application will be required to assess the underfloor plumbing and connection to sewer.
- A Trade Waste permit will be required to assess and manage trade waste from food operations as well as water run-off from the car wash and pet wash facilities.
- Notification of a food business will also be required.

### **7.3. Council's Landscape Technical Officer**

The application was referred to Council's Landscape Technical Officer primarily to assess and review the proposed landscaping on the Council's verge. A number of plant species were recommended to be changed, which the applicant has adopted and subsequently provided amended Landscaping Plans. Overall, the proposed verge landscaping is supported and will enhance the development and locality.

## 8. **KEY ISSUES**

The following matters are considered pertinent in reaching a recommendation for the proposal:

- Land use
- Design, appearance and siting
- Transportation, access and car parking
- Interface between Land Uses
- Environment and Hazards
- Advertising Signage
- Infrastructure

## 9. **ASSESSMENT**

### 9.1. **Land Use**

The following objectives and principles of development control (**PDC**) of the Zone are considered most relevant in assessing the suitability of the proposal being sited within the zone:

**Objective 1** *Apredominantly residential area that comprises a range of dwelling types together with local and neighbourhood centres that provide a range of shopping, community, business, and recreational facilities for the surrounding neighbourhood in the locations indicated on Concept Plan Map MtB/16 - Mount Barker and Littlehampton.*

**Objective 2** *The orderly expansion of the urban area, which allows the economic and effective provision of public infrastructure and services and that is consistent with the development outcomes contained in Concept Plan Map MtB/16 - Mount Barker and Littlehampton.*

**PDC 2** *The following additional forms of development are envisaged within the centres identified on Concept Plan Map MtB/16 - Mount Barker and Littlehampton:*

...

- petrol filling station

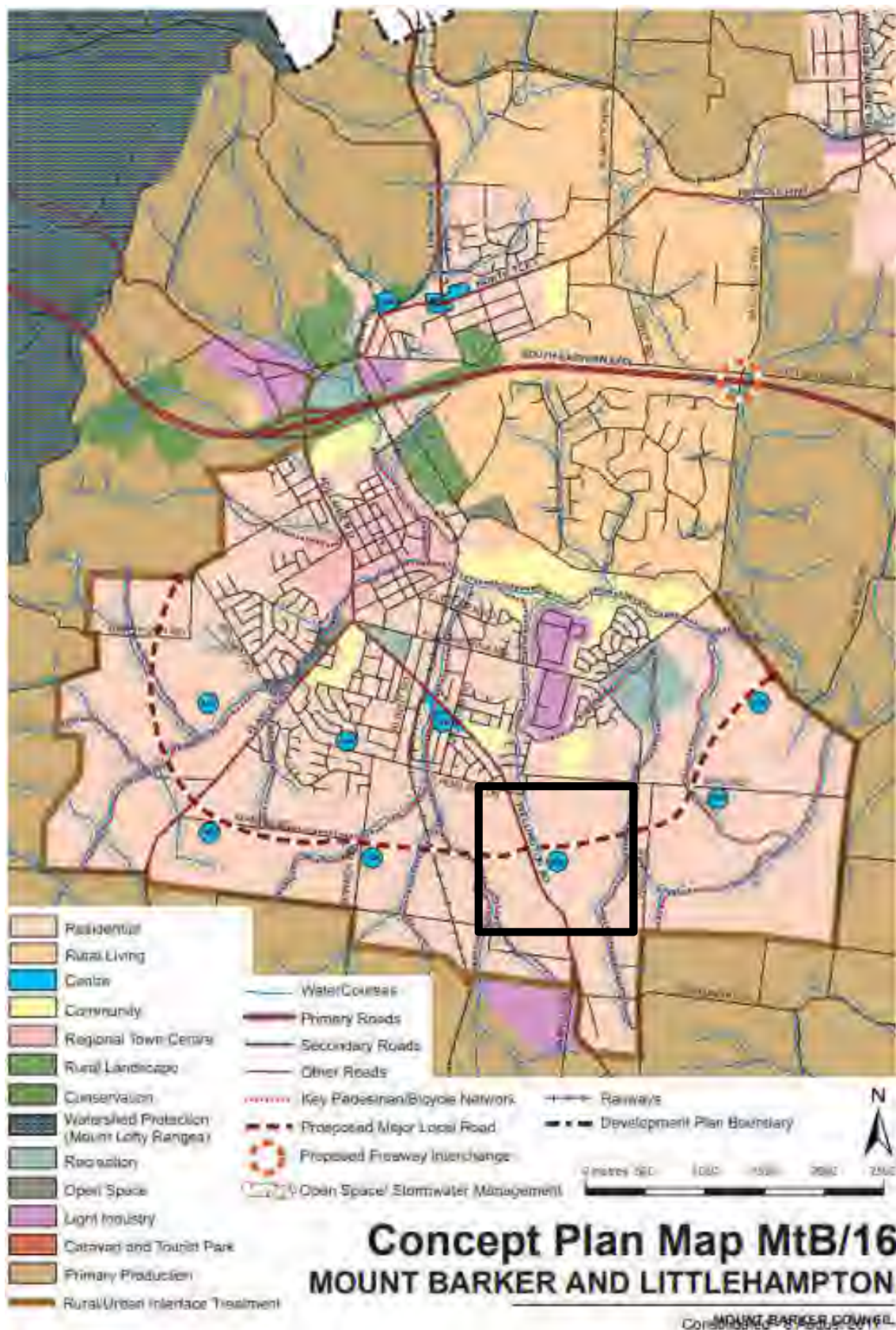
...

- shops

**PDC 4** *Non-residential land uses generally anticipated within centres (such as banks, consulting rooms, restaurants and shops greater than 150 square metres) should be located within designated centres, as shown on Concept Plan Map MtB/16 - Mount Barker and Littlehampton.*

The Residential Neighbourhood Zone anticipates a broad range of land uses, including residential, commercial, community and educational. A petrol filling station and shop are both envisaged forms of development where located within a centre identified on Concept Plan Map MtB/16 - Mount Barker and Littlehampton (**the Concept Plan**). It is noted that a bulky goods outlet is a kind of shop.

**Figure 1:** Concept Plan Map MtB/16 - Mount Barker and Littlehampton



The Concept Plan is shown in **Figure 1**, and was adopted through the Mount Barker Urban Growth Development Plan Amendment in 2010 when the land was re-zoned for urban development. It includes the Proposed Major Local Road (known as Heysen Boulevard) as well as centres, roads, key pedestrian/bicycle network and watercourses.

The site is located within the Neighbourhood Centre designated on the Concept Plan on the eastern side of Wellington Road and to the south of the Proposed Major Local Road (Heysen Boulevard). There is no designation of the size and extent of the Neighbourhood Centre, nor does it align with the cadastre boundaries of allotments. It is simply a concept. It is regarded that the intent of the Concept Plan is to guide what is an evolving greenfield urban growth area. Naturally in applying this concept there is a degree of fluidity in interpretation. Notwithstanding, it is determined that the Neighbourhood Centre (as a concept) is located on 239 Wellington Road where other commercial uses are evolving including the construction of a supermarket on the northern side of Heysen Boulevard and where a planning consent has been issued for a hotel/tavern to the east of the subject site.

Whilst the Neighbourhood Centre is an indicative location, it is considered to be suitable due to the close proximity of residential land division estates, it is grouped with an approved supermarket with specialty shops and a hotel/tavern, and is located at a major intersection where the connector road (Heysen Boulevard) intersects a secondary arterial road (Wellington Road).

Purely from a zoning policy perspective, the proposed petrol filling station and bulky goods outlet (shop) are considered to be suitable land uses on the subject land as they are located within a centre identified on Concept Plan Map MtB/16.

## **9.2. Design, appearance and siting**

The following objectives and principles of development control (**PDC**) of the Design and Appearance general section are considered relevant in assessing the design, appearance and siting of the proposed development:

**Objective 1** *Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.*

**PDC 2** *Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.*

**PDC 3** *Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:*  
*(a) articulation*  
*(b) colour and detailing*  
*(c) small vertical and horizontal components*  
*(d) design and placing of windows*  
*(e) variations to facades.*

**PDC 4** *Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:*  
*(a) the visual impact of the building as viewed from adjoining properties*  
*(b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.*

- PDC 7**      *The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare.*
- PDC 8**      *Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.*
- PDC 9**      *Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.*
- PDC 12**     *Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.*
- PDC 15**     *Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.*

The development presents as a typical integrated petrol filling station development, with the fuel canopy and bowsers at the front of the site and the control building and shop behind. The manual car wash facilities are grouped together to the east of the building, with the auto wash adjacent the Wellington Road frontage. A third-party bulky goods tenancy is sited along the south-east boundary of the site.

The control building has a footprint of 389m<sup>2</sup> and comprises a mix of materials including face brick, painted fibre cement sheeting, powdercoated steel mesh screening, painted weatherboard, feature wall tiles, timber battens with climbing plants, a painted mural on the western elevation as well as OTR and Oporto branding. It has parapet walls which will screen the rooftop mechanical plant. The building is also well articulated with glazing and variations in building footprint. With the mix of materials and curved outdoor dining area and painted mural, the building has presentation to both street frontages to provide appropriate visual engagement and active frontages.

Of initial concern was the location and siting of the auto wash and its presentation to Wellington Road. The applicant addressed this by reducing the height of the plant to only half-height of the auto wash building, changing the materials of the auto wash to predominantly glazing, and lowering the floor level by approximately 1 metre. It is now considered that the bulk and scale of this element and its presentation to Wellington Road is acceptable.

The proposal includes retaining walls of up to 2 metres in height along Wellington Road and around to Heysen Boulevard, which reduces gradually in height to the access point on Heysen Boulevard. The extent of retaining along the frontage is not ideal, as it is a dominant scale on what will be a prominent corner. This is unavoidable as the vertical alignment of Heysen Boulevard is what is dictating the levels for the proposed development. The retaining walls will however be finished with a textured or decorative profile (i.e. not plain grey concrete sleepers) and substantial landscaping is proposed on the verge which will soften the appearance of the retaining walls and improve the overall appearance of the development.

Retaining walls of up to 8.95 metres high are proposed on the south-eastern boundaries which will predominantly be screened by the proposed bulky goods outlet. The retaining wall along the southern boundary will be somewhat screened by the control building, and the retaining wall along the eastern boundary will be somewhat screened by the loading dock and refuse area.



Notwithstanding, all walls are proposed to have a textured or decorative finish to improve their appearance.

Whilst the extent of earthworks on face value is substantial, the site is located within a Neighbourhood Centre which envisages a range of commercial land uses, all of which can have quite large floor plates (such as the supermarket under construction adjacent the site). In this context, it is considered that the visual impact of this has been sufficiently minimised by screening walls with the siting of the proposed buildings, stepping the building floor levels (including that of the auto wash) where possible, finishing the walls with a textured and decorative profile, and incorporating substantial landscaping on the verge. The extent of cut proposed also minimises the overall visual bulk and scale of the development and the height of the walls along the road frontages.

### **9.3. Transportation, access and car parking**

The following objectives and principles of development control (**PDC**) from the Transportation and Access module of the Development Plan are considered relevant in assessing the access and car parking aspects of the proposal.

- |                    |   |
|--------------------|---|
| <b>Objective 2</b> | <i>Development that:</i> <ul style="list-style-type: none"><li><i>(a) provides safe and efficient movement for all transport modes</i></li><li><i>(b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles</i></li><li><i>(c) provides off-street parking</i></li><li><i>(d) is appropriately located so that it supports and makes best use of existing transport facilities and networks</i></li><li><i>(e) provides convenient and safe access to public transport stops.</i></li></ul> |
| <b>PDC 2</b>       | <i>Development should be integrated with existing transport networks, particularly major rail, road and public transport corridors as shown on Location Maps and Overlay Maps - Transport, and designed to minimise its potential impact on the functional performance of the transport network.</i>  |
| <b>PDC 5</b>       | <i>Land uses that generate large numbers of visitors such as shopping centres, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by the public transport network and encourage walking and cycling.</i>   |
| <b>PDC 8</b>       | <i>Development should provide safe and convenient access for all anticipated modes of transport.</i>  |
| <b>PDC 17</b>      | <i>Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.</i>  |
| <b>PDC 18</b>      | <i>Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated.</i>   |
| <b>PDC 19</b>      | <i>Development should make provision on site for locating loading and storage areas at the rear or side of the site to contribute to attractive streetscapes.</i>   |

- PDC 20** *Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.*
- PDC 39** *Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with Table MtB/2 - Off Street Vehicle Parking Requirements.*
- PDC 42** *Vehicle parking areas should be sited and designed to:*
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development*
  - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network*
  - (c) not inhibit safe and convenient traffic circulation*
  - (d) result in minimal conflict between customer and service vehicles*
  - (e) avoid the necessity to use public roads when moving from one part of a parking area to another*
  - (f) minimise the number of vehicle access points onto public roads*
  - (g) avoid the need for vehicles to reverse onto public roads*
  - (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points*
  - (i) not dominate the character and appearance of a site when viewed from public roads and spaces*
  - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas*
  - (k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles*
  - (l) where appropriate, provide for trolley collection areas.*

#### Access

The proposal provides two access points, one from Heysen Boulevard and one from Wellington Road.

The Wellington Road access provides for left-in and left-out customer vehicle movements only. The Heysen Boulevard access provides four-way vehicle movements for both customer vehicles and service vehicles, including fuel tankers (19.0 metre semi-trailer) and other medium rigid vehicles (MRV) for service delivery and waste refuse. The proposed development will not be able to operate until the section of Heysen Boulevard adjacent the site, including the CH-R treatment, is constructed and therefore this has been recommended as a condition should the application be granted consent.

The proposed access point to Wellington Road has been assessed by DIT, who had no objection to the proposal.

All relevant swept paths and loading arrangements have been provided by the applicant's traffic engineer which clearly demonstrate appropriate access and on-site manoeuvrability for all

anticipated vehicles can be accommodated. Council's Engineers confirm that the swept paths comply with the relevant standards and are acceptable.

A footpath will be constructed along Heysen Boulevard as part of the developer's works for the land division. The applicant has agreed to extend the footpath from the Heysen Boulevard and Wellington Road intersection to the Wellington Road access to the site. This provides good pedestrian connectivity to/from the site from both road frontages. Pedestrian movements within the site are appropriate, providing a clear path from the public footpath to the control building and bulky goods tenancy. It is also noted that the nature of the site is a low speed environment which lends itself to shared pedestrian and vehicle arrangements.

#### Car parking

Table MtB/2 – Off Street Vehicle Parking Requirements of the Development Plan envisages that on-site car parking be provided in accordance with the following:

<b>Form of development</b>	<b>Number of required car parking spaces</b>
Bulky goods outlet	1 per 25 square metres of gross leaseable floor area
Petrol filling station	6 per service bay plus 1 per employee plus 1 per 20 square metres of retail floor space
Restaurant/café/tea room	A fast food/take away restaurant that has dine-in facilities and drive through: • 1 per 3 square metres of gross leaseable or 1 per 2 seats (internal seating) whichever is the greater
Shop (excluding restaurant, café and tea room)	5.5 spaces per 100 square metres of gross leaseable floor area

The integrated nature of the development, in particular the control building with shop and restaurant, makes it difficult to 'pigeon-hole' the land use into the forms of development specified within the Development Plan. The applicant has provided a parking assessment which identifies the peak on-site parking demands for other OTR sites in Adelaide.

Based on the comparative rate, it was determined that the OTR building of 389m<sup>2</sup> will generate a parking demand of 10 spaces.

The bulky goods outlet has a floor area of 580m<sup>2</sup>, which equates to an on-site parking demand of 23 spaces. The applicant's traffic engineer submits that this is considered high for this class of land use so an empirical parking demand assessment was undertaken. Based on updated survey data in 2013, bulky good outlets typically generate weekday parking rates of between 0.65 and 3.17 spaces per 100m<sup>2</sup> of floor area, with an average of 1.57 spaces per 100m<sup>2</sup> of floor area. It was considered realistic to adopt a parking rate of 2 spaces per 100m<sup>2</sup>, which would equate to 12 parking spaces.

Based on the information provided by the applicant's traffic engineer, the total on-site parking demand would be 22 spaces. The proposed layout provides a total of 36 spaces which exceeds the combined parking requirement for the petrol station and bulky goods tenancy. 17 of these parking spaces are located adjacent the bulky goods tenancy, and the remaining 19 spaces are adjacent the control building which represents a relatively even spread of parks across the site. It is noted that

these parking spaces are in addition to the dedicated vacuum and chamois bays as well as the petrol bowsers where vehicles will be temporarily parked.

It is considered that there is sufficient on-site vehicle parking provided for the proposed land uses.

Council's Development Engineers have reviewed the proposed car parking and advise that the design, layout and line marking of the car park can meet relevant standards.

#### **9.4. Interface Between Land Uses**

The following objectives and principles of development control (**PDC**) from the Interface between Land Uses module of the Development Plan are considered relevant in assessing the impact of the proposed development to adjoining land uses.

- |                    |  |
|--------------------|--|
| <b>Objective 1</b> | <i>Development located and designed to minimise adverse impact and conflict between land uses.</i>   |
| <b>Objective 2</b> | <i>Protect community health and amenity from adverse impacts of development.</i>   |
| <b>Objective 3</b> | <i>Protect desired land uses from the encroachment of incompatible development.</i>  |
| <b>PDC 1</b>       | <i>Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:</i><br><i>(a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants</i><br><i>(b) noise</i><br><i>(c) vibration</i><br><i>(d) electrical interference</i><br><i>(e) light spill</i><br><i>(f) glare</i><br><i>(g) hours of operation</i><br><i>(h) traffic impacts.</i> |
| <b>PDC 2</b>       | <i>Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.</i>   |
| <b>PDC 7</b>       | <i>Outdoor lighting should be designed and installed so that it does not overspill or intrude on sensitive land uses (e.g. residential) or detrimentally impact on road safety in the locality, so that it complies with relevant Australian Standards AS 4282-1997: Control of the obtrusive effects of outdoor lighting.</i>   |
| <b>PDC 8</b>       | <i>Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.</i>  |
| <b>PDC 12</b>      | <i>Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.</i>  |

The relevant interface considerations for a petrol filling station and shop generally extend to noise, odour, hours of operation and light spill.

### Noise

The applicant has provided an Environmental Noise Assessment report to determine the levels of noise disturbance to nearby residences, as well as make recommendations in the overall design to reduce noise impact. The report has considered all noise sources of the development, including on-site vehicle movements, general car park activity, rubbish collection, automatic and manual car wash bays, dog wash activity, drive through activity, fuel and store deliveries, and mechanical plant serving the development. It has also had regard to the 24-hour operation of the site. To minimise noise disturbance to the existing nearby residences, the report recommends:

- Rubbish collection:
  - Rubbish collection to only occur between the hours of 9am and 7pm on Sundays or public holidays, and between 7am and 7pm on any other day.
- General activity
  - Construction of a 1.8m high fence on top of the boundary retaining wall at the south of the site;
  - Reduce noise from any alarms produced by site equipment, such as for compressed air, as far as practical;
  - Reduce noise from any amplified music played outdoors (under the canopy) as far as practical; and
  - Ensure there are no irregularities on the site and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over.
- Car wash activities
  - The manual wash bays shall only be used between the hours of 7:00AM to 10:00PM on any day;
  - Construct the walls of the automatic carwash from laminated glass which is a minimum of 10.38mm thick and/or precast concrete panels;
  - Install glass doors to the entry and exit of the automatic car wash which automatically close during operation (i.e., close before the start of the wash cycle, and do not open until the end of the wash cycle, including any drying). The doors should be constructed from a minimum of 10.38mm thick laminated glass (or a material with a higher surface density in kg/m<sup>2</sup>) and be sealed as close to airtight as possible at all junctions when closed; and
  - Incorporate a layer of 6mm thick compressed fibre cement sheet (or equivalent material) to the underside of the roof structure and include insulation in the cavity. Install acoustic absorption material to the underside of the lining, such as 50mm thick insulation (minimum density of 32kg/m<sup>3</sup>).
- Deliveries
  - All deliveries to the site, including fuel, shall only occur between the hours of 7:00AM to 10:00PM on any day.
- Noise from Mechanical Plant
  - Incorporate an in-line attenuator to the discharge side of any significant exhaust fan if installed (such as may serve a kitchen); and
  - Construct a mechanical plant barrier on the southern and eastern sides of the control building plant.

Based on the assessment undertaken by Sonus, with the inclusion of the recommended acoustic treatments and operational aspects, the proposed development will accord with the *Environment Protection (Noise) Policy 2007*. It is therefore considered that the proposed development will have a minimal impact to nearby residences with regards to noise, furthermore noting that the development is sited within a designated Neighbourhood Centre and adjacent to a secondary arterial road.

#### Light spill

Light spill from the development can be suitably controlled by ensuring that any external lighting is directed away from nearby residences. Further to this, the site is significantly lower than the adjoining land to the south and there is proposed boundary fencing of 1.8 metres in height along the southern boundary. Light spill from the inside of the shop itself, or by vehicles using the petrol filling station, is therefore likely to have a negligible impact to the nearest residence to the south, and this can be appropriately managed through a condition should the application be granted planning consent.

#### Odour and vapour

The EPA in their referral response have provided commentary on the potential air quality impacts i.e. petrol vapour emissions.

Petrol vapour emissions occur from storage systems holding hydrocarbon (other than diesel and LPG), as well as from fuel bowzers and tanker deliveries. Vapour recovery systems are designed to reduce petrol emissions into the atmosphere from underground storage systems. The EPA advises that, as a minimum, a Stage 1 vapour recovery system shall be fitted to underground storage tanks, including underground storage tank vent pipes being fitted with a pressure vacuum relief valve, to minimise loss during the unloading and storage of fuel. The applicant has advised that all petrol fuel storage tanks are to be fitted with a Stage 1 vapour recovery system. This is satisfactory to the EPA.

As the proposed bowzers are to be located less than 50 metres from the nearest sensitive receiver to the south, the proposed bowzers will also be fitted with a Stage 2 vapour recovery system so that they would not pose any unacceptable risks to human health or amenity (e.g. air pollution and odour nuisance). The EPA considers this adequate to mitigate the air quality risks to nearby sensitive receivers.

#### Hours of operation

The proposed petrol filling station is to operate 24 hours 7 days per week. This is common of petrol filling stations providing that any potential detrimental impacts to nearby residences are managed. The two key impacts for a 24-hour operation are noise and light spill. As demonstrated in the Environmental Noise Assessment, with the proposed recommendations, the petrol filling station is capable of operating within the accepted *Environment Protection (Noise) Policy 2007*, and therefore noise impacts to the nearby residences is minor. Light spill has also been addressed through the extent of earthworks and fencing and can be further managed through conditions of consent about directing outdoor lighting away from nearby residences. As these two aspects have been or can be adequately addressed, the 24-hour operation is considered suitable.

### 9.5. Environment and Hazards

The following provisions of the Hazards (**H**) and Natural Resources (**NR**) sections of the Development Plan are considered relevant in assessing the environmental and hazards impacts of the proposed development.

- |                       |   |
|-----------------------|---|
| <b>H Objective 9</b>  | <i>Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.</i>   |
| <b>H Objective 10</b> | <i>Minimisation of harm to life, property and the environment through appropriate location of development and appropriate storage, containment and handling of hazardous materials.</i>   |
| <b>H PDC 24</b>       | <i>Hazardous materials should be stored and contained in a manner that minimises the risk to public health and safety and the potential for water, land or air contamination.</i>   |
| <b>H PDC 25</b>       | <i>Development that involves the storage and handling of hazardous materials should ensure that these are contained in designated areas that are secure, readily accessible to emergency vehicles, impervious, protected from rain and stormwater intrusion and other measures necessary to prevent:</i><br><i>(a) discharge of polluted water from the site</i><br><i>(b) contamination of land</i><br><i>(c) airborne migration of pollutants</i><br><i>(d) potential interface impacts with sensitive land uses.</i> |
| <b>H PDC 28</b>       | <i>Chemical loading and unloading areas should be designed and constructed to prevent the entry of external stormwater, to contain any spilt materials and 'wash down' likely to pollute stormwater, with removal of split materials off-site to a licensed waste depot by a licensed waste carrier.</i>  |
| <b>NR PDC 13</b>      | <i>Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.</i>   |
| <b>NR PDC 19</b>      | <i>Development likely to result in significant risk of export of litter, oil or grease should include stormwater management systems designed to achieve the following gross pollutant outcomes:</i><br><i>(a) 90 per cent reduction of litter/gross pollutants compared to untreated stormwater runoff</i><br><i>(b) no visible oils/grease for flows up to the 1-in-3 month average return interval flood peak flow.</i>   |

The two key environmental concerns of water quality impacts and potential site contamination have mostly been assessed by the EPA.



### Water Quality

Potentially contaminated stormwater runoff can be generated at petrol filling stations from the sealed surface areas (i.e. re-fuelling areas, parking areas, footpaths, loading areas and other trafficable areas).

The civil plan indicates that all high risk areas of the site would be graded such that all runoff (including spillages) would be captured and directed back for treatment by a SPEL Purceptor Class 1 full retention oil/water separator (with alarm). This is satisfactory to the EPA.

Further to this, the applicant has confirmed that sludge or oily residue collected within the proposed full retention separator would be collected by an EPA licenced waste transporter and taken to an appropriately licenced waste facility.

The EPA have made comment on the wastewater generated from the car wash and pet wash facility, noting that this shall not be discharged into any waters or onto land in a place from which it is reasonably likely to enter any waters. This aspect will be reviewed separately by Council, noting that discharge of this water will require a Trade Waste permit which will be assessed by Council's Environmental Health Officers.

### Potential Site Contamination

The underground storage tanks (USTs) and fuel lines are proposed to be double contained fiberglass with leak detection system. The proposed fuel storage methods and protection measures for minimization and/or detection of leaks are satisfactory to the EPA, and conditions are directed to this effect should the application be granted a planning consent.

## **9.6. Advertising signage**

The following provisions of the Advertisements section are considered the most relevant to the assessment:

- PDC 2**                      *The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:*
- (a) consistent with the predominant character of the urban or rural landscape*
  - (b) in harmony with any buildings or sites of historic significance or heritage value in the area*
  - (c) co-ordinated with and complement the architectural form and design of the building they are to be located on.*
- PDC 3**                      *The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:*
- (a) clutter*
  - (b) disorder*
  - (c) untidiness of buildings and their surrounds.*
- PDC 4**                      *Buildings occupied by a number of tenants should exhibit co-ordinated and complementary advertisements and/or advertising hoardings to identify the tenants and their type of business.*

**PDC 5** *The content of advertisements should be limited to information relating to the legitimate use of the associated land.*

**PDC 17** *Freestanding advertisements and/or advertising hoardings should be:*  
*(a) limited to only one primary advertisement per site or complex*  
*(b) of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.*

The proposal includes three (3) internally illuminated pylon signs along the Heysen Boulevard and Wellington Road frontages of the site. These are all 9 metres high x 2.3 metres wide. Various smaller illuminated and non-illuminated signage on the control building, fuel canopy and freestanding on the site is also proposed.

The most prominent signage on the land is the illuminated pylon signs. Table MtB/4 of Council's Development Plan does not provide specific guidance for signage within the Residential Neighbourhood Zone. The proposed pylon signs are however considered to be in proportionate scale with the buildings on the site and the size of the site itself.

The signs will provide for the display of fuel prices, as well as advertisement for the on-site restaurant and the bulky goods tenancy providing a co-ordinated outcome and minimising the need for additional signage.

Whilst freestanding advertisements are generally envisaged to be limited to one per site, it is considered that the proposed pylon signs are appropriate for the site and its context, having regard to the allotment having two road frontages exceeding 174 metres and a total area of approximately 6,865m<sup>2</sup>. The proposed signs are evenly separated along the frontages and will not contribute unduly to visual clutter or driver distraction, and will not have a detrimental impact on any sensitive uses in the locality.

DIT provided commentary regarding the potential for driver distraction. It is noted that the only LED display components are for fuel prices and that these do not flash, scroll, move or change. The signage is also sited so that it will not obscure a driver's view from the Wellington Road access point. DIT have recommended a number of conditions that could be added to the planning consent should this be granted.

The signage on the control building is integrated into the building design and proportionate with the scale of the building.

The signage is all coloured in the OTR corporate colours and is considered to be reasonable within the context of the development and the site.

### **9.7. Infrastructure**

The development is reliant on the construction of Heysen Boulevard for access, but also to provide other infrastructure such as a sewer line for wastewater disposal, water connection and stormwater pipes. The developer of the land division is responsible for constructing this infrastructure, which form requirements of the associated land divisions.

#### Stormwater

A stormwater management plan has been provided by the applicant and reviewed by Council's Development Engineer. Stormwater from the proposed development is capable of being appropriately collected, managed and discharged to infrastructure that will be provided through the division of the land. Stormwater quality is also appropriately addressed via the SPEL Purceptor, before being further treated by the downstream Amblemead detention and retention basins.

#### Waste

All rubbish collection will occur on-site, collected by a private contractor. There are two service yard areas for rubbish bin storage, one each for the petrol station and the bulky goods outlet. Both of these are enclosed with fencing to adequately screen these areas from public view.

#### Wastewater

Wastewater from the proposed development is capable of being discharged to the sewer network provided to the site through the associated land division.

## **10. CONCLUSION**

The most relevant planning matters considered in the assessment of this application extend to the suitability of the land use, design and appearance, interface to the nearby residences, access and parking, environmental considerations and advertising signage.

The Residential Neighbourhood Zone envisages a petrol filling station and shop where it is located within a centre identified on Concept Plan Map MtB/16, which the proposed development is.

The development generally presents well to both street frontages, with the control building in particular displaying a high degree of articulation in the building design and mix of materials and finishes. The extent and height of retaining walls along the street frontage is not ideal, but this is dictated by the design levels of the Wellington Road and Heysen Boulevard junction and the existing site constraints. Notwithstanding, the proposal does address this by using retaining walls that have a decorative textured finish and by including extensive landscaping in front of the wall on the Council's verge which will soften the appearance and improve the streetscape.

The pylon signs are evenly separated along the two frontages and are considered to be of suitable scale for the development and consistent with Neighborhood Centre development. The building signage is generally well-integrated into the building design and provides a coordinated appearance to the development of the site.

Traffic and access is considered acceptable and has been supported by both DIT and Council Engineers. The site allows full maneuverability of all vehicles expected, there is sufficient on-site vehicle parking, and the design and location of the access points are considered safe and appropriate. Notwithstanding there is a low risk that the operation of the development may commence prior to the Wellington Road and Heysen Boulevard roundabout being completed, this can be managed through the inclusion of a condition restricting the use of the Wellington Road access.

The impacts to nearby sensitive receivers have been addressed through the provision of the Environmental Noise Assessment which demonstrates that the proposal accords with the *Environment Protection (Noise) Policy 2007*, and includes a number of acoustic treatment and operational restrictions. Light spill can be adequately addressed through the design of lighting on the site, but the proposed site level of the development also sufficiently addresses this. All odour and vapour impacts have also been mitigated through the proposed vapour recovery systems, which have been supported by the EPA.

Environmental impacts have been minimised through the inclusion of an oil/water separator to ensure that any spillages are adequately treated and disposed of appropriately, therefore avoiding impacts to the natural environment. The potential for site contamination has also been minimised through the type of underground storage tanks proposed. Both of these elements have been supported by the EPA.

In summary, the proposal demonstrates an appropriate level of design consideration for traffic movements, minimising impacts to nearby residences and to improving overall streetscape appearance, whilst also being supported by DIT from a traffic perspective and supported by the EPA from an environmental perspective. Taking all relevant planning matters into consideration, the proposal sufficiently satisfies the applicable Development Plan provisions to warrant Planning Consent.

## **11. RECOMMENDATION**

It is recommended that the Council Assessment Panel:

DETERMINE that the proposed development is not seriously at variance with the policies in the Mount Barker (DC) Development Plan.

RESOLVE to GRANT Planning Consent to the application by PC Infrastructure Pty Ltd for the Integrated petrol filling station complex (24hr) including new control building comprising 'On the run' retail services with integrated quick service restaurant & drive-through facility, free-standing bulky goods outlet, canopy and fuel filling facilities, automatic and manual car wash facilities, dog wash facility, underground fuel storage tanks, free-standing illuminated signage & building signage, car parking, retaining walls, fencing, landscaping and associated infrastructure at 239 Wellington Road, Mount Barker (Development Application 580/1446/20) subject to the following conditions and advisory notes:

### **Council's conditions:**

1. The development herein approved to be carried out in accordance with the stamped plans and details accompanying this application, except where amended by the following conditions, including:
  - Planning report by Peregrine Corporation, 30 September 2021;
  - Plans and details by ADS Architects, including Site Plan (Reference: 20/JN1404/sk01k, Date: 07/09/2022), Elevations (Reference: 20/JN1404/sk02c, Date: 07/04/2022), Elevations (Reference: 20/JN1404/sk03f, Date: 08/04/2022), and Elevations (Reference: 20/JN1404/sk04e, Date: 07/04/2022);
  - Landscape Plan by Oxigen (Reference: 15.047.067, Revision: E, Date: 28/09/2022);
  - Civil & Stormwater Plan by TMK Consulting Engineers (Drawing no: 2011006-C1/PB, Revision: PB, Date: 19/09/2022);
  - Stormwater Calculations by TMK Consulting Engineers (Job no: 2110107, Date: 22/04/2022);
  - Environmental Noise Assessment by Sonus (Reference: S6335.1C4, Date: December 2021);
  - Site Traffic Compliance Statement by Stantec (Reference: 301401112.1050, Date: 01/10/2021), including attached swept path assessments;
  - OTR Service Station Generic Parking and Traffic Management Report by GTA Consultants (Reference: S1177712, Date: 29/11/2017);
  - Written correspondence by Stantec (Reference: 30140112-1050, Date: 19/01/2022) including attached Traffic Management Plans; and
  - Written correspondence by Peregrine Corporation (Date: 30/09/2022).
2. All requirements in regard to the construction of driveways and car parks are to be met prior to operation of the development, and maintained thereafter, including:
  - a. The driveways and car parking areas shall be designed, drained, constructed, line-marked and sealed with asphalt, pavers, or concrete providing both structural integrity and traction in both wet and dry conditions and include adequate stormwater drainage in accordance with accepted engineering standards. The use of unbound materials (e.g. gravel or quarry rubble) is not acceptable;
  - b. The driveway crossovers between the back of kerb and the boundary shall be constructed of a grade suitable for the anticipated commercial traffic and shaped to provide a verge slope no greater than 2.5 per cent fall towards the road where a footpath is present and a

- maximum 5% where no footpath is present, suitable for pedestrian traffic and in accordance with Council's current standards;
- c. All car parks and any traffic control devices shall be designed and constructed in accordance with AS 2890 –Off-Street Car parking, AS 1742 Manual of Uniform Traffic Control Devices and the Notice to Council (Part 1 and 2) under the Road Traffic Act 1961 from the Minister for Transport and Urban Planning (December 1999);
  - d. A Traffic Control Plan together with a Traffic Impact Statement (TIS) shall be provided including traffic control measures and treatments to manage vehicle movements are to be addressed and finalised as a part of the detailed design to Council's satisfaction; and
  - e. Bollards shall be provided within the car park to prevent vehicle overhang over pedestrian thoroughfares (specifically parks 1-10 and 20-36) as well as the shared zone area adjacent the third party tenancy in accordance with AS2890.6.
3. All requirements in regard to stormwater are to be met prior to operation of the development, and maintained thereafter, including:
    - a. Management of stormwater shall occur generally in accordance with the Civil & Stormwater Plan by TMK Consulting Engineers (Drawing no: 2011006-C1/PB, Revision: PB, Date: 19/09/2022);
    - b. All stormwater shall be discharged to the appropriate side entry pit within Heysen Boulevard which directs water to the Amblemead detention and retention basin;
    - c. All stormwater captured by roofing materials and hard sealed paving areas shall be discharged in a controlled manner so it does not impact upon adjoining properties or, in the opinion of Council, has the potential to cause nuisance or destabilise adjoining land; and
    - d. A system to improve stormwater quality shall be provided and constructed in a location and of a design to the reasonable satisfaction of Council to ensure that pollutants are trapped prior to exiting the site or entering the natural watercourse. The treatment system shall have a high capture efficiency for oils and petroleum/hydrocarbons.
  4. All recommendations within the Environmental Noise Assessment by Sonus (Reference: S6335.1C4, Date: December 2021) shall be implemented prior to operation of the development, and maintained thereafter, including:
    - a. Construction of a 1.8m high fence on top of the boundary retaining wall at the south of the site. The extent of the fence is shown in the diagram as ORANGE on page 12 of the report and shall be constructed from no less than 0.42BMT sheet steel (Colorbond or similar), which is sealed airtight at all junctions, including at the ground;
    - b. Ensure there are no irregularities on the site and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over;
    - c. Construct the walls of the automatic carwash from laminated glass which is a minimum of 10.38mm thick and/or precast concrete panels;
    - d. Install glass doors to the entry and exit of the automatic car wash which automatically close during operation (i.e., close before the start of the wash cycle, and do not open until the end of the wash cycle, including any drying). The doors should be constructed from a minimum of 10.38mm thick laminated glass (or a material with a higher surface density in kg/m<sup>2</sup>) and be sealed as close to airtight as possible at all junctions when closed;
    - e. Incorporate a layer of 6mm thick compressed fibre cement sheet (or equivalent material with surface density of at least 8kg/m<sup>2</sup>) to the underside of the roof structure of the car wash and include insulation in the cavity (with a density of at least 11 kg/m<sup>3</sup>). Install

- acoustic absorption material to the underside of the lining, such as 50mm thick insulation (minimum density of 32kg/m<sup>3</sup>), in accordance with the detail on page 11 of the report;
- f. Incorporate an in-line attenuator to the discharge side of any significant exhaust fan if installed (such as may serve a kitchen); and
  - g. Construct a mechanical plant barrier on the southern and eastern sides of the control building plant (as shown in the diagram on page 12 of the report as a RED line) which is a minimum of 0.5m higher than the equipment and ensure it is sealed air tight at all vertical junctions and extends down to the roof as close as is practicable. The barrier may be constructed from a material such as sheet steel ("Colorbond" or similar) or a material with a greater surface density (4.3kg/m<sup>3</sup>).
5. All recommended operational restrictions within the Environmental Noise Assessment by Sonus (Reference: S6335.1C4, Date: December 2021) shall be implemented for the ongoing operation of the development, including:
    - a. All deliveries to the site, including fuel, shall only occur between the hours of 7:00AM and 10:00PM on any day;
    - b. The manual wash bays shall only be operated between the hours of 7:00AM to 10:00PM on any day;
    - c. Reduce noise from any alarms produced by site equipment, such as for compressed air, to not detrimentally impact on adjoining land uses; and
    - d. Reduce noise from any amplified music played outdoors (under the canopy) to not detrimentally impact on adjoining land uses.
  6. All retaining walls visible in the public realm (including along the site boundaries), as detailed on the Civil & Stormwater Plan by TMK Consulting Engineers (Drawing no: 2011006-C1/PB, Revision: PB, Date: 19/09/2022) shall have a decorative textured profile (e.g. Kensington or similar) in order to enhance the amenity of the streetscape and locality to the reasonable satisfaction of Council.
  7. Landscaping shall be established generally in accordance with the Landscape Plan by Oxygen (Reference: 15.047.067, Revision: E, Date: 28/09/2022), within three (3) months of operation of the petrol filling station. All vegetation shall be nurtured and maintained with any diseased or dying vegetation replaced in a timely manner.
  8. All signage shall:
    - a. Not contain any element of LED or LCD display, except for the fuel prices on the pylon sign;
    - b. Not flash, scroll, move or change, with the exception of the LED fuel price signs, which may change on an as-needs basis;
    - c. Not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of illumination or glare. Accordingly, all illuminated signs visible from the adjacent roads should be limited to a low level of illumination (i.e. < 150Cd/m<sup>2</sup>), except in the case of electronic signage, which shall be limited to the following stepped luminance levels:

<b>Ambient Conditions</b>	<b>Sign Illuminance Vertical Component (Lux)</b>	<b>Sign Luminance (Cd/m<sup>2</sup>) Max</b>
Sunny Day	40000	6300
Cloudy Day	4000	1100
Twilight	400	300
Dusk	40	200
Night	<4	150



- d. In the case of electronic signage, incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction.
9. Construction of a footpath within the Wellington Road road reserve, connecting the internal pedestrian pathway at the Wellington Road access to the footpath at the Wellington Road and Heysen Boulevard intersection, shall be completed by the developer prior to operation of the development. The detailed design of the footpath shall be provided to Council for approval prior to construction of the footpath commencing.
10. All external lighting of the site, including car parking areas, loading areas and buildings, shall be located, directed, shielded and of an intensity not exceeding lighting in adjacent public streets, so as not to cause nuisance or loss of amenity to any person beyond the site to the reasonable satisfaction of the Council.
11. All service and delivery vehicles required to service the development shall be scheduled to occur outside of peak usage periods for the approved development.
12. Waste and rubbish shall not cause nuisance to nearby residential properties or detract from the amenity of the locality, to the reasonable satisfaction of Council, by:
  - Being appropriately contained, stored, managed and screened from public view to not cause odour impact, visual impact or unsanitary conditions; and
  - Bins stored within the designated enclosed/fenced area at all times except where removed for waste collection.
13. The development must not commence operation until the adjacent section of Heysen Boulevard is constructed (including channelized turn lanes), practical completion has been accepted by Council and the road is open for public use.
14. The Wellington Road access shall facilitate Left-in and Left-out vehicle manoeuvres only. Appropriate line marking and signage shall be provided at this access to the satisfaction of Council to reflect the Left-out only arrangement as a result of the opposing solid median to be constructed with the upgrade of the Wellington Road/Heysen Boulevard roundabout.
15. The development must be connected to an operational wastewater service for the drainage of wastewater, prior to the commencement of operation. All financial and augmentation requirements of the Water Industry Entity shall be met in regard to the connection to and construction of any wastewater connections, drains and services.
16. Effective soil erosion and drainage control measures shall be implemented during the construction of the development in accordance with this consent to:
  - prevent silt run-off from the land to adjoining properties, roads and drains;
  - control dust arising from the construction and other activities, so as not to, in the opinion of Council, be a nuisance to residents or occupiers on adjacent or nearby land;
  - ensure that soil or mud is not transferred onto the adjacent roadways by vehicles leaving the site;
  - ensure that all litter and building waste is contained on the subject site in a suitable bin or enclosure;
  - ensure that no sound is emitted from any device, plant or equipment or from any source or activity to become an unreasonable nuisance, in the opinion of Council, to the occupiers of adjacent land; and

- ensure all disturbed land is managed to prevent silt runoff and dust.

**Commissioner of Highways conditions:**

17. Access to Wellington Road and Heysen Boulevard shall be constructed as shown on ADS Architects Site Plan, Drawing No. 20/JN1404/sk01h, dated 27 April 2022 and updated Stantec Traffic Compliance Statement, GTA ref: 301401112.1050, dated 1 October 2021 and Turn Path Diagrams, Drawing No. S3014011-01, 02, 03 and 04, Issue P3, dated 1 October 2021.
18. All vehicles shall enter and exit the site in a forward direction.
19. Signage and line marking shall be utilised to reinforce the desired flow of traffic to, from and through the site.
20. The largest vehicle permitted on-site shall be a 19 metres articulated vehicle. All vehicles larger than 6.4 metres shall access the site via Heysen Boulevard only.
21. All off-street car parking shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009. Clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpaths.
22. All off-street commercial vehicle facilities shall be designed in accordance with AS 2890.2:2018.
23. A Traffic Management Plan for the construction period of the development shall be produced to the satisfaction of DIT and Council prior to the commencement of construction.
24. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this development shall be at the applicant's expense.

**Environment Protection Authority conditions:**

25. Prior to operation, all fuel storage tanks (apart from diesel and LPG) must be fitted with a Stage 1 vapour recovery system (which includes underground storage tank vent pipes being fitted with a pressure vacuum relief valve) that directs the displaced vapours back into the tank during filling.
26. Prior to operation, all fuel dispensers (apart from diesel and LPG) must be fitted with a Stage 2 vapour recovery system that directs vapours back into the tank during vehicle refuelling.
27. Prior to operation, all underground fuel storage tanks must be double-walled and fitted with a leak detection system designed and installed in accordance with clause 4.5 of *Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems*.
28. Prior to operation, all fuel lines between the underground storage tanks and fuel dispensers must be double contained and fitted with a leak detection system, designed and installed in accordance with clause 4.5 of *Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems*.

29. Stormwater runoff from all hardstand areas (including the refuelling and fuel delivery areas) must be managed in accordance with the Stormwater Plan (Drawing number 2011006 - C1/PB) and stormwater calculations prepared by TMK Consulting dated 22 April 2022 and must be directed via grates and grade changes to a SPEL Puraceptor full retention oil/water separator (no bypass function) that:
  - a. has as a minimum spill capture capacity of 10,000 litres
  - b. reduces oil content in the outlet to less than 5 mg/L at all times (as confirmed by independent third party scientific testing)
  - c. operates effectively in the event of a power failure.
30. Any sludge or oily residue collected within the SPEL Puraceptor full retention oil/water separator must be removed by an EPA licensed waste transporter to a licensed waste depot.

**Council notes:**

1. An On-site Wastewater Works Application (including payment of applicable augmentation / sewer infrastructure fees) and a Trade Waste Application, must be approved by Council prior to the commencement of building work for the approved development.
2. Notification as a food business shall be provided to Council prior to operation of the development. For further information, please refer to Council's website: <https://www.mountbarker.sa.gov.au/community/food-safety/infoforfoodpremises>.
3. The development shall operate generally in accordance with *Local Noise and Litter Control Act 2016*.
4. If any works impact or require the usage of a public road, a hoarding permit may be required. For more information, please refer to the 'Public Space Occupation (Hoarding)' permit information on Council's website at [www.mountbarker.sa.gov.au](http://www.mountbarker.sa.gov.au).
5. Any person proposing to undertake building work within the District of Mount Barker is reminded of their obligation to take all reasonable measures to protect Council infrastructure. Any incidental damage to the infrastructure - pipes, footpath, verge, street trees etc, must be reinstated to a standard acceptable to Council at the applicants' expense.
6. As your proposed development includes construction works on Council roads or connections to Council assets, you are advised that an 'Undertake Works on Council Land' Permit Application will need to be issued by Council prior to the commencement of the works. The permit application form is available on Council's website.
7. No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.
8. The applicant has a right of appeal against the conditions which have been imposed on this Planning Consent. 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).

9. This consent or approval will lapse at the expiration of 2 years from its operative date, subject to the below or subject to an extension having been granted by the relevant authority. Where an approved development has been substantially commenced within 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).

**Environment Protection Authority notes:**

10. The applicant is reminded of its general environmental duty, as required by section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
11. An environmental authorisation in the form of a licence is required for the operation of this development. The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements. Information on applying for a licence (including licence application forms) can be accessed here: [http://www.epa.sa.gov.au/business\\_and\\_industry/applying\\_for\\_a\\_licence](http://www.epa.sa.gov.au/business_and_industry/applying_for_a_licence)
12. A licence may be refused where the applicant has failed to comply with any conditions of development approval imposed at the direction of the Environment Protection Authority.
13. If in carrying out the activity, contamination is identified which poses actual or potential harm to the health or safety of human beings or the environment that is not trivial, taking into account the land use, or harm to water that is not trivial, the applicant may need to remediate the contamination in accordance with EPA guidelines.
14. If at any stage contamination is identified which poses actual or potential harm to water that is not trivial, a notification of contamination which affects or threatens groundwater (pursuant to section 83A of the *Environment Protection Act 1993*) must be submitted to the EPA.



30 September 2021

Mr M Dickson  
Senior Planner – City Development  
Mount Barker District Council

BY EMAIL – [mdickson@mountbarker.sa.gov.au](mailto:mdickson@mountbarker.sa.gov.au)

Dear Sir or Madam

**Application for Development Plan Consent – OTR Integrated Service Station Complex and third party bulky goods outlet at Lot 31 in DP 17656, 239 Wellington Road, Mount Barker SA 5251**

Thank you for the opportunity to discuss our proposed development on the above-mentioned land in a meeting held at Council on 1 September 2020. Preliminary feedback provided during that meeting has been considered by the applicant and forms the basis of this development application.

Accompanying this letter and comprising our development application are the following documents:

- Development Application Form.
- Electricity Declaration Form.
- Site Plan (1 sheet), and Elevations (3 sheets) prepared by ADS Architects.
- Copy of Certificate of Title Register Book Volume 5974 Folio 333.
- Environmental Noise Assessment prepared by Sonus.
- Site Traffic Compliance Statement (TCS) prepared by Stantec Consultants and a copy of the GTA Generic Parking and Traffic Updated Traffic Management Report which forms the basis of on-site parking provision referred to in the TCS.
- Civil works plans and a stormwater management plan, prepared by TMK.
- Landscape Plan prepared by Oxigen.

I trust that the material provided with this letter is sufficient to allow Council to commence its assessment of the proposed development.

Can you please provide us with a tax invoice in respect of the development fees and we will attend to prompt payment.

**BACKGROUND**

The applicant notes that the subject land is the site of an existing development authorisation (DA 580/1292/18) for a Petrol Filling Station and shop including associated fuel canopy, car parking, signage, underground fuel tanks, retaining walls, fencing, landscaping and

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infrastructure. Council's CAP resolved to grant Development Plan Consent for this Development Application on Wednesday 18 March 2020. The applicant has entered into a contract with the existing owner of the land to purchase the site. This new application has been lodged to amend certain aspects of DA 580/1292/18.

By way of background we note the following:

- The existing approved land use will remain largely unchanged;
- The existing approved access points from Wellington Road and Heysen Boulevard will not change;
- The previous condition limiting Wellington Road access to left-in and left-out manoeuvres remains unchanged;
- The proposal is limited to an internal reconfiguration of the site layout with the introduction of auto and manual carwash facilities and a stand-alone third-party bulk goods tenancy; and
- The manual wash bays and third-party bulky goods tenancy building are proposed to be located on the portion of the site previously identified as "Future Development".

**Land division**

The subject land, allotment 31 in DP 17656, has been the subject of a number of development approvals for land division including DA 580/D047/12, DA 580/D009/17 and DA 580/D073/17. The result of these land divisions, being the creation of 5 allotments and road reserve that will be constructed by the developer and vested to Council as Heysen Boulevard.

Of these 5 allotments the proposed integrated service station will be sited on Allotment 26 which is located at the south eastern intersection of Wellington Road and future Heysen Boulevard, with frontages to Wellington Road (56 metres) and Heysen Boulevard (118 metres) and a total area of 6865m<sup>2</sup>.



Allotment 26 will be considered the "subject site" for the purposes of the planning assessment below.

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**EXECUTIVE SUMMARY OF SITE**

<b>Site Address</b>	<p>The address of the site is 239 Wellington Road, Mount Barker.</p>  <p>The subject land comprises allotment 31 in Deposited Plan 17656. It is comprised in Certificate of Title Volume 5974 Folio 333. The subject site identified as Allotment 26 is shown in yellow.</p>
<b>Local Government</b>	Mount Barker District Council
<b>Development Plan</b>	Mount Barker Development Plan (Consolidated 20 August 2020)
<b>Existing Use</b>	Vacant
<b>Zoning</b>	 <p>The site is located within the Residential Neighbourhood Zone which encompasses the entirety of the subject land and much of the immediate</p>



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	locality. Land to the north west on the western side of Wellington Road is located with the Residential Zone.
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**DEVELOPMENT DESCRIPTION**

The proposed development involves the establishment of an integrated OTR service station complex.

<b>Control Building</b>	<p>A control building of approximately 389m<sup>2</sup> in total, including:</p> <ul style="list-style-type: none"> <li>• retail display and sales areas.</li> <li>• cool rooms, storeroom, offices, food preparation area and staff amenities.</li> <li>• A co-branded quick service restaurant (QSR) and drive-thru facility.</li> <li>• Associated common and dining areas including an outdoor dining area.</li> </ul>
<b>Fuel Canopies &amp; Refuelling</b>	Fuelling facilities as shown on the site plan, comprising a retail fuel canopy and 4 rows of fuel pumps with 8 fuel filling positions.
<b>Fuel Tanks</b>	The fuel storage capacity will be 140,000 litres in two (2) 70,000 litre tanks.
<b>Automated and manual Car Wash facility</b>	The installation of one auto car wash facility and four (4) manual car wash bays with associated plant room and the installation of four (4) vacuum bays and two (2) chamois bays. Two dog wash bays will be located adjacent the manual car wash bays.
<b>Stand-alone Building</b>	A free-standing building comprising 580m <sup>2</sup> for use as a stand-alone third-party bulky goods tenancy will be constructed adjacent the south eastern boundary of the site. A specific tenant is yet to be secured for the building.
<b>Retaining walls</b>	An assortment of retaining walls exceeding 1 metre in height are required to facilitate the development of the site. Details of the retaining walls are provided on the attached civil drawings.
<b>Car Parking</b>	<p>The site will provide 36 shared car parking spaces (two of which are to be disabled car parking spaces).</p> <p>Designated refuse storage spaces are provided adjacent the manual car wash facility and on the eastern boundary of the site.</p> <p>The surrounding forecourt and driveway areas will be lit and landscaping will be provided at site frontages and at appropriate locations within the site. A Landscape Plan has been prepared by Oxigen.</p>
<b>Signage</b>	<p>The following free-standing signage elements form part of the proposed development:</p> <ul style="list-style-type: none"> <li>• A 9 metre pylon sign, to be installed adjacent the Wellington Road driveway crossover;</li> <li>• A 9 metre pylon sign, to be installed in the north western corner of the site adjacent the intersection of Wellington Road and Heysen Boulevard; and</li> <li>• A 9 metre pylon sign, to be installed adjacent the Heysen Boulevard driveway crossover.</li> </ul>

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	The appearance of these signage elements are depicted on the Site Plan and Elevations, respectively, accompanying this application.
--	---

Construction and operation of the proposed development will consider and address the following matters:

<b>Road Access</b>	<p>The site will be provided with 2, two-way vehicle crossovers, to be located on Wellington Road and Heysen Boulevard.</p> <p>The road access and internal site configuration has been reviewed by GTA Consultants for the purpose of ensuring that the site layout will allow safe and efficient access by all relevant classes of vehicle for fuel delivery, rubbish removal and customer access, as further detailed later in this letter.</p>
<b>Hours of Operation</b>	Service Station Complex: 24 hours per day, 7 days per week. The third-party tenancy building will operate during standard retail business hours 7 days per week.
<b>Noise</b>	In the operation of the site we will comply with the <i>Environment Protection (Noise) Policy 2007</i> . As set out later in this letter an Environmental Noise Assessment has been undertaken by Sonus. The findings of the noise report have been taken into account in relation to the design and operation of the proposed development.
<b>Environmental Practices</b>	<p>The proposal incorporates best environmental practices with respect to vehicle refuelling facilities.</p> <p>Fuel storage tanks will be fitted with vapour stage 1 recovery systems that ensure air quality is not compromised.</p> <p>The fuel infrastructure consists of double-walled fibreglass tanks. The underground fuel and LPG tanks are sited to comply with AS/NZ S1596 and AS1940. These tanks carry a manufacturer warranty against internal and external corrosion of 40 years.</p> <p>Fuel variances are carefully monitored for signs of leakage. We utilise automatic tank gauging (ATG) which automatically detects discrepancies in the levels in the tanks, thereby allowing the operator to respond proactively to any anomalies.</p> <p>Our fuel lines are double walled and in respect of the fuel lines from the underground storage tanks to the dispensers, these fuel lines are fitted with a mechanical pressure leakage detection mechanism. The system tests the pressure within the fuel lines when the dispensers are not in use and should the system detect pressure anomalies, it will automatically shut off the fuel pump to prevent fuel from being pumped from the tanks and minimize any potential for fuel leakage.</p> <p>The fuel line from the tanker fill box to the underground storage tank is single walled and is not fitted with pressure leakage detection. We monitor the potential for leakage and spillage through visual inspection when fuel is dispensed from the fuel delivery vehicle to the tanker loading box and by submitting our daily fuel reconciliation data for Statistical Inventory Reconciliation Analysis, which is completed by a qualified third party.</p> <p>These measures enable us to identify and manage risks of leakage.</p> <p>We understand that all equipment installed at our sites is classified as Level 1 equipment pursuant to section 3, Table 3.1 of Australia Standard</p>

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	4897: 2008.
<b>Stormwater</b>	<p>Stormwater from high-risk areas will be diverted through a Class 1 full retention system comprising an Aquator oil separator T50 or approved equivalent, with no bypass and alarm.</p> <p>Sludge collected by the Class 1 full retention system will be pumped out on an annual maintenance schedule and disposed of by a qualified contractor.</p> <p>Civil engineering plans and calculations have been prepared by TMK and are submitted as part of this application to demonstrate how stormwater will be managed as part of the proposed development.</p>
<b>Food Odour</b>	<p>We do not anticipate that the proposal will generate any nuisance for neighbours by way of food odour or other air pollution on account of the co-branded food offer. At present, Peregrine operates 44 Subway, 9 Oporto, 5 Krispy Kreme, 8 Hungry Jacks, 20 Brumbys and 15 Wok in a Box outlets in South Australia. To date we have not received any complaints from the EPA in connection with food odour.</p> <p>The mechanical design of canopies and kitchen extraction systems will be designed by a qualified engineer and will comply with the Building Code of Australia and the Australian Standard AS 1668.2:2012 (which is a building rules certification requirement). We adopt best industry practices in this regard to maintain the integrity of our franchise brands.</p> <p>Having regard to the EPA Guidelines for Separation Distances (December 2007), we note that this proposal will not generate the volume of deep frying and other food processing activities set by the Guidelines (30 kgs of deep frying per hour), such that any air separation distances apply.</p>

**Site and Locality**

The site (allotment 26) is located at the south eastern intersection of Wellington Road and future Heysen Boulevard. The allotment is one of 5 allotments created via a series of land division applications that together represent recent infill development in the locality.

The site is irregular in shape with frontages to Wellington Road (approximately 56 metres) and Heysen Boulevard (approximately 118 metres) with a total area of approximately 6865m<sup>2</sup>. The site is currently vacant and slopes down in a north westerly direction towards the intersection of Heysen Boulevard and Wellington Road.

The land is part of the Residential Neighbourhood Zone which was rezoned by Ministerial Development Plan Amendment in 2010. The immediate locality is characterised by land transitioning from rural to residential and a mix of supporting retail and commercial land uses.

Land on the northern side of Heysen Boulevard is the site of an approved shopping centre development comprising supermarket, additional retail tenancies and carparking. Land further north and on the western side of Wellington Road are subject to on-going residential infill developments in various stages of construction. Land to the south of the site is also located within the Residential Neighbourhood Zone and is currently developed with a mix of rural living allotments.

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Figure 1: View of the site looking north east from Wellington Road.  
(Google Streetview)

### **Planning Assessment**

This section assesses the proposal against relevant provisions of the Mount Barker District Council Development Plan, consolidated 20 August 2020. Consideration has been given to the key aspects of the assessment below.

#### Land Use

The Residential Neighbourhood Zone seeks a predominately residential area comprising a range of dwelling types that are supported by local and neighbourhood centres that provide a range of shopping, community, business, and recreational facilities in locations indicated on *Concept Plan MtB/16 – Mount Barker and Littlehampton* (Objective 1).

Neighbourhood centres are desired within the zone, each containing in the order of 5000 square metres of retail floor space in addition to other business and community facilities. Each centre should be located to encourage access via a network of pedestrian and bicycle linkages, while not compromising the establishment of other envisaged centres.

The use of land proposed in this application is an integrated service station complex, which is an undefined land use. It is not listed as a non-complying form of development in relation to the Residential Neighbourhood Centre Zone and is therefore a consent matter to be considered on merit.

Whilst the proposed land use does not fulfil the definition of a petrol filling station as noted within the Development Regulations 2008, an integrated service station complex is a use that does contain elements of a petrol filling station which is listed as an envisaged land use within the centres identified on *Concept Plan MtB/16 Mount Barker and Littlehampton*. A shop and restaurant are also envisaged forms of development (PDC 2).

Local and neighbourhood centres should be of a scale that does not impede the development of other centres by being evenly distributed through the zone (PDC 26). Local and neighbourhood centres should be designed to be physically connected with surrounding residential areas, include pedestrian and cycle linkages that enable residents to walk and cycle conformably to and from their homes. Sites should orient towards street frontages and building facades should create diversity of interest through articulation and use of materials

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(PDC 27). Car parking should be provided in accordance with Table MtB/2 – Off Street Vehicle Parking Requirements.

The proposed development will further the land use objectives of the Development Plan by:

- Providing a wide range of services and facilities, within a designated Neighbourhood Centre, that will serve and support the projected residents and visitors to the locality.
- The site layout has been configured to address both street frontages and the architecturally designed control building, car wash facilities and fuel canopy will utilise a range of materials and finishes to create visual interest and ensure the development displays high aesthetic qualities that enhance the visual character of the locality.
- The proposed application seeks approval for a land use that is closely aligned with the existing approved land use on the subject site. The proposal will facilitate the development of the site in a more efficient and orderly manner, utilising the whole site by introducing car wash facilities and an auto repair garage.
- Oxygen Landscape Architects have prepared a comprehensive landscape plan. The plan provides extensive landscaped area around the perimeter of the site and withing other select areas through the site. The end result being a pleasant development that complements the surrounding natural character of the locality. Soft landscaped edges of the site assist in the creation of meaningful pedestrian and cycle linkages that enable residents to walk and cycle to and from the site.

Advertisements

The general section – Advertisements seeks to ensure that urban and rural landscapes are not disfigured by advertisements and or advertising hoardings and that they do not create a hazard (Objectives 1 & 2). The number of advertisements associated with a development should be limited to avoid clutter, disorder and untidiness of buildings and their surroundings (PDC 3).

The proposed development is on a site with two extensive road frontages (56 metres to Wellington Road, and 118 metres to Heyesen Boulevard). The three proposed 9 metre pylon signs, located at considerable intervals along the frontage to Wellington Road and Heyesen Boulevard, will give pedestrians, cyclists and motorists clear advance guidance as to the extensive range of products and services offered on the site. For motorists, this will allow ample time to turn into the site.

The signage is appropriate having regard to the guidance and site identification it will provide, to the size and frontages of the site and to the position of the proposed signage, which will prevent it from having any impact on nearby sensitive land uses.

The proposed signage meets relevant objectives of the General Section provision - Advertisements, in that it does not disfigure the urban landscape (Objective 1), does not create a hazard (Objective 2) and has been designed to enhance the appearance of the buildings and the locality (Objective 3).

Design and Appearance

The General Section – Design and Appearance seeks a high architectural standard and appearance that responds to and reinforces positive aspects of local environment and built form (Objective 1). Buildings should reflect the desired character of the locality while incorporating contemporary designs that reduce visual bulk by having regard to factors including building height, mass and proportion, articulation, colour and detailing, the placement of windows and variations to facades (PDC 1 & 3). Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas (PDC 9).

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The proposed development includes a mix of contemporary architectural elements, materials, colours and finishes which, consistent with their functional purposes and operations, will add interest to the buildings and structures proposed. Differing articulation, with both vertical and horizontal components incorporated into the buildings and structures, will achieve a human scale for pedestrians while allowing drivers to easily interpret the use and address of the buildings.

The extensive landscaped areas proposed around the perimeter and within the site will soften the interface of the proposed development with surrounding areas.

The control building has been specifically designed and oriented to address both public frontages of the site. The Oxigen Landscape plan emphasises opportunities for pedestrian and cycle movements and provides clear well-articulated linkages to and from the control building.

Transportation and Access

The General Section provisions for Transport and Access seek to provide for the safe and efficient movement of all transport modes, access for vehicles including commercial vehicles, and off-street parking (Objective 2). Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated (PDC 18). Development should accommodate the type and volume of traffic likely to be generated by the development or land use and minimise induced traffic through over-provision (PDC 30). On-site parking should be provided in accordance with *Table MtB/2 – Off Street Vehicle Parking Requirements* (PDC 39).

The applicant engaged Stantec Traffic Engineers to prepare a Traffic Compliance Statement (TCS) which analyses the impact of the proposal on the surrounding area and provides comment on the provision of 36 shared on-site car parks to be provided. The report finds that:

- The 36 car parking spaces proposed for the site exceeds the combined empirical parking demand of 22 spaces generated by the control building and the third party bulky goods tenancy. 17 of the on-site parking spaces are located within the immediate vicinity of the third party bulky goods tenancy which generates an isolated empirical demand for 12 car parks.
- The parking spaces including the disability parking spaces and the shared spaces proposed for the site comply with the applicable Australian Standard/New Zealand Standard.
- Both the crossover on Wellington Road providing left turn entry and left turn exit only movements and the crossover on Heysen Boulevard facilitating all turning movements were approved as part of the existing endorsement attached to the site. Stantec have reviewed these access arrangements and confirmed they comply with the applicable Australian/New Zealand Standard.
- The proposed “Starter Gate” fuelling layout provides sufficient queuing space to accommodate anticipated bowser usage, with additional space allowed for vehicles to pass behind queued vehicles.
- Turn paths provided with the TCS demonstrate that the site can be accessed and traversed by relevant classes of vehicle, including both 19 metre B Doubles and 16.4 metre semi trailers (for fuel delivery) and 12.5 metre heavy rigid vehicles for waste collection and general deliveries.
- The expected combined traffic generation (control building/bowsers, QSR and third party bulky goods tenancy) has been modelled on 375 trips per hour during the afternoon peak period. In reality most of the traffic to and from the site will be in



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the form of passing trade, particularly due to the inclusion of a QSR. Therefore the actual traffic generation will be lower than the trips estimated in the TCS.

- Traffic generation rates associated with the bulky goods tenancy are based off rates provided in the Transport for New South Wales' (Formerly RTA) Guide to Traffic Generating Developments 2002, (henceforth referred to as the TNSW Guide) for a weekday peak period.
- Other facilities including dog yard and car wash are assumed to be ancillary to the development and not generate additional trips.

The TCS and a copy of GTA's (now Stantec) Generic Parking and Traffic Management Report which will form the basis of the on-site parking provision referred to in the TCS have been included with this correspondence.

Noise

The Development Plan aims to prevent adverse impact and conflict between land uses (Council Wide provision Interface Between Land Uses, Objective 1). In order to demonstrate that the proposed development will have no unacceptable acoustic impacts, an Environmental Noise Assessment has been prepared by Sonus and accompanies this letter.

The Environmental Noise Assessment finds that:

- The closest noise-sensitive locations are residences to the immediate south, south west and north of the subject land.
- Considering noise sources and activities at the site (including mechanical plant, vehicle movement and parking, fuel delivery and waste collection, automatic and manual wash bays and third party retail building) certain measures are recommended to ensure that noise from the development does not unreasonably impact on the amenity of surrounding residences.

The following measures are recommended in the Environmental Noise Assessment:

- Construction of a 1.8m high fence on top to the southern boundary retaining wall. The extent of the fence is shown on page 11 of the assessment and should be constructed from no less than 0.42BMT sheet steel and sealed airtight at all junctions.
- Reduce the noise from any alarms, amplified music played outside (under the canopy) as far as practical and ensure all inspection points, gated trenches etc. are correctly fixed.
- Incorporation of solid screens around the mechanical services plant and equipment area extending at least 500mm above the tallest piece of equipment, such screens to be sealed airtight along vertical joints and constructed of sheet steel or material with an equivalent or greater surface density.
- Ensure a proprietary in-line attenuator is incorporated into the discharge side of any significant exhaust fan.
- Restrict use of the manual wash bays to the daytime period of the Policy, that is 7:00am to 10:00pm and use of specific constriction materials for the walls and roof of the auto car wash and install glass doors to the entry and exit which automatically close during operation.
- Restrict hours of deliveries, including fuel to daytime hours under the *Environment Protection (Noise) Policy 2007*, that is 7:00am to 10:00pm.
- Restrict hours for waste collection to the hours in Division 3 of the Policy, that is between 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day.



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The Environmental Noise Assessment finds that with these measures in place, the facility has been located and design to prevent adverse impact and conflict between land uses, protect desired land uses and community health and amenity, thereby achieving the relevant provisions of the Mount Barker Council Development Plan related to environmental noise.

The plans accompanying this application reflect the location and insulation measures recommended under the Environmental Noise Assessment. As far as the recommendations relate to restricted hours of fuel delivery and waste collection, the applicant would abide by any conditions which might be included in a Development Plan Consent for the purpose of implementing these operational restrictions.

Other amenity issues

The Development Plan also requires that any development should not detrimentally affect the amenity of the locality or cause nuisance by the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants (Interface Between Land Uses PDC 1). The proposed development will be operated to ensure that no such material detrimental impacts occur. The mechanical design of canopies and extraction systems will be designed by a qualified engineer and will comply with the Building Code of Australia and the Australian Standard AS 1668.2:2012.

Landscaping

Landscaping buffers are designed into the site to increase amenity and meet the requirements of the Development Plan. A landscaping plan has been prepared by Oxigen Landscape Architects in support of the application. Extensive landscaped areas have been included at the boundaries of the site and in particular those areas surrounding the control building. The landscaped soft edges to the site reflect the importance of creating meaningful pedestrian and cycle linkages that enable residents to walk and cycle to and from the site.

Conclusion

On balance and taking into consideration the site and its association with surrounding land uses, the proposed development will contribute materially to the Objectives and Desired Character Statement of the Residential Neighbourhood Zone. Preliminary advice from Sonus and the supporting TCS prepared by Stantec indicate potential impacts on adjacent properties and the locality including noise generation, access and parking have been assessed and will not result in any unacceptable outcomes.

The proposed development is not seriously at variance with the provisions of the Mount Barker District Council Development Plan. Given that it furthers relevant objectives and principles under the Development Plan as outlined in this letter, the proposed development merits approval.

We trust that the information provided in this letter will assist in assessment of the proposed development. If you require any further information, please do not hesitate to contact me on 0439 993 977 or by email at [t.beazley@peregrine.com.au](mailto:t.beazley@peregrine.com.au)

Yours Sincerely



**Tim Beazley**  
Town Planner  
Peregrine Corporation



## Development application form

Development Act 1993

PO BOX 54 OR 6 Dutton Road  
MOUNT BARKER SA 5251 MOUNT BARKER  
TELEPHONE: (08) 8391 7200 FAX: (08) 8391 7299  
[www.mountbarker.sa.gov.au](http://www.mountbarker.sa.gov.au)

**Office use only**  
**DEVELOPMENT NUMBER:**

580 / /

Please use **BLOCK LETTERS** and **Black or Blue ink** so that photocopies can be made of your application

### PLEASE TICK AS REQUIRED

Development Plan Consent ☐ Building Rules Consent ☐ Development Approval (both) ☐

#### APPLICANT'S CONTACT DETAILS:

Name: \_\_\_\_\_ Email: \_\_\_\_\_

Postal Address: \_\_\_\_\_ Phone: \_\_\_\_\_

#### OWNER'S CONTACT DETAILS:

Name: \_\_\_\_\_ Email: \_\_\_\_\_

Postal Address: \_\_\_\_\_ Phone: \_\_\_\_\_

#### BUILDER'S CONTACT DETAILS:

Name: \_\_\_\_\_ Email: \_\_\_\_\_

Postal Address: \_\_\_\_\_ Phone: \_\_\_\_\_

#### CONTACT PERSON:

Name: \_\_\_\_\_ Email: \_\_\_\_\_

#### DESCRIPTION OF DEVELOPMENT:

Proposed Development (e.g. Dwelling, Shop, Garage): \_\_\_\_\_

Existing Use (e.g. Vacant, Dwelling, Grazing): \_\_\_\_\_

#### LOCATION OF PROPOSED DEVELOPMENT:

Assessment No: \_\_\_\_\_ Parcel No: \_\_\_\_\_

House No: \_\_\_\_\_ Lot / Section No: \_\_\_\_\_ Street: \_\_\_\_\_

Town: \_\_\_\_\_ Volume: \_\_\_\_\_ Folio: \_\_\_\_\_

**BUILDING RULES CLASSIFICATION SOUGHT:** \_\_\_\_\_ **Present classification:** \_\_\_\_\_

If Class 5, 6, 7, 8 or 9 classification is sought, state the proposed number of employees: Male: \_\_\_\_\_ Female: \_\_\_\_\_

If Class 9a classification is sought, state the number of persons for whom accommodation is provided: \_\_\_\_\_

If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises: \_\_\_\_\_

Does either Schedule 21 (Activities of Environmental significance) or 22 (Activities of Major Environmental significance (EPA)) of the Development Regulations, 2008 apply? ☐ Yes ☐ No

**DEVELOPMENT COST (do not include shop fitout costs):** \$ \_\_\_\_\_

I acknowledge that copies of this application and supporting documents may be provided to interested persons in accordance with the Development Regulations, 2008.

**SIGNATURE:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

Applicant / Owner / Agent

**RELEVANT FEES, COPIES OF PLANS & COPIES OF ANY OTHER RELEVANT SUPPORTING DOCUMENTATION  
ARE DUE ON SUBMISSION OF THIS APPLICATION**



**Government  
of South Australia**

**DEVELOPMENT REGULATIONS 2008  
Form of Declaration (Schedule 5 clause 2A)**

**To:**

**From:**

**Date of Application:**     /     /

**Location of Proposed Development:**


House No: \_\_\_\_\_ Lot No: \_\_\_\_\_ Street: \_\_\_\_\_

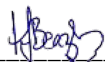
Town/Suburb: \_\_\_\_\_

Section No (full/part): \_\_\_\_\_ Hundred: \_\_\_\_\_

Volume: \_\_\_\_\_ Folio: \_\_\_\_\_

**Nature of Proposed Development:**

I  being a person acting on behalf of  
the applicant for the development described above declare that the proposed  
development will involve the construction of a building which would, if constructed  
in accordance with the plans submitted, not be contrary to the regulations  
prescribed for the purposes of section 86 of the Electricity Act 1996. I make this  
declaration under clause 2A(1) of Schedule 5 of the Development Regulations 2008.

**Signed:** 

**Date:**     /     /



**Government  
of South Australia**

**Note 1**

This declaration is only relevant to those development applications seeking authorisation for a form of development that involves the construction of a building (there is a definition of 'building' contained in section 4(1) of the Development Act 1993), other than where the development is limited to –

- a) an internal alteration of a building; or
- b) an alteration to the walls of a building but not so as to alter the shape of the building.

**Note 2**

The requirements of section 86 of the Electricity Act 1996 do not apply in relation to:

- a) an aerial line and a fence, sign or notice that is less than 2.0 m in height and is not designed for a person to stand on; or
- b) a service line installed specifically to supply electricity to the building or structure by the operator of the transmission or distribution network from which the electricity is being supplied.

**Note 3**

Section 86 of the Electricity Act 1996 refers to the erection of buildings in proximity to powerlines. The regulations under this Act prescribe minimum safe clearance distances that must be complied with.

**Note 4**

The majority of applications will not have any powerline issues, as normal residential setbacks often cause the building to comply with the prescribed powerline clearance distances. Buildings/renovations located far away from powerlines, for example towards the back of properties, will usually also comply.

Particular care needs to be taken where high voltage powerlines exist; or where the development:

- is on a major road;
- commercial/industrial in nature; or
- built to the property boundary.

**Note 5**

An information brochure: 'Building Safely Near Powerlines' has been prepared by the Technical Regulator to assist applicants and other interested persons.

This brochure is available from council and the Office of the Technical Regulator. The brochure and other relevant information can also be found at [sa.gov.au/energy/powerlinesafety](http://sa.gov.au/energy/powerlinesafety)

**Note 6**

In cases where applicants have obtained a written approval from the Technical Regulator to build the development specified above in its current form within the prescribed clearance distances, the applicant is able to sign the form.



Product	Register Search (CT 5974/333)
Date/Time	18/11/2020 03:01PM
Customer Reference	PCI
Order ID	20201118006188

REAL PROPERTY ACT, 1886



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 5974 Folio 333

Parent Title(s)	CT 5099/770			
Creating Dealing(s)	SC 10485246			
Title Issued	02/11/2006	Edition	8	Edition Issued 16/01/2020

### Estate Type

FEE SIMPLE

### Registered Proprietor

GRAHAM BRENTON LOVELOCK  
EMILY NELL LOVELOCK  
OF 239 WELLINGTON ROAD MOUNT BARKER SA 5251  
AS JOINT TENANTS

### Description of Land

ALLOTMENT 31 DEPOSITED PLAN 17656  
IN THE AREA NAMED MOUNT BARKER  
HUNDRED OF MACCLESFIELD

### Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (T 1762758)

### Schedule of Dealings

Dealing Number	Description
12930579	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)
12833221	MORTGAGE TO JANET FRANCES LAWSON AND SAMUEL ROBERT LAWSON AS JOINT TENANTS
13143176	MORTGAGE TO CLOVER HILL (SA) PTY. LTD. (ACN: 145 217 590)

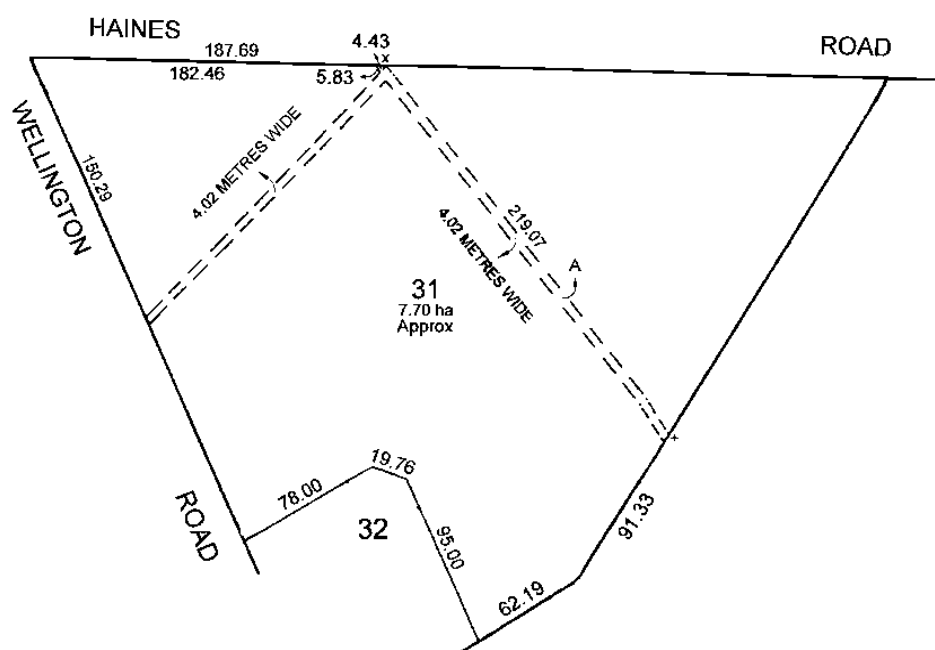
### Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

\* Denotes the dealing has been re-lodged.

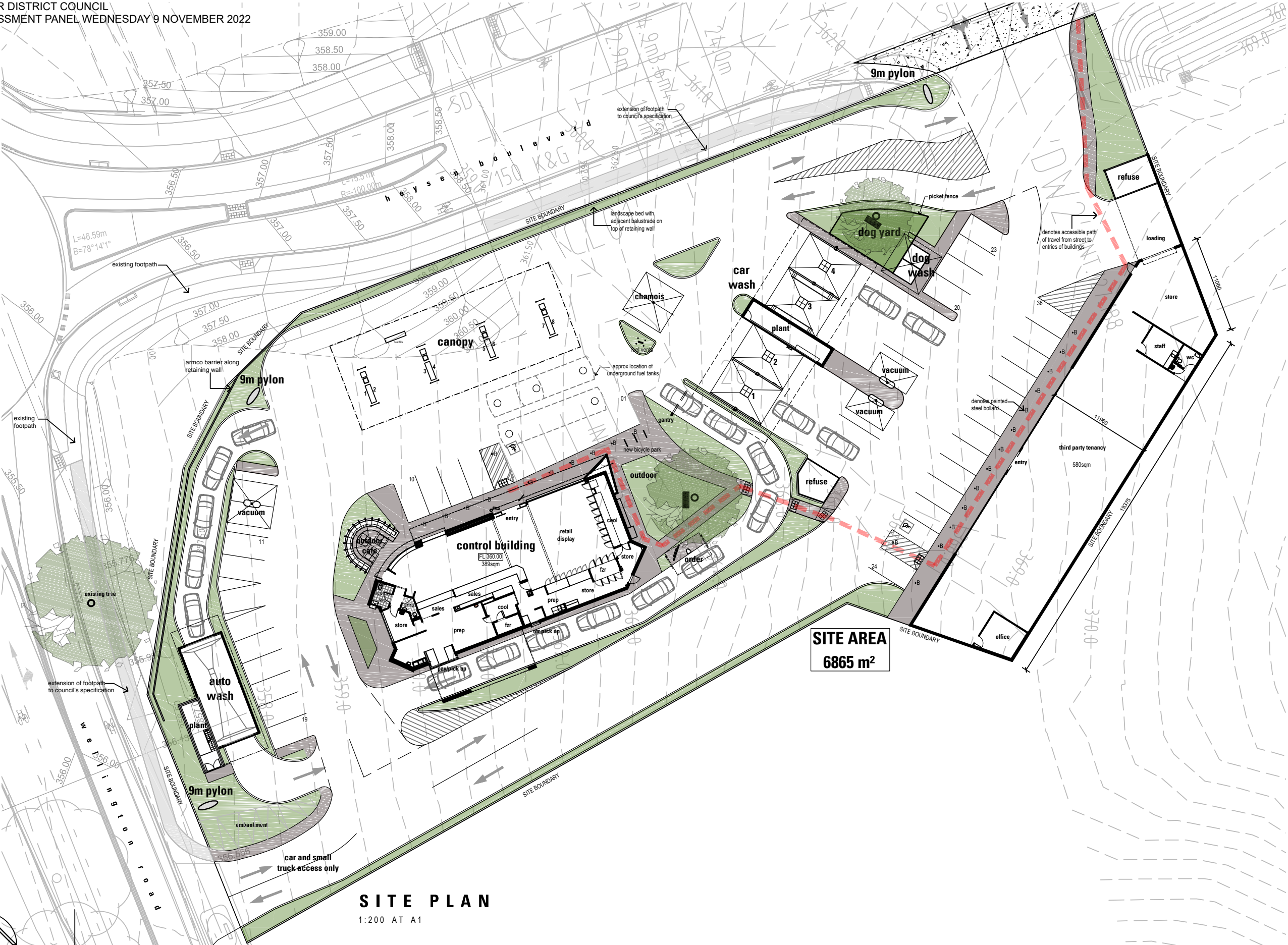


Product	Register Search (CT 5974/333)
Date/Time	18/11/2020 03:01PM
Customer Reference	PCI
Order ID	20201118006188



SCALE METRES  
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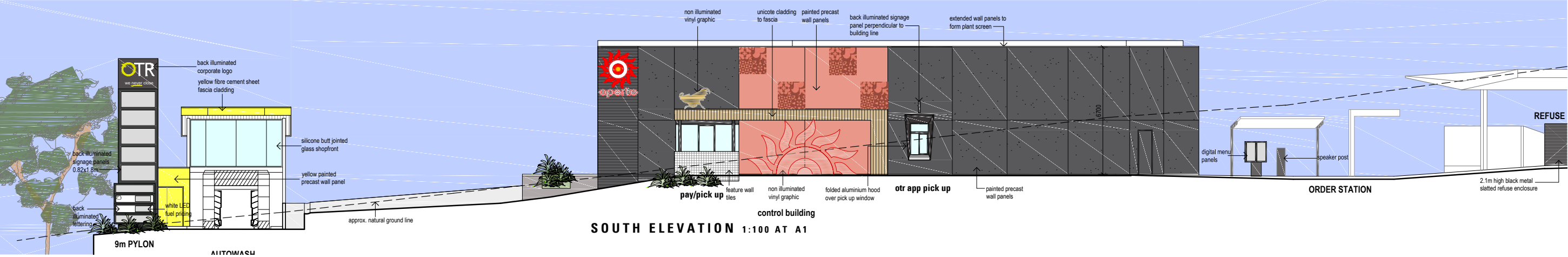
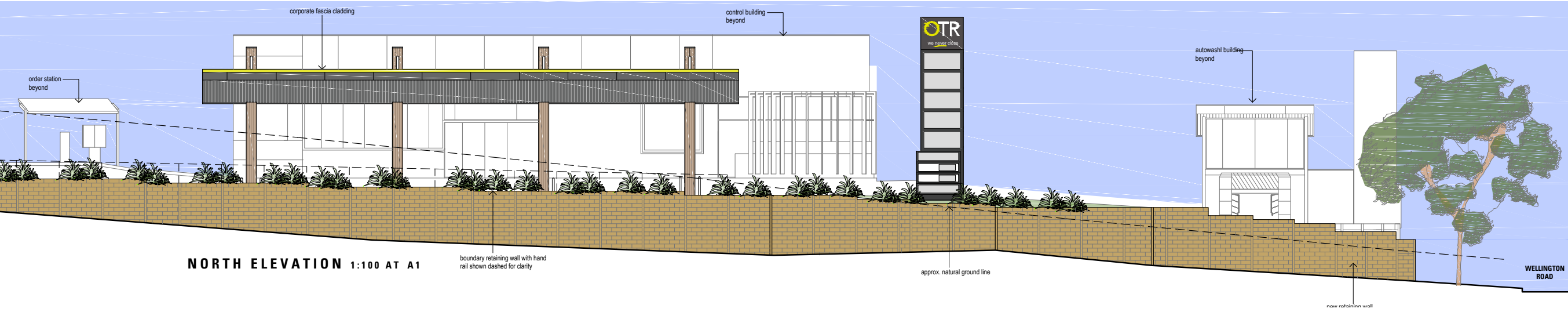
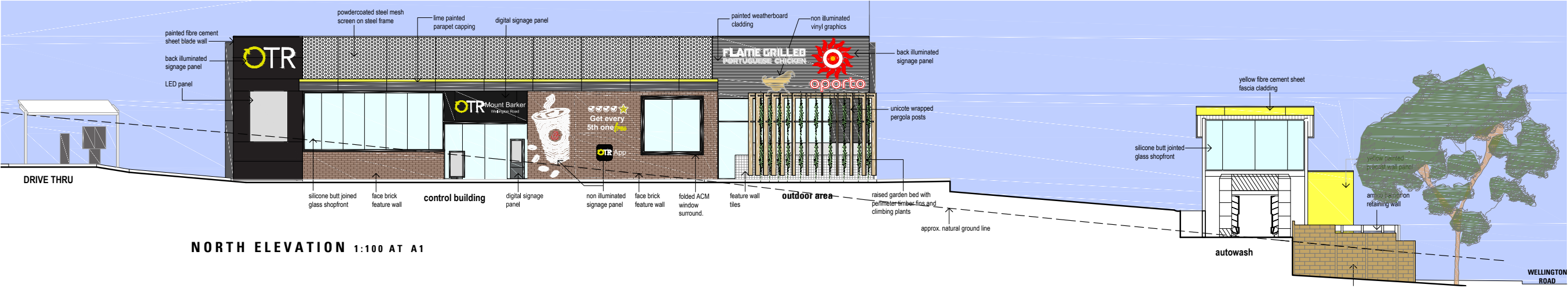




**SITE PLAN**  
1:200 AT A1

**OTR MOUNT BARKER WELLINGTON RD**  
WELLINGTON ROAD, MOUNT BARKER



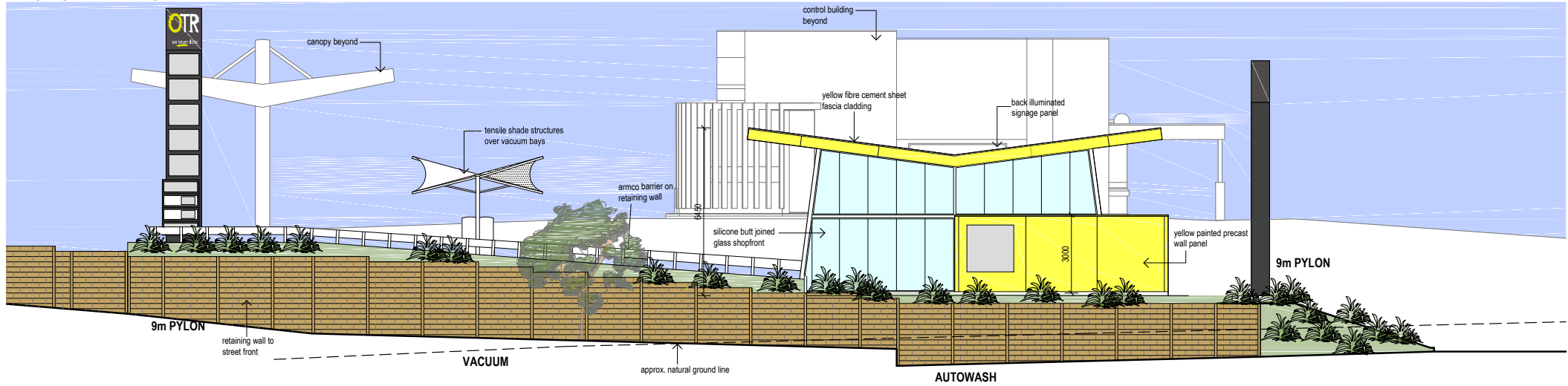


**OTR MOUNT BARKER WELLINGTON RD**  
WELLINGTON ROAD, MOUNT BARKER

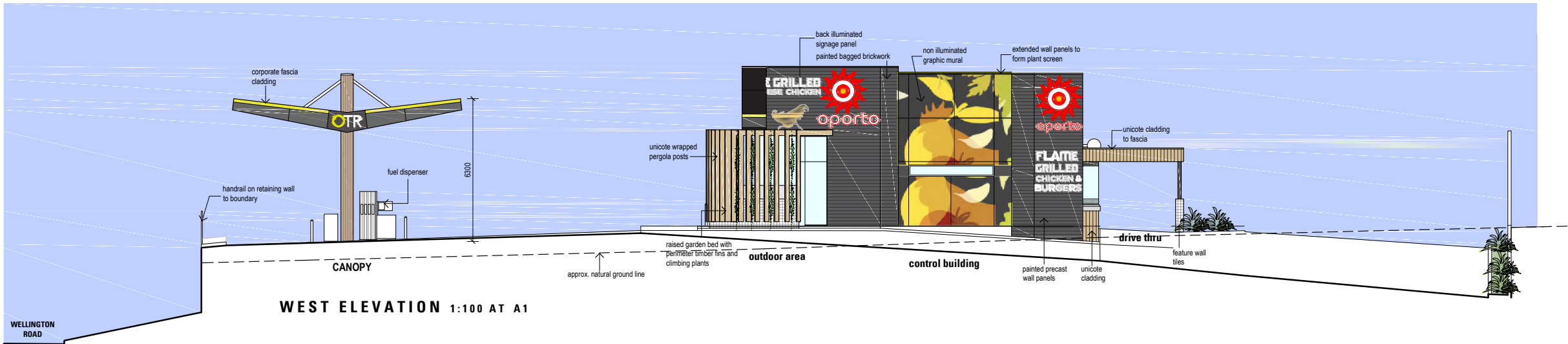
PLANNING APPLICATION

07.04.22  
20/JN1404/sk02c

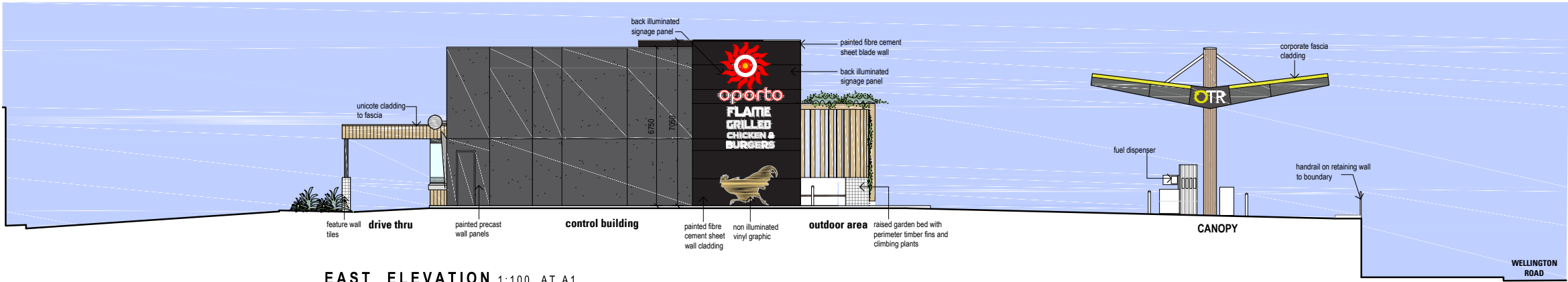
**ADS Architects**  
93 Gilles Street Adelaide 5000 T:82232244



WEST ELEVATION 1:100 AT A1



WEST ELEVATION 1:100 AT A1



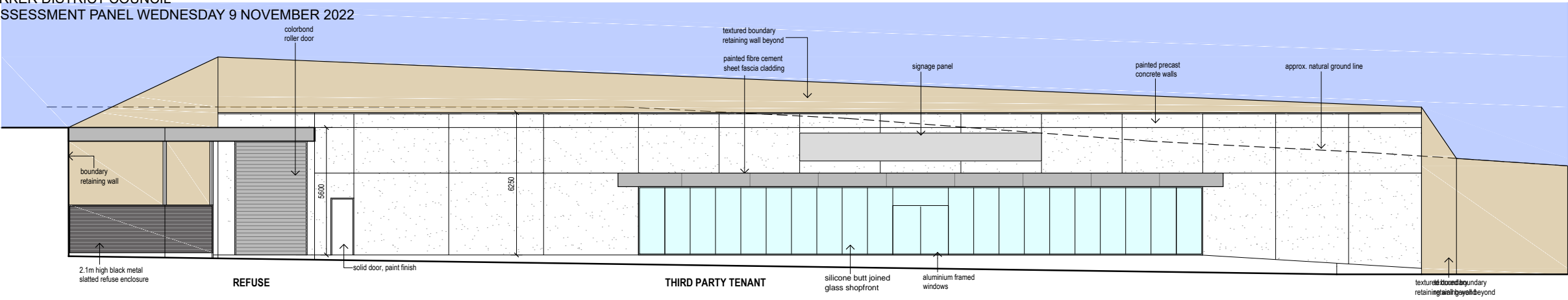
EAST ELEVATION 1:100 AT A1

# OTR MOUNT BARKER WELLINGTON RD

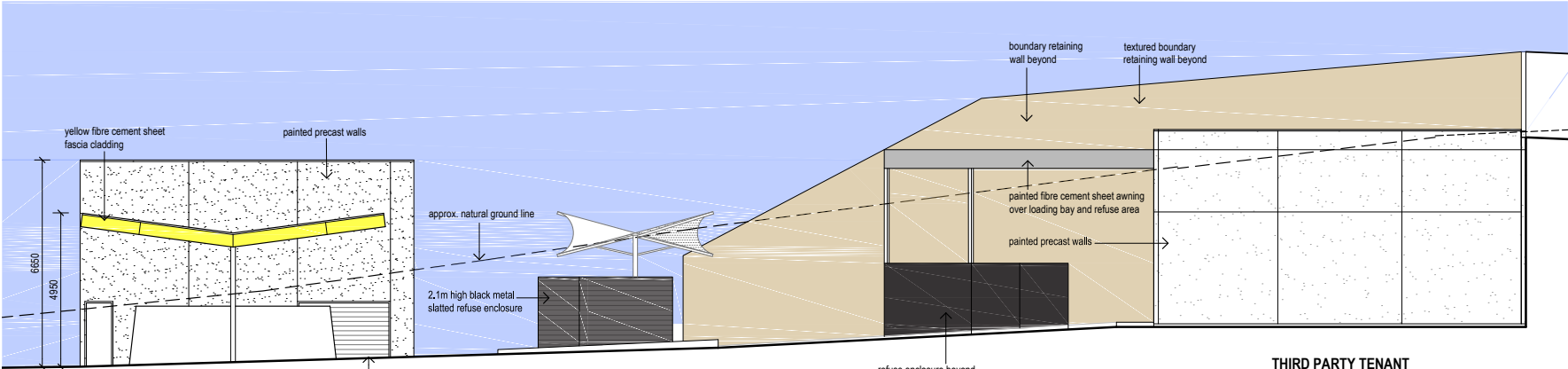
WELLINGTON ROAD, MOUNT BARKER

PLANNING APPLICATION

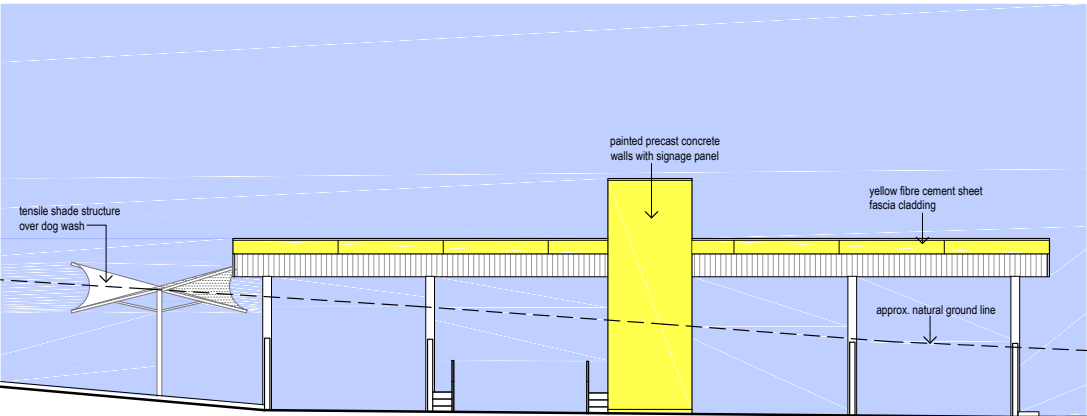
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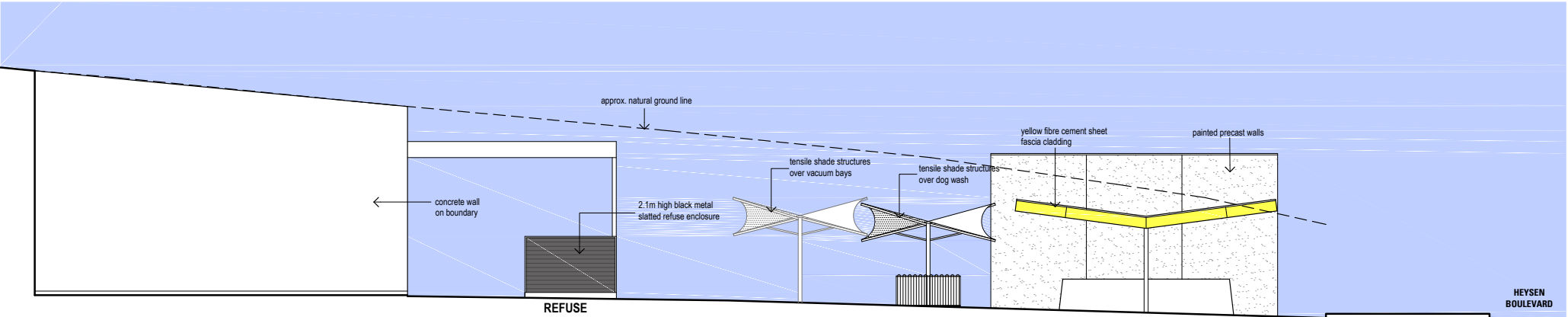
NORTH WEST ELEVATION 1:100 AT A1



SOUTH WEST ELEVATION 1:100 AT A1



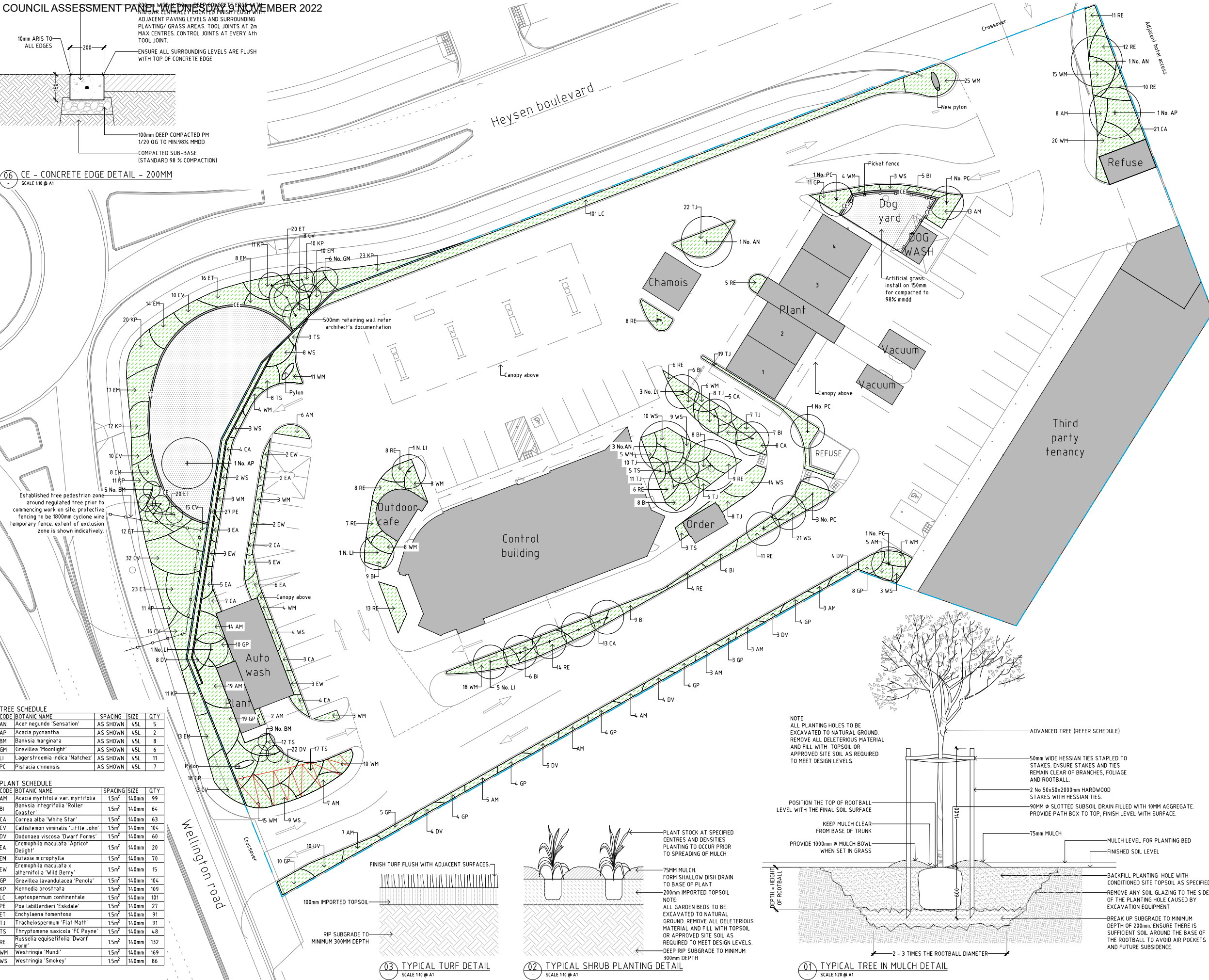
NORTH WEST ELEVATION 1:100 AT A1



NORTH EAST ELEVATION 1:100 AT A1

**OTR MOUNT BARKER WELLINGTON RD**  
WELLINGTON ROAD, MOUNT BARKER





This drawing must be read in conjunction with all other contract documents including the project specifications, schedules and any instructions issued during the course of the contract. The Contractor must verify all dimensions on site and check the location of services before commencing work. The Contractor is to notify the Superintendent of any discrepancies between the drawings or specifications. Drawings are not to be used for construction unless identified in the title block as 'for construction'. All drawings to be read at A1 unless otherwise stated. Drawings are intended for digital output and DWG files will be issued upon request. Copyright Oxygen Pty Ltd.

SCALE  
1:200 (A1), 1:400 (A3)  
0 2 4 6 8 10m

LEGEND  
NEW  
PROPERTY BOUNDARY  
NEW TREE  
REFER TO DETAIL 01  
PLANTING  
REFER TO DETAIL 02  
IRRIGATED TURF  
REFER TO DETAIL 03  
CONCRETE EDGE  
REFER TO DETAIL 04  
EMBANKMENT  
EXISTING  
EXISTING TREE

NOTES  
EXISTING SERVICES  
THE CONTRACTOR MUST LOCATE AND MARK ALL UNDERGROUND SERVICES BEFORE COMMENCING WORK ON SITE.  
TREE PLANTING  
PREPARE TREE HOLES TO A MINIMUM SIZE OF THE DEPTH OF THE ROOTBALL x 1m WIDE AND BREAK THE SUBGRADE TO A MINIMUM DEPTH OF 200MM BELOW. TAKE PARTICULAR CARE TO BREAK UP ANY GLAZING TO SIDES OF TREE HOLE. FINISH THE ROOTBALL LEVEL WITH THE FINAL SURROUNDING SOIL LEVEL AND BACKFILL THE PLANTING HOLE WITH SITE TOPSOIL BLENDED WITH 20% ORGANIC MIX. PROVIDE A 1m DIAMETER MULCHED WATERING BOWL TO THE BASE OF THE TREE. STAKE TREES WITH 2No. 2500x50x50 HARDWOOD STAKES AND TIE WITH 50mm HESSIAN TIES SECURELY STAPLED TO THE STAKES. ENSURE STAKES AND TIES REMAIN CLEAR OF BRANCHES, FOLIAGE AND ROOTBALL.  
PLANTING BEDS  
CULTIVATE EXISTING GROUND TO A MINIMUM DEPTH OF 300 MM AND PLACE 300MM IMPORTED 'ORGANIC MIX'. PLACE PLANTS IN THE CENTER OF THE PLANTING HOLE AND FINISH THE TOP OF THE ROOT BALL LEVEL WITH THE FINISHED SURFACE OF THE SURROUNDING SOIL. APPLY TERRACOTTE FERTILISER TO MANUFACTURERS RATES AT TIME OF PLANTING AND AFTER PLANTING PLACE A 100MM MINIMUM DEPTH OF COTTAGE MULCH. THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING, AND AS REQUIRED TO MAINTAIN HEALTH AND VIGOUR. AVERAGE 1.5 PLANTS/M<sup>2</sup>.  
IRRIGATION  
PROVIDE AN AUTOMATIC IN-LINE DRIP IRRIGATION SYSTEM TO ALL PLANTING BEDS AND TREES.  
DRIP IRRIGATION SPECIFIED AS NETAFIM TECHLINE 16 POLY TUBE 16lph @ 0.5M SPACINGS OR SIMILAR APPROVED.  
FOR ALL TREE PLANTING INSTALL AT BASE OF TREE 4No 4lph PC DRIP EMITTERS ON 13MM POLY LOOP (OR INLINE EQUIVALENT).  
ALL POLY TUBING TO BE LAID ON SURFACE AND COVERED WITH MULCH.  
PROVIDE BACKFLOW PREVENTION, AUTOMATIC CONTROLLER AND OTHER DEVICES AS REQUIRED.

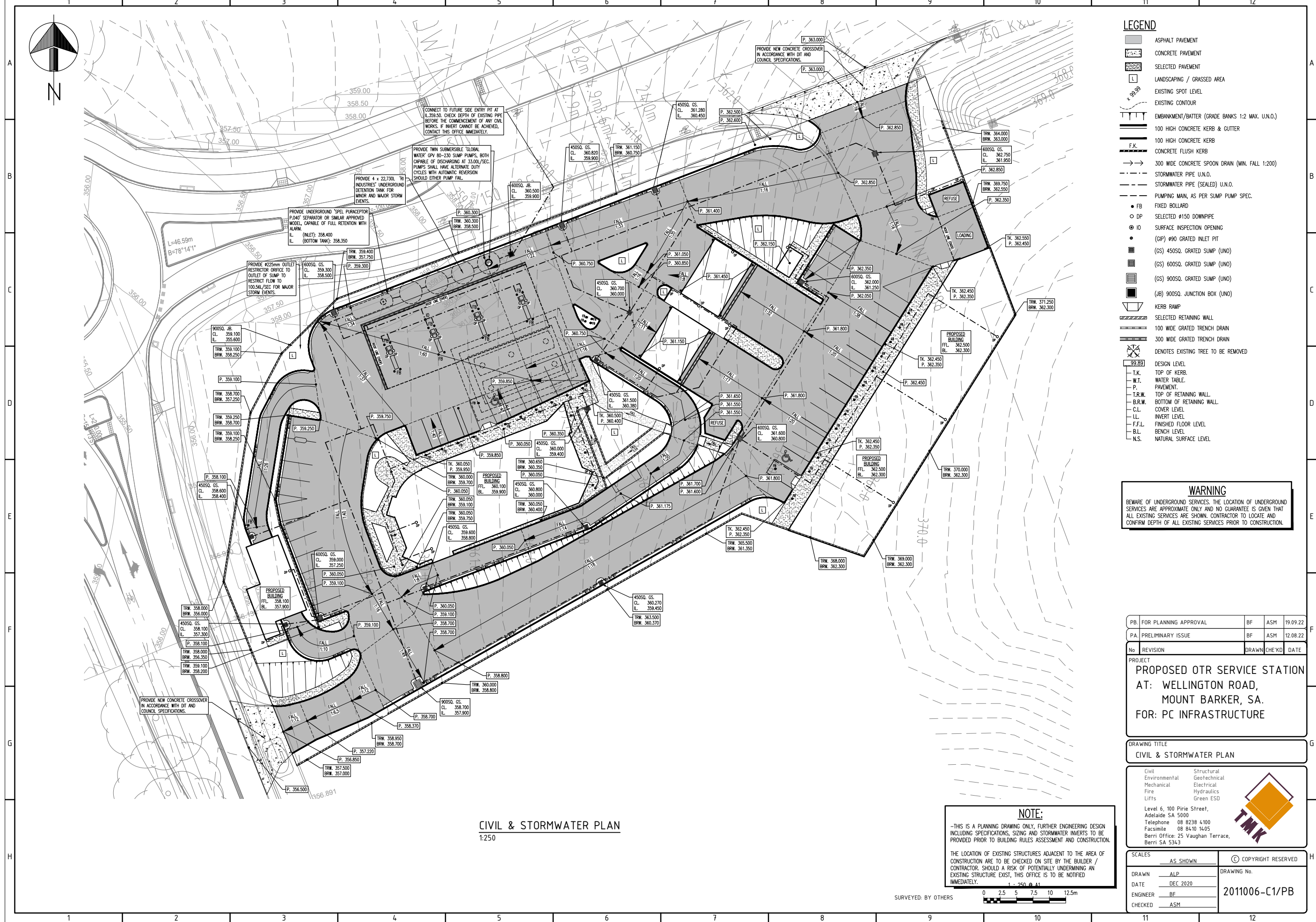
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ADS ARCHITECTS

PROJECT  
MT BARKER WELLINGTON ROAD OTR  
drawing title  
LANDSCAPE PLAN  
15.047.067  
issue  
DRAFT  
E

ISSUE	DATE	ISSUE	DWN	CHK	APP
A	17.12.20	DRAFT	EH	SD	JH
B	24.06.21	DRAFT	EH	SD	JH
C	18.02.22	DRAFT	EH	JH	
D	16.09.22	DRAFT	EH	TW	
E	28.09.22	DRAFT	EH	TW	





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**STORMWATER CALCULATIONS  
(SWC-B)**

<b>Client:</b>	PC INFRASTRUCTURE PTY LTD	<b>Job Number:</b>	2110107
<b>Project:</b>	PROPOSED OTR SERVICE STATION	<b>Date:</b>	22/04/2022
<b>Project Location:</b>	250 BELAIR ROAD TORRENS PARK		

**ATTACHMENTS:**

SW1 – SW2 - Stormwater Detention Calculations 1:100 Yr ARI, 'Critical Storm' Duration

**DESIGN:**

Detention system has already been constructed with considerations for the OTR catchment with assumed catchment characteristics of 73% paved, 22% grasses, 5% supplementary. (pre-development)

The detention system was designed taking into consideration the difference in flow between pre-development and post-development.

100% of the stormwater is to be detained within 4 x 22,730L 'RI Industries' underground detention tank for minor and major storm events & Stormwater is to be discharge to the existing side entry pit by pump GPV 80-230 flow rate 33.00L/s. The 0.9 coefficient is used as only the roof area is being considered for detention.

Total Pre-development discharge: 100.56L/s      Total Post-Development Discharge: 33.00L/s

Total Required Detention Volume: 89,397L

Total Proposed Detention Volume: 90,920L (Underground detention tank)

"SPEL PURCEPTOR P.040" will be used for water quality purposes of the site.

**GENERAL NOTES:**

- These calculations are to be read in conjunction with the relevant associated Drawings, Footing Construction Report, Civil Drawings and / or details.
- All work is to comply with relevant SAA Standards and Guides.

AS 2200: *Design charts for water supply and sewerage*  
AS/NZS 3500: *Plumbing and drainage*  
AS 3798: *Guidelines on earthworks for commercial and residential developments*  
AS 4000:  
and *General conditions of contract*  
AS 2124:  
ARRB Special Report 35: Subsurface drainage of road structures  
Australian Rainfall and Run-off Volumes 1 and 2: A guide to flood estimation  
Austroads 2008 – Guide to pavement technology  
NAASRA 1987 – Pavement design  
Storm drainage design in small urban catchments: A handbook for Australian practice  
Water Sensitive Urban Design (WSUD) Engineering Procedure: Stormwater  
Water Services Association of Australia Code (WSAA).

For and on behalf of  
**TMK Consulting Engineers**

**BRUNO FRUDELI**  
**CIVIL ENGINEER**

Civil – Geotechnical – Environmental – Structural – Mechanical – Electrical – Fire – Hydraulics – Forensic – Construction Assist – Vertical Transport

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Document Title: Stormwater Calculations ©  
K:\2020\11\2011006\Civil Drawings and Calcs\Design Calculations and Details\SWC-B\cover.docx

Document Code: CF039



Revision Code: 02  
1 of 1



JOB NUMBER: 2011006  
DATE: 22/04/2022  
PAGE: SW1  
DESIGN: BF

STORMWATER CALCULATIONS - DETENTION VOLUMES

MINOR STORM EVENT 5 yr ARI

MAJOR STORM EVENT 100 yr ARI

PRE-DEVELOPMENT:

1. CATCHMENT DETAILS

	Coefficient	Area (m <sup>2</sup> )	Area (%)
Roof:	0.90	338	5
Paving:	0.75	4930	73
Landscaping:	0.30	1486	22
<b>Total Pre-Dev</b>	<b>0.66</b>	<b>6754</b>	<b>100</b>

2. PRE-DEVELOPMENT SITE DISCHARGE

Design Storm Event	5	yr ARI
Time of Concentration	5 min	
Run-off Coefficient (C)	0.66	
Rainfall Intensity	80.30	mm/hr
Catchment Area	6754	m <sup>2</sup>
<b>Allowable Discharge</b>	<b>99.20</b>	<b>L/sec</b>

POST-DEVELOPMENT:

Proposed Detained:	Coefficient	Area (m <sup>2</sup> )	Area (%)
Roof:	0.90	1471	22
Paving:	0.75	4413	65
Landscaping:	0.30	870	13
	<b>0.72</b>	<b>6754</b>	<b>100</b>

Proposed Undetained:	Coefficient	Area (m <sup>2</sup> )	Area (%)
Roof:	0.90	0	0
Paving:	0.75	0	0
Landscaping:	0.30	0	0
	<b>0.00</b>	<b>0</b>	<b>0</b>
<b>Total Post-Dev</b>	<b>0.72</b>	<b>6754</b>	<b>100</b>

3. REQUIRED DETENTION STORAGE - 5YR ARI (MINOR STORM EVENT)

Design Storm Event	5	yr ARI
Catchment Area to Detention	6754	m <sup>2</sup>
Run-off Coefficient (Detained Areas)	0.72	
Discharge	33.00	L/sec

Time of Concentration (mins)	Rainfall Intensity (mm/hr)	Inflow (L/sec)	Outflow (L/sec)	Required Volume (L)
0	0	0	0	0
5	80.30	109.18	33.00	22853
10	58.20	79.13	33.00	27678
15	46.70	63.49	33.00	27445
20	39.60	53.84	33.00	25009
25	34.70	47.18	33.00	21268
30	31.10	42.28	33.00	16712
60	20.30	27.60	33.00	0
120	13.20	17.95	33.00	0
<b>Critical Detention Volume (L)</b>				<b>27678</b>





JOB NUMBER: 2011006  
DATE: 22/04/2022  
PAGE: SW2  
DESIGN: BF

**4. PROPOSED UNDETAINED DISCHARGE RATE - 5YR ARI**

Design Storm Event	5	yr ARI
Run-off Coefficient (C)	0.00	
Time of Concentration	10.00	Min
Rainfall Intensity	58.20	mm/hr
Catchment Area	0	m <sup>2</sup>
<b>Undetained Discharge</b>	<b>0.00</b>	<b>L/sec</b>

**5. TOTAL SITE DISCHARGE RATE - 5YR ARI**

Detained Discharge	33.00	L/sec
Undetained Discharge	0.00	L/sec
<b>Total Development discharge</b>	<b>33.00</b>	<b>L/sec</b>
<b>Pre Development Flow</b>	<b>99.20</b>	<b>L/sec</b>
<b>Flow rate satisfies</b>		

**6. STORAGE SIZE AND PUMP DISCHARGE RATE - 5YR ARI**

Proposed Number of Detention Storage	1	
Detention Storage Required (Total)	27678	L
Detention Storage Required (Per Tank)	27678	L
Pump discharge rate	33.00	L/sec

**7. REQUIRED DETENTION STORAGE - 100YR ARI (MAJOR STORM EVENT)**

Design Storm Event		100	yr ARI	
Catchment Area to Detention		6754	m <sup>2</sup>	
Run-off Coefficient (Detained Areas)		0.72		
Discharge		33.00	L/sec	
Time of Concentration (mins)	Rainfall Intensity (mm/hr)	Inflow (L/sec)	Outflow (L/sec)	Required Volume (L)
0	0	0	0	0
5	156.00	212.10	33.00	53730
10	114.00	155.00	33.00	73198
15	91.90	124.95	33.00	82755
20	77.80	105.78	33.00	87335
25	68.10	92.59	33.00	89386
30	60.80	82.67	33.00	89397
60	39.30	53.43	33.00	73560
120	25.40	34.53	33.00	11048
Critical Detention Volume (L)				89397

**8. PROPOSED UNDETAINED DISCHARGE RATE - 100YR ARI**

Design Storm Event	100	yr ARI
Run-off Coefficient (C)	0.00	
Time of Concentration	30.00	
Rainfall Intensity	60.80	mm/hr
Catchment Area	0	m <sup>2</sup>
<b>Undetained Discharge</b>	<b>0.00</b>	<b>L/sec</b>

**9. TOTAL SITE DISCHARGE RATE - 100YR ARI**

Detained Discharge	33.00	L/sec
Undetained Discharge	0.00	L/sec
<b>Total Development discharge</b>	<b>33.00</b>	<b>L/sec</b>
<b>Pre Development Flow</b>	<b>99.20</b>	<b>L/sec</b>
<b>Flow rate satisfies</b>		



JOB NUMBER: 2011006  
DATE: 22/04/2022  
PAGE: SW3  
DESIGN: BF

10. STORAGE SIZE AND PUMP DISCHARGE RATE - 100YR ARI

Proposed Number of Detention Storage	1	
Detention Storage Required (Total)	89397	L
Detention Storage Required (Per Tank)	89397	L
Pump Discharge Rate	33.00	L/sec

11. OVERSIZED PIPE STORAGE VOLUME IF APPLICABLE

Pipe Diameter	0	mm
Pipe Length	0	m
EFFECTIVE VOLUME:	0	L

11. ABOVE GROUND DETENTION BASIN VOLUMES IF APPLICABLE

**BASIN 1**

Area	0	m <sup>2</sup>
Depth	0	m
BASIN VOLUME =	0	L

**BASIN 1**

Area	0	m <sup>2</sup>
Depth	0	m
BASIN VOLUME =	0	L

**BASIN 1**

Area	0	m <sup>2</sup>
Depth	0	m
BASIN VOLUME =	0	L

Total Basin Volume	0	L
Total below ground storage	90920	L
Total Storage	90920	L
Total Storage Required	89397	L

(only tank volume not including oversized pipes ie. RI industries etc)

Therefore,  
Total storage volume required has been achieved.

# OTR Mount Barker

# Wellington Road

## Environmental Noise Assessment

### S6335.1C4

### December 2021

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OTR Moutn Barker Wellington Road  
Environmental Noise Assessment  
S6335.1C4  
December 2021

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<b>Document Title</b>	OTR Mount Barker Wellington Road – Environmental Noise Assessment
<b>Document Reference</b>	S6335.1C4
<b>Date</b>	December 2021
<b>Author</b>	Alexander Lee, MAAS
<b>Reviewer</b>	Chris Turnbull, MAAS

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OTR Moutn Barker Wellington Road  
Environmental Noise Assessment  
S6335.1C4  
December 2021

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## INTRODUCTION

An environmental noise assessment has been made of a proposed integrated service station facility (***the facility***) to be located at Wellington Road, Mount Barker.

An environmental noise assessment was previously made within Sonus report S6335.1C3, dated September 2021. This report is based on the updated site plans and provides additional information in response to the Mount Barker Council review of the report. Changes are marked in BLUE text.

The subject site is located within an activity centre which is under development, with new commercial developments in the immediate vicinity and residential subdivisions in the surrounding area. There is currently vacant land to the north which is understood to be approved for a shopping centre and land to the immediate east and on the opposite side of Wellington Road to the west which are also understood to be for future retail/commercial developments.

The site benefits from being previously approved for use as a service station facility. The proposal seeks to modify the site layout and include automatic and manual wash bays, vacuum units, a dog wash, a drive through and a third party retail tenancy in addition to fuel service. The assessment has therefore been made to consider noise levels from the proposed use of the facility, including the following:

- On-site vehicle movements;
- General car park activity;
- Rubbish collection;
- Automatic and manual car wash bays;
- Dog wash activity;
- Drive through activity;
- Fuel and store deliveries; and
- Mechanical plant serving the facility, including the third party retail building.

The noise at the sensitive locations in the vicinity, from these activities has been considered. The sensitive locations include existing residences to the immediate south, northwest and north of the site. The residentially subdivided (vacant) land has also been considered to be noise sensitive in the assessment, in accordance with the *Environment Protection (Noise) Policy 2007*.

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The location of the site relative to noise sensitive areas is shown in Appendix A and the site layout is provided as Appendix B of this report.

The assessment has been based on:

- ADS Architects drawings of the proposal titled "OTR Mount Barker Wellington Rd", dated 17 November 2021;
- TMK drawing titled "Civil Plan – Levels and Retaining Walls", dated 09 December 2020;
- The service station site potentially operation 24 hour per day, while the third party retail tenancy will operate only during the day period;
- The site not incorporating any LPG facilities;
- Previous measurements of the existing background noise environment from 3 to 10 June 2021, in a location representative of the nearby sensitive receiver locations (results provided as Appendix C); and,
- Previous noise measurements of plant and equipment and car park related activities at other similar sites.

## CRITERIA

Although new applications are now assessed using the Planning and Design Code, at the time of submitting the application, the Mount Barker Council Development Plan provisions were most relevant. The assessment has therefore been conducted to address the provisions of the Mount Barker Council Development Plan rather than the Code.

The Development Plan has been reviewed and particular regard given to the following noise related provisions:

### **General Section – Interface Between Land Uses**

*Objective 1: Development located and designed to prevent adverse impact and conflict between land uses.*

*Objective 2: Protect community health and amenity from adverse impacts of development.*

*Objective 3: Protect desired land uses from the encroachment of incompatible development.*

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#### PRINCIPLES OF DEVELOPMENT CONTROL

1. *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*

....

(b) Noise

...

2. *Development should be sited and designed to minimise negative impact on existing and potential future land uses desired in the locality.*
6. *Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.*

#### *Noise Generating Activities*

8. *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant "Environment Protection (Noise) Policy" criteria when assessed at the nearest noise sensitive premises.*

#### **Environment Protection (Noise) Policy 2007**

The provisions of the Development Plan reference the *Environment Protection (Noise) Policy 2007 (the Policy)*, which provides goal noise levels to be achieved at noise sensitive locations from general activity at a site and specific provisions for other activity such as rubbish collection.

The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to also satisfy the subjective provisions in the Development Plan which are related to environmental noise.

#### Noise from Rubbish Collection

The Policy deals with rubbish collection by effectively limiting the hours to the least sensitive period of the day. Division 3 of the Policy requires rubbish collection to only occur between the hours of 9am and 7pm on Sundays or public holidays, and between 7am and 7pm on any other day, except where it can be shown that the maximum ( $L_{max}$ ) noise level from such activity is less than 60 dB(A).



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#### General Activity

For the assessment of activity other than rubbish collection, the Policy provides goal noise levels based on the principally promoted land use of the current zones in which the noise source (the facility) and the noise receiver (the existing residences and vacant residential allotments) are located.

The goal noise levels apply at both existing residences and at approved allotments intended for future residential development. The Policy applies goal noise levels which are 5 dB(A) more onerous at existing residences.

The South Australian Planning and Design Code (**the Code**) provides the most contemporary zones and land uses which are used to determine the Policy goal noise levels. The subject site and the area in the immediate vicinity are within the *Master Planned Neighbourhood Zone (Emerging Activity Centre Subzone)* and designated as a “*Local Activity Centre*” (**the Local Centre**) in the concept plan for the zone.

The sub-divided vacant residential land is within the *Master Planned Neighbourhood Zone*, while the existing residences in the vicinity are either:

- within the *Local Activity Centre* immediately adjacent the site;
- within the *Neighbourhood Zone* to the west of Wellington Road; or,
- within the *Master Planned Neighbourhood Zone* to the north, south and south east of the *Local Activity Centre*.

Each of the zones and the Local Activity Centre are shown in Appendix A.

Based on the zones, sub-zones and the *Local Activity Centre*, the following goal noise levels are provided by the Policy:

- At all vacant allotments in the vicinity and at the existing residences to the south within the *Local Activity Centre*:
  - an average ( $L_{eq}$ ) noise level of 57 dB(A) during the day (7am to 10pm); and,
  - an average ( $L_{eq}$ ) noise level of 50 dB(A) at night (10pm to 7am);

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- At all other existing residences within the vicinity of the site:
  - an average ( $L_{eq}$ ) noise level of 52 dB(A) during the day (7am to 10pm);
  - an average ( $L_{eq}$ ) noise level of 45 dB(A) at night (10pm to 7am); and,
  - a maximum ( $L_{eq}$ ) noise level of 60 dB(A) at night (10pm to 7am).

When measuring or predicting noise levels for comparison with the Policy, penalties may be applied to the average goal noise levels for each characteristic of tone, impulse, low frequency and modulation of the noise source. To apply a penalty, the characteristic must be considered dominant in the existing ambient noise environment. The noise from patrons, vehicle movements and car wash facilities can often attract a penalty for the noise character of modulation, where it is at or above the level of existing activity.

The application of penalties is discussed further in the following section, with reference to the noise monitoring conducted in the vicinity of the site.

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## ASSESSMENT

### Rubbish Collection

In order for rubbish collection to achieve the requirements of the Policy, the hours should be restricted to that of Division 3 of the Policy. That is, rubbish collection should only be between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day.

### General Activity

Noise levels resulting at the sensitive receivers from use of the facility have been predicted based on a range previous measurements and observations at similar facilities. These include:

- Car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their park position;
- General vehicle movements on site;
- Drive through activity including order units and pick-up windows;
- Operation of automatic car wash facilities, including the wash and dry cycles;
- Use of high pressure spray in manual wash bays;
- Use of dog wash and vacuum bay facilities;
- Fuel delivery trucks; and,
- Mechanical plant serving the control building.

At the Development Application stage of a project, it is usual practice that the mechanical plant is not yet designed or selected. Therefore, the assessment has considered typical air conditioning, refrigeration and exhaust fans operating at other similar facilities to provide an indicative assessment. It has been assumed that mechanical plant will be located on the roof of the control building and the third party retail tenancy.

Predictions of the noise from operation of plant and equipment have been made based on manufacturer's data and previous noise measurements of the following indicative plant;

Equipment	Quantity
<b>Control Building</b>	
Display fridges	2
Freezers	2
Packaged cooling units	3
Kitchen Exhaust Fan	2
Evaporative Cooler	1
Amenity exhaust fan	1

Equipment	Quantity
<b>Retail Tenancy</b>	
Packaged cooling units	2

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The sound power levels for the above activities and equipment are provided as Appendix D.

Should the extent of plant or the sound power levels of the plant be higher than are provided in Appendix D of this report, the assessment and associated acoustic treatments should be reviewed. The final design of mechanical plant should ensure that the relevant goal noise levels of the *Environment Protection (Noise) Policy 2007* are achieved at all residences when accounting for the other noise sources on the site.

A noise model of the site has been developed to predict the noise level resulting at receivers using SoundPlan software. The model considers the noise generated by each source, the distance to receivers, the effect of topography and barriers, including fences and buildings and worst case meteorological conditions resulting in the highest noise level at the receiver. It is noted that the noise model has been developed based on the inclusion of retaining walls around the site and the finished ground levels, as shown in the TMK drawing “Civil Plan – Levels and Retaining Walls”.

The predictions of noise from use of the facility, other than rubbish collection, have also been based on the following operational assumptions for the level of activity in any 15-minute<sup>1</sup> period:

- Day Time (7am to 10pm)
  - Continuous operation of mechanical plant on the control building and retail tenancy roofs;
  - Continuous operation of the automatic car wash;
  - Continuous use of 3 vacuum bays;
  - 5 minutes of high pressure spray use in each of the four manual wash bays;
  - Continuous use of the dog wash, including wash and dry functions;
  - Continuous operation of plant in both “Plant Room” buildings;
  - 10 Vehicle movements through the drive through facility, including:
    - A vehicle idling continuously at the order unit and pick-up areas; and,
    - 2 vehicles idling continuously behind the car at the order unit and pick-up areas.
  - 20 vehicle movements through the site using the petrol filling stations or car park bays associated with the control building;
  - 10 vehicle movements into or out of the site using the third party retail tenancy car park bays;

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<sup>1</sup> Default assessment period of the Policy.

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- A stationary vehicle idling at each of the refuelling bays, (while waiting to use the filling station); and,
- A single fuel delivery.
- Night Time (10pm to 7am)
  - Continuous operation of mechanical plant on the control building roof;
  - Continuous operation of the automatic car wash;
  - Continuous use of 3 vacuum bays;
  - Continuous use of the dog wash, including wash and dry functions;
  - Continuous operation of plant in both “Plant Room” buildings;
  - 5 vehicle movements through the drive through facility, including:
    - A vehicle idling continuously at the order unit and pick-up areas; and,
    - A single vehicle idling for half of the assessment period behind the car at the order unit and pick-up areas.
  - 10 vehicle movements through the site using the petrol filling stations or car park bays associated with the control building.

Based on the above, the following acoustic treatments are recommended for the facility to achieve the goal noise levels of the Policy:

- *General Activity*
  - Construct a 1.8m high fence on top of the boundary retaining wall at the south of the site. The extent of the fence is shown in the diagram below as **ORANGE** and should be constructed from no less than 0.42BMT sheet steel (Colorbond or similar), which is sealed airtight at all junctions, including at the ground. *No other solid fences are required from an acoustic perspective based on the proposed site levels and retaining/batters;*
  - Reduce noise from any alarms produced by site equipment, such as for compressed air, as far as practical<sup>2</sup>;
  - Reduce noise from any amplified music played outdoors (under the canopy) as far as practical<sup>2</sup>; and;
  - Ensure there are no irregularities on the site and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over.

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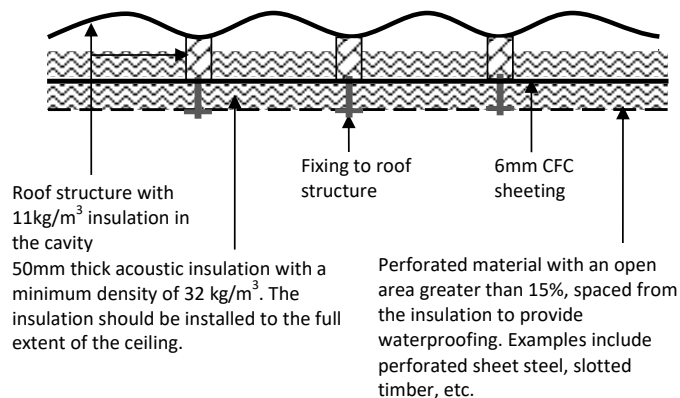
<sup>2</sup> Taken to be inaudible at any residence.

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- *Car Wash Activities*

- Restrict use of the manual wash bays to the day time period of the Policy only. That is, only between the hours of 7:00AM to 10:00PM on any day.
- Construct the walls of the automatic carwash from laminated glass which is a minimum of 10.38mm thick and/or precast concrete panels;
- Install glass doors to the entry and exit of the automatic car wash which automatically close during operation (i.e., close before the start of the wash cycle, and do not open until the end of the wash cycle, including any drying). The doors should be constructed from a minimum of 10.38mm thick laminated glass (or a material with a higher surface density in  $\text{kg/m}^2$ ) and be sealed as close to airtight as possible at all junctions when closed;
- Incorporate a layer of 6mm thick compressed fibre cement sheet (or equivalent material with surface density of at least  $8\text{kg/m}^2$ ) to the underside of the roof structure and include insulation in the cavity (with a density of at least  $11\text{ kg/m}^3$ ). Install acoustic absorption material to the underside of the lining, such as 50mm thick insulation (minimum density of  $32\text{kg/m}^3$ ), in accordance with the following detail;



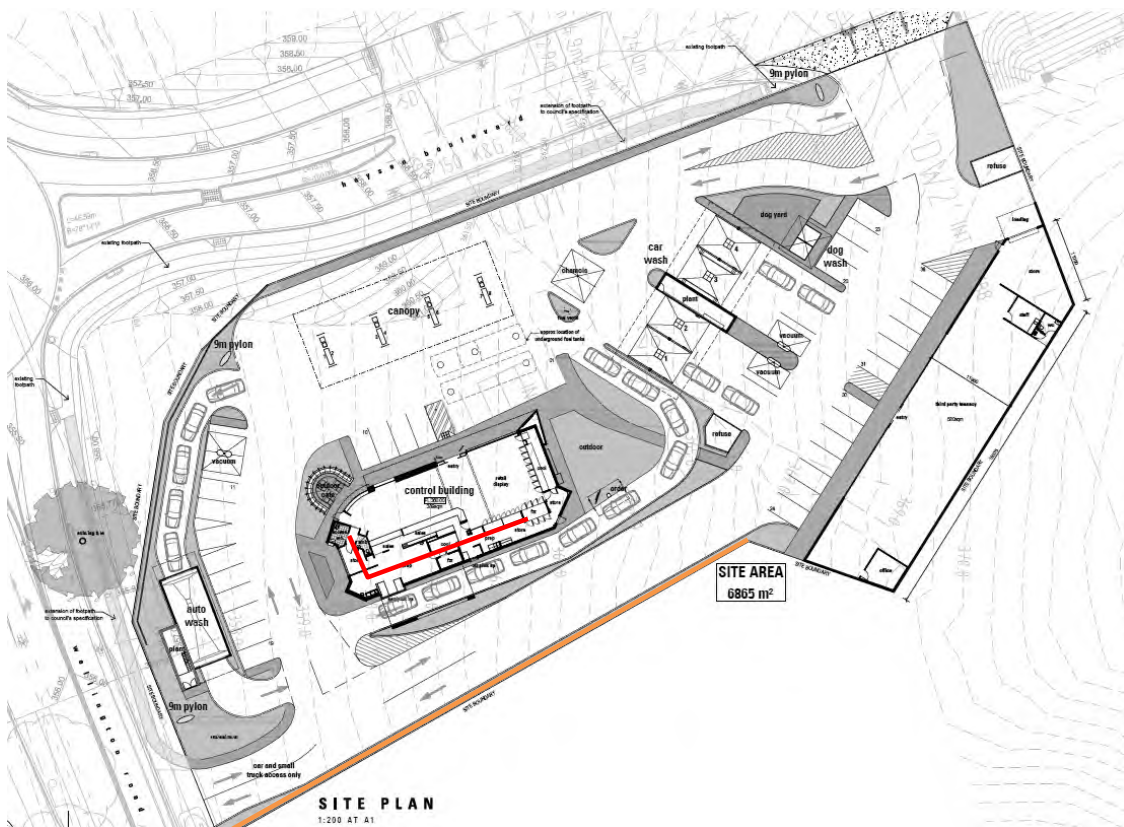
- *Deliveries*

- Restrict the hours of deliveries to the site, including fuel, to the day time hours of the Policy. That is, only between the hours of 7:00AM and 10:00PM on any day.

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- *Noise from Mechanical Plant*
  - Incorporate an in-line attenuator to the discharge side of any significant exhaust fan if installed (such as may serve a kitchen);
  - Construct a mechanical plant barrier on the southern and eastern sides of the control building plant (as shown in the following detail as a RED line) which is a minimum of 0.5m higher than the equipment and ensure it is sealed air tight at all vertical junctions and extends down to the roof as close as is practicable. The barrier may be constructed from a material such as sheet steel ("Colorbond" or similar) or a material with a greater surface density ( $4.3\text{kg/m}^3$ ).



With the inclusion of the acoustic treatments described above and the assumed level of activity at the site, the highest predicted average ( $L_{eq}$ ) noise level at the closest residences (within the Local Centre) is 47 dB(A) during the day period and 45 dB(A) during the night.



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Outside of the Local Centre, the noise levels at the residential subdivisions on vacant land are predicted to be 45 dB(A) and 42 dB(A) during the day and night periods respectively. For the other existing residences outside of the Local Centre noise levels are predicted to be no more than 40 dB(A) during the day period and 35 dB(A) during the night.

The predictions have been compared against the existing background noise levels in the vicinity of the site to determine the likelihood of penalties applying for noise character. Appendix C provides the results of noise monitoring previously undertaken in a position representative of the nearby noise sensitive locations. The results indicate that there are times when the background noise levels will be less than that of the noise from the site and therefore modulation on the site may be considered “dominant” in the environment.

Based on the noise character of modulation being dominant, a 5 dB(A) penalty may apply to the predicted noise levels at times when the background noise level is low. Notwithstanding, even where a penalty is applied, the average goal noise levels of the Policy will still be achieved. The following table provides a summary of the predicted noise levels at each of the noise sensitive locations, with the inclusion of penalties and a comparison against the relevant noise criteria.

<b>Location</b>	<b>Day Period</b>		<b>Night Period (10:00PM to 7:00AM)</b>	
	<b>Policy Criterion</b>	<b>Highest Prediction (Inclusive of 5 dB(A) Penalty)</b>	<b>Policy Criterion</b>	<b>Highest Prediction (Inclusive of 5 dB(A) Penalty)</b>
<i>Existing Residences within Local Centre</i>	57	52	50	50
<i>Residential Subdivisions outside Local Centre</i>	57	50	50	47
<i>Existing Residences outside of Local Centre</i>	52	45	45	40

In addition, the maximum instantaneous noise level from activity on the site, such as vehicles accelerating and car doors closing has been predicted at the existing residences outside the Local Centre. The noise level at the closest existing residence is predicted to be no more than 50 dB(A), easily achieving the 60 dB(A) criterion.

Based on the above, the noise criteria derived in accordance with the Policy will be achieved at all noise sensitive locations in the vicinity.

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## CONCLUSION

An environmental noise assessment has been made of the proposed integrated service station facility at Wellington Road, Mount Barker.

The assessment considers noise at the surrounding noise sensitive locations from operation of mechanical plant serving the control building and third party retail tenancy, vehicle movements, drive through activity, car and dog wash facilities, vacuum bays, car park activity, fuel deliveries and rubbish collection.

Appropriate noise criteria for the assessment are determined in accordance with the *Environment Protection (Noise) Policy 2007* (the Policy). Predictions of the noise from activity at the site are made at existing residences as well as vacant land, which is intended for future residential development.

In order to achieve the criteria at all locations, the assessment recommends specific acoustic treatment measures for the site, including boundary fence constructions, mechanical plant barriers, specific constructions of the automatic car wash and restricting the times of manual wash bay use, rubbish collection and deliveries.

It is therefore considered that the facility has been *located and designed to prevent adverse impact and conflict between land uses, protect desired land uses and community health and amenity*, thereby achieving the relevant provisions of the Mount Barker Council Development Plan related to environmental noise.

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APPENDIX A: Subject Site and Noise Sensitive Locations

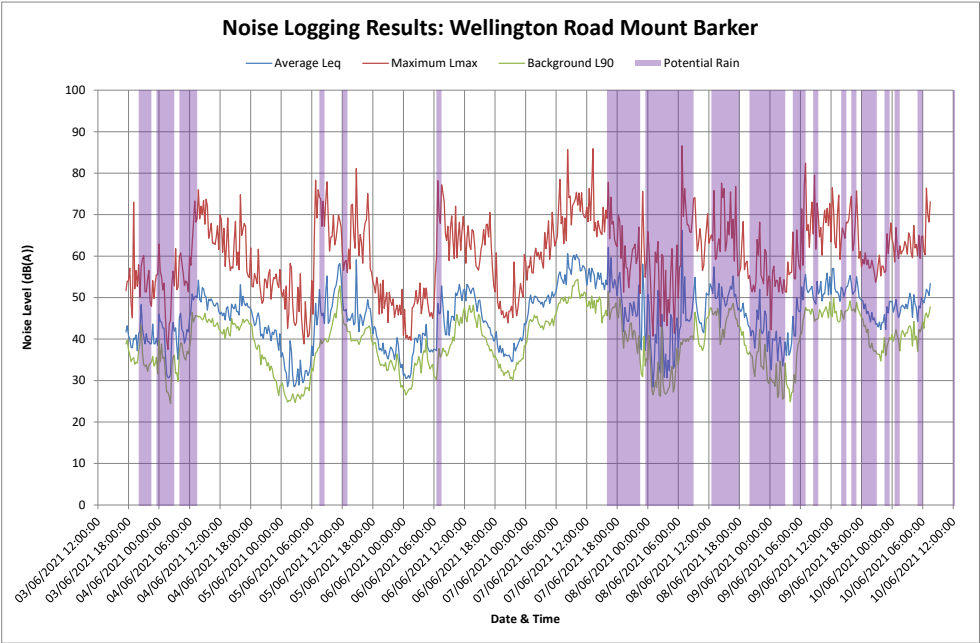


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APPENDIX C: Noise Monitoring Results



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**APPENDIX D: Sound Power Level Data**

Equipment	Sound Power Level
<b>Car Park Activity</b>	
General Activity	83 dB(A)
Idling Vehicle	75 dB(A)
Vehicle Movement	82 dB(A)
Order Unit	78 dB(A)
Fuel Truck	96 dB(A)
<b>Car Wash Activity</b>	
Auto Wash Cycle (inc. wash and dry)	89 dB(A)
Manual Wash High Pressure Spray	96 dB(A)
Vacuum Bay Loaded	82 dB(A)
Vacuum Bay Not Loaded	76 dB(A)
<b>Dog Wash Activity</b>	
Dog Wash Activity	81 dB(A)
<b>Mechanical Plant</b>	
Display fridge	76 dB(A) / 81 dB(A)
Freezer	85 dB(A)
Packaged cooling unit	75 dB(A)
Evaporative Cooler	80 dB(A)
Kitchen Exhaust Fan	80 dB(A)
Amenity Exhaust Fan	67 dB(A)



## SITE TRAFFIC COMPLIANCE STATEMENT

### Proposed OTR Integrated Service Station

<b>Site:</b> OTR Mount Barker, Wellington Road	<b>GTA Reference:</b> 301401112.1050	<b>Date Issued:</b> 01 October 2021
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#### Site Layout

<b>Location</b>	239 Wellington Road, Mount Barker
<b>Description of Subject Site</b>	<ul style="list-style-type: none"> <li>6,865 sq.m Total Site Area (approx.)</li> <li>389 sq.m Total Floor Area Control Building</li> <li>Retail premises of 580 sq.m GFA</li> <li>8 fuelling points in Starter Gate Layout.</li> </ul>
<b>Relevant Documents (attached)</b>	<ul style="list-style-type: none"> <li>ADS Drawing 20/JN1404/sk01d, dated 10.06.21</li> <li>GTA Sketch <b>S117756-01_06-P3-01</b> to <b>S117756-01_06-P3-04</b>, dated 01/10/21</li> </ul>

#### Technical Layout Review

This review should be read in conjunction with the GTA 'Generic Parking and Traffic Updated Traffic Management Report', Issue 3, dated 29/11/2017.

Parking Provision	Land Use	Applicable Rates	Required Spaces	Provided Spaces	Complies
Proposed layout provides adequate parking in accordance with the 'Generic Parking and Traffic Updated Traffic Management Report', Issue 3, dated 29/11/2017?	OTR Control Building	2.5/100sq.m (with drive-thru facilities)	10	36	✓
		3.3/100sq.m (without drive-thru facilities)	N/A		
	Bulky Goods (580 sq.m)	2/100sq.m	12		
Additional Comments:	<p>The proposed OTR building of 389 sq.m generates a parking demand of 10 spaces.</p> <p>The Mount Barker District Council Development Plan Table MtB/2 outlines a parking rate of 4 spaces per 100 sq.m of gross leasable floor area for bulky goods outlets. Based on a total GLFA of 580 sq.m the additional tenancy will generate a parking requirement of 23 parking spaces. This is considered high for this class of land use so an empirical parking demand assessment has been completed.</p> <p>Transport for NSW (TfNSW) published an amended guide to traffic generating developments in 2013 which included revised survey data to their previous RTA document published in 2002. Based on the updated survey data, the guide provides weekday parking rates of between 0.65 and 3.17 spaces per 100sq.m GFLA for Bulky Goods Outlets, with an average of 1.57 spaces per 100sq.m GFLA.</p> <p>The development plan parking rates for a bulky goods outlet is considered high and based on a conservatively adopted rate of 2 spaces per 100sq.m GFLA based on the TfNSW survey data, it is estimated that a realistic parking demand would equate to 12 parking spaces. The proposed layout</p>				



	provides a total of 36 spaces which exceeds the combined parking requirement for the petrol station and retail tenancy.			
	17 of the spaces provided within the site are within the immediate vicinity of the retail premises.			
<b>Parking Layout</b>	<b>Parking Space</b>	<b>Typical Dimensions</b>		<b>Complies</b>
Proposed car parking layout conforms with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009)	Parking	2.6-2.7m wide, 4.8m long (with 600mm overhang), set within a minimum 6.6m wide aisle.		✓
		2.6m wide, 5.4m long, set within a minimum 6.6m wide aisle.		
		2.7m wide, 4.8m long(with 600mm overhang), set within a minimum 6.2m wide aisle.		
	Disability Parking and Shared Space	2.6m wide, 4.8m long (with 600mm overhang), set within a minimum 6.6m wide aisle.		✓
Additional Comments:				
<b>Access Points</b>	<b>Comments</b>			<b>Complies</b>
The proposed access arrangements comply with Figure 3.1 in AS/NZS2890.1:2004	A new 8 metre wide two-way crossover will be constructed on Wellington Road at the southern corner of the site (approximately 16 metres from the tangent point at the roundabout) and will facilitate left turn entry and left turn exit only.			✓
	A new 18 metre two-way crossover will be provided at the north-eastern corner of the site (approximately 80 metres from the tangent point at the roundabout) on Heysen Boulevard which will facilitate all turning movements into and out of the site.			
	All crossovers to be constructed are located outside of the prohibited zone in accordance with the requirements of Figure 3.1 of AS/NZS2890.1:2004.			
Additional Comments:	The crossover on Wellington Road is located outside of the prohibited zone as identified within Figure 3.1 of AS/NZS2890.1.2004 and is also located as far away from the intersection as practical within the site boundary. It is noted that minor flaring has been partially located within the prohibited zone which is associated with the swept path for larger vehicles into the site.			
<b>Queuing</b>	<b>Fuelling Layout</b>	<b>Required Queue Space</b>	<b>Provided Queue Space</b>	<b>Complies</b>
Proposed fuelling layout provides sufficient queue spaces as per the 'Generic Parking and Traffic Updated Traffic Management Report', Issue 3, dated 29/11/2017	Starter Gate	1	1	✓
	Domino	N/A	N/A	N/A
Additional Comments:	The fuel bowzers are positioned in a Starter Gate layout parallel to Heysen Road with a minimum of 6.6-metre-wide aisle either side of the bowzers to permit vehicle entry and exit.			

<b>Turn Paths</b> Design vehicles able to traverse through the proposed layout? Swept paths of the heavy vehicles are enclosed at the end of the checklist	Vehicle	Design Vehicle	Complies
	Fuel Delivery	10.2m Rigid Vehicle	N/A
		16.4m Semi Trailer	✓
		19.0m B Double	✓
	Waste Collection	12.5m HRV	N/A
		8.8m MRV	✓
	Deliveries	12.5m HRV	N/A
		8.8m MRV	✓
Additional Comments:	Fuel delivery vehicles can enter and exit the site in a forward direction via the Heysen Road access. Refuse and loading vehicles can enter the site in a forward direction via Heysen Boulevard, proceed around the site in an anticlockwise direction, and exit in a forward direction onto Heysen Boulevard.		
<b>Traffic Generation</b> What is the expected traffic generation of the proposed development?	Traffic Generator	Applicable Rate (per hr)	Traffic Generation (trips per hr)
	Control Building/Bowsers (389 sq. m)	0.6 trips x 398 sq. m	239
	OTR QSR	120	120
	Bulky Goods	2.7 per 100sq.m GFLA	16
	<b>Total PM Peak Period</b>		375
Additional Comments:	The nature of petrol stations is to capture passing trade, therefore most of the traffic to and from the site will be in the form of passing, particularly due to the inclusion of the QSR and the traffic will already be present on the road network. The estimate of 120 trips for the QRS is based on a typical dedicated fast-food outlet such as KFC. The QSR on this site will offer the OTR line of products typically found within the stores, and as such is expected to generate far fewer trips. Data sourced from similar OTR drive-throughs in metro areas suggest trips range between 8 trips and 40 trips per hour. Traffic generation rates associated with the bulky goods tenancy are based off rates provided in the Transport for New South Wales' (Formerly RTA) Guide to Traffic Generating Developments 2002, (henceforth referred to as the TNSW Guide) for a weekday peak period. Other facilities including dog yard and car wash are assumed to be ancillary to the development and not generate additional trips.		

Traffic Impact	Traffic Impact
What is the expected traffic impact that the traffic generated by the proposed development will have on the surrounding road network?	<p>Petrol stations are typically located to capture passing trade based on a convenient location and access arrangement.</p> <p>Due to the location of the proposed development on the corner of Wellington Road and Heysen Boulevard, it is expected that a high proportion of the traffic generated by the subject site will be passing trade already present on Wellington Road.</p> <p>Given the expected high proportion of passing trade, the proposed development is not anticipated to have an adverse impact on the safety or operation of the adjacent road network.</p>
Additional Comments:	
<b>DPTI Comments and Response</b>	
<i>No formal comments received</i>	

## TRAFFIC COMPLIANCE STATEMENT CERTIFICATION

It is hereby certified that the proposed development described in this document and shown on the attached drawings is in accordance with the "On the Run" Service Stations Generic Parking and Traffic – Updated Traffic Management Report (updated July 2017) with regards to the parking and traffic operation specified.

The proposed development has been designed with consideration of Austroads Guidelines and Australian Standards, and Traffic Code applicable to the design of traffic management and parking in South Australia.

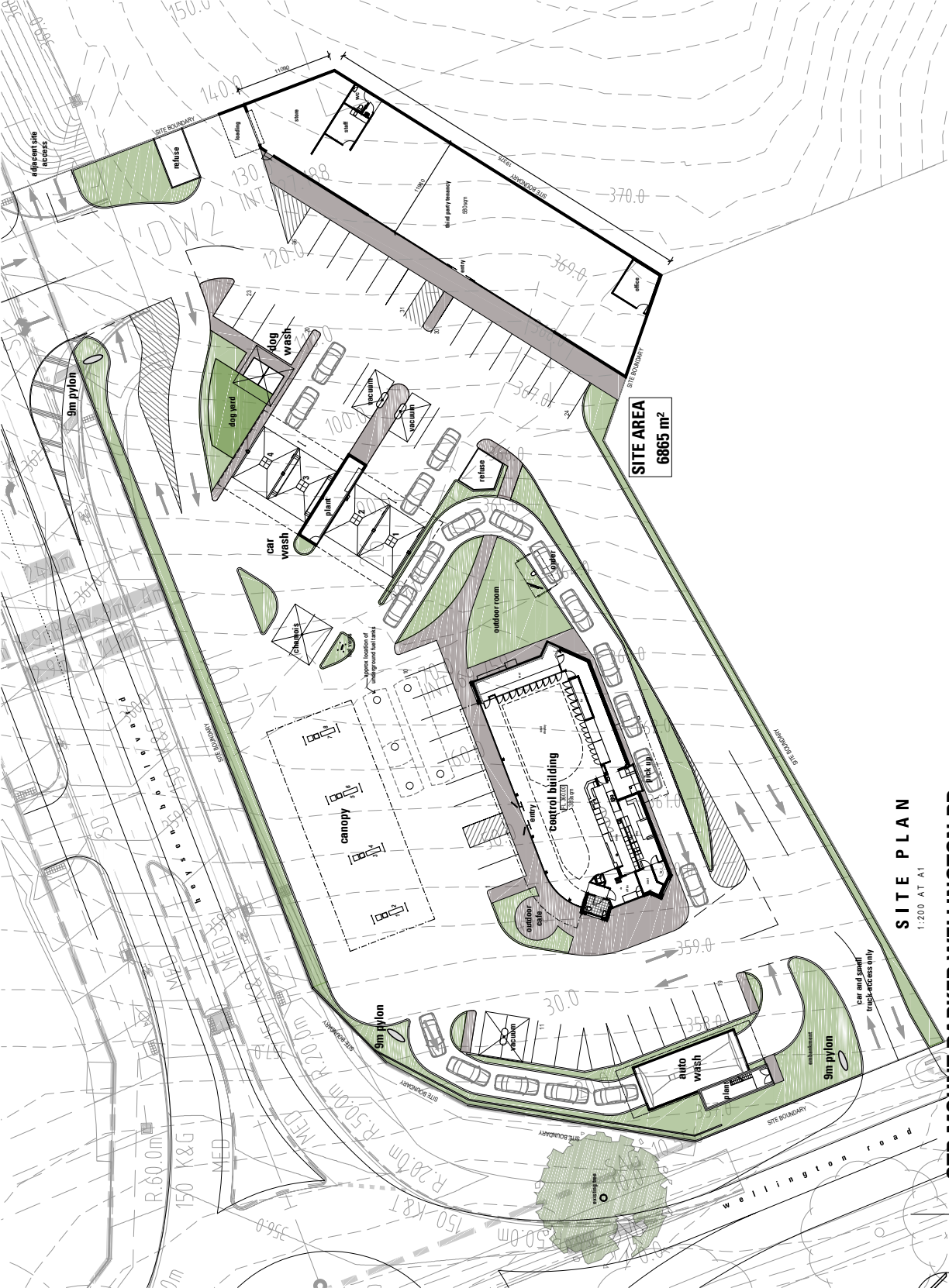
GTA verifies that the detailed design will be able to meet the requirements of the relevant guidelines, standards and code.

**GTA NOW STANTEC**



**Ian Bishop Meng (Hons) MIEAust**  
**Senior Transportation Engineer**

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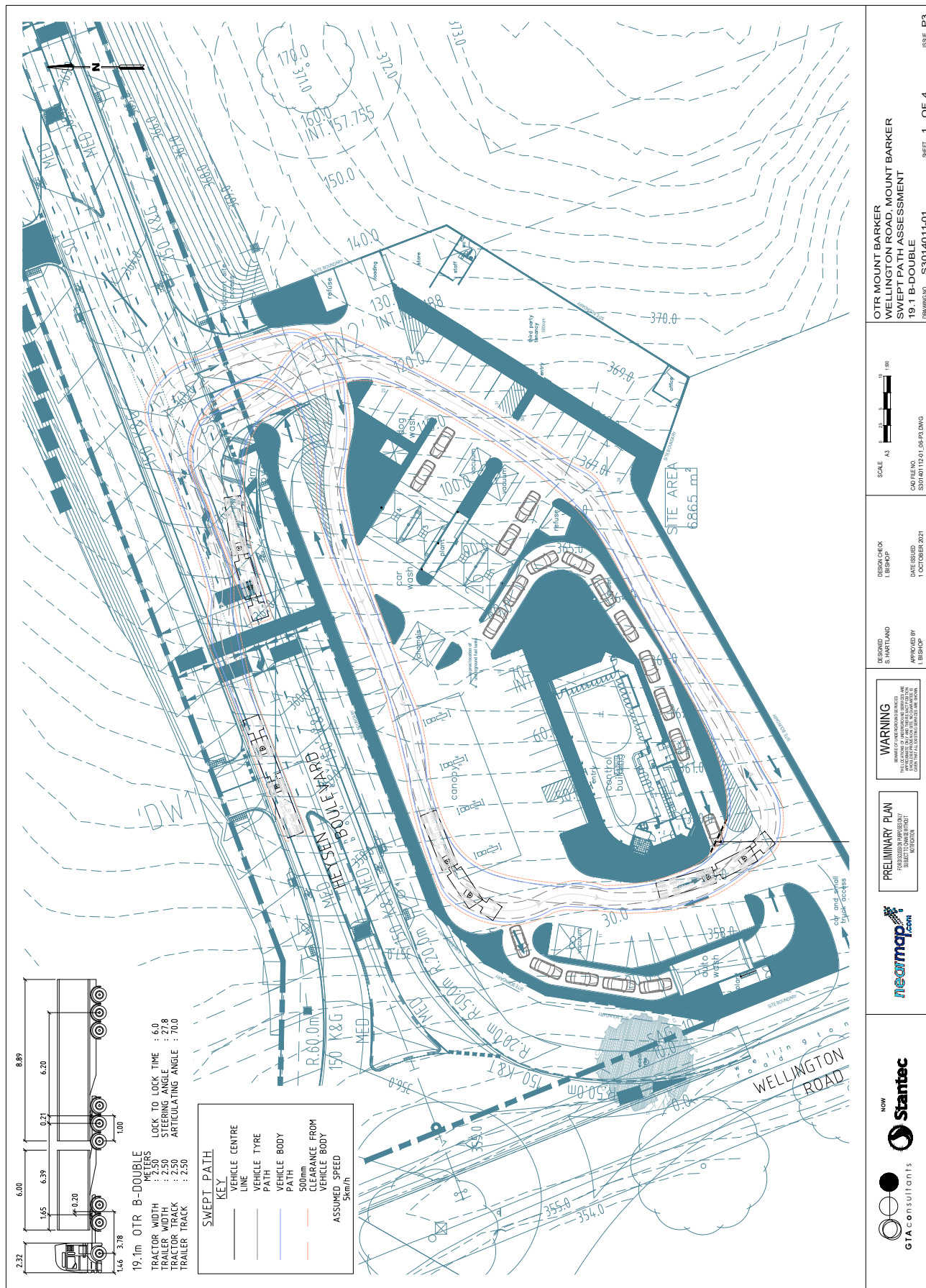
**SITE PLAN**  
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**OTR MOUNT BARKER WELLINGTON RD**  
WELLINGTON ROAD, MOUNT BARKER

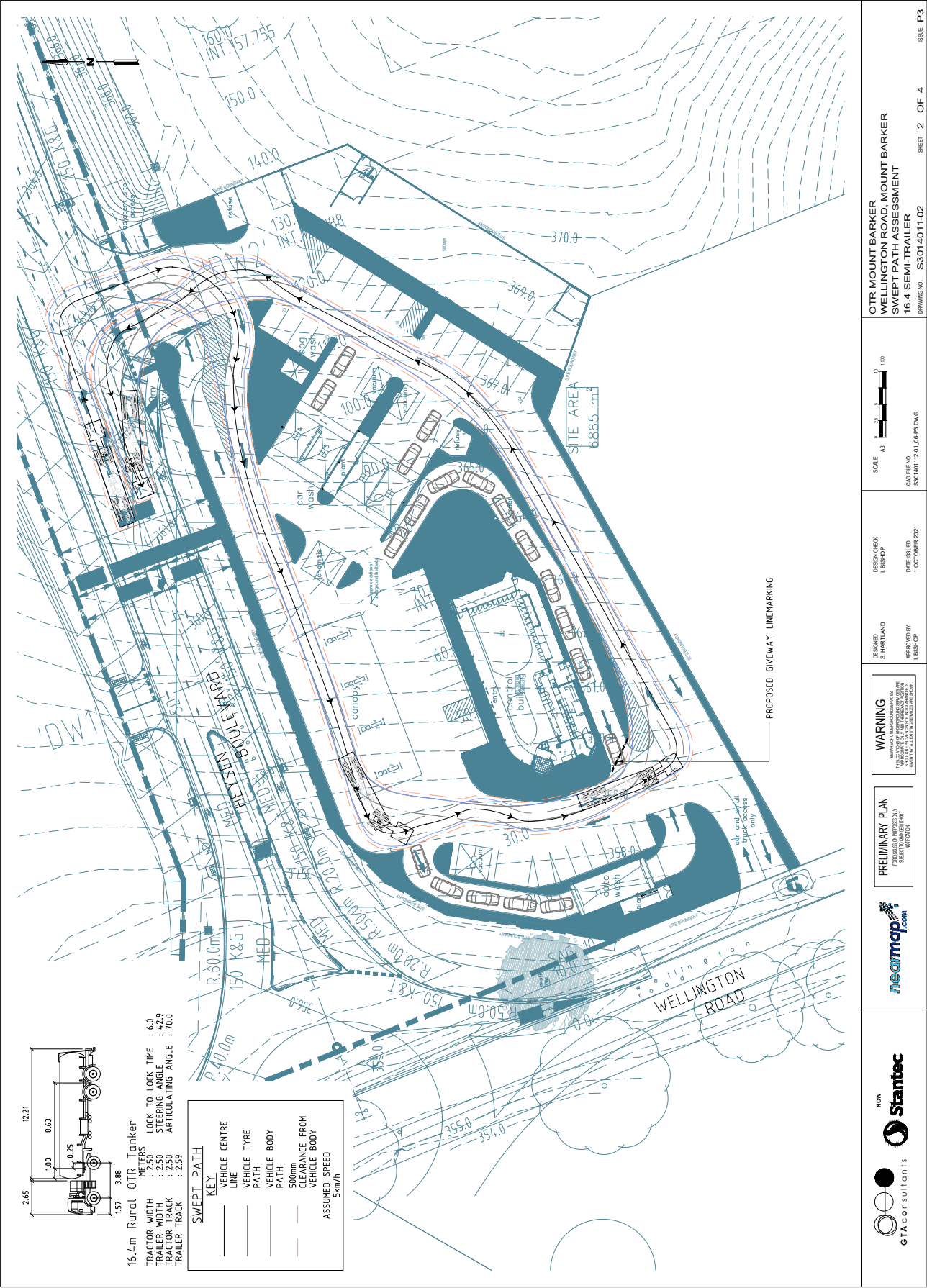
PLANNING APPLICATION

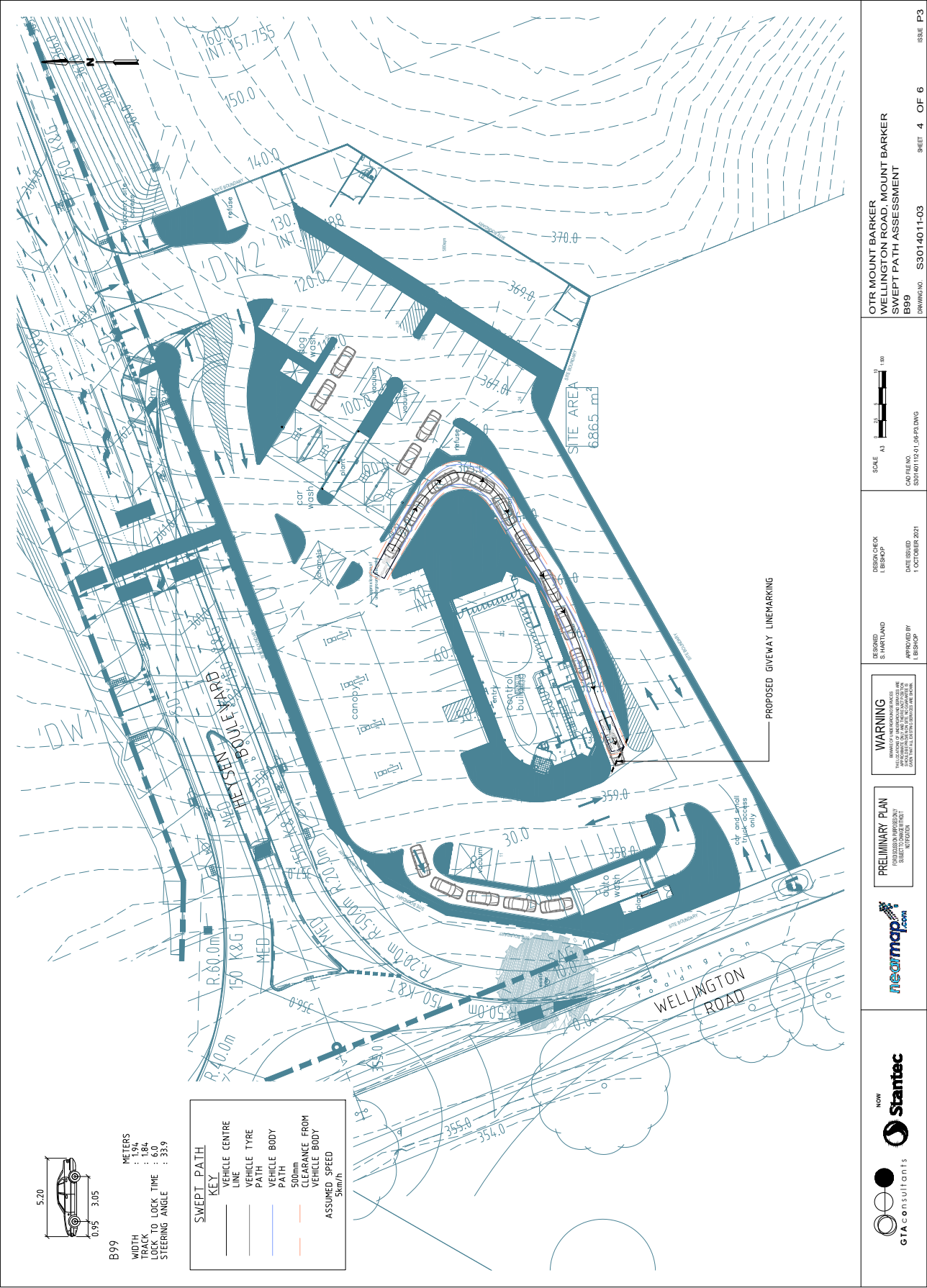
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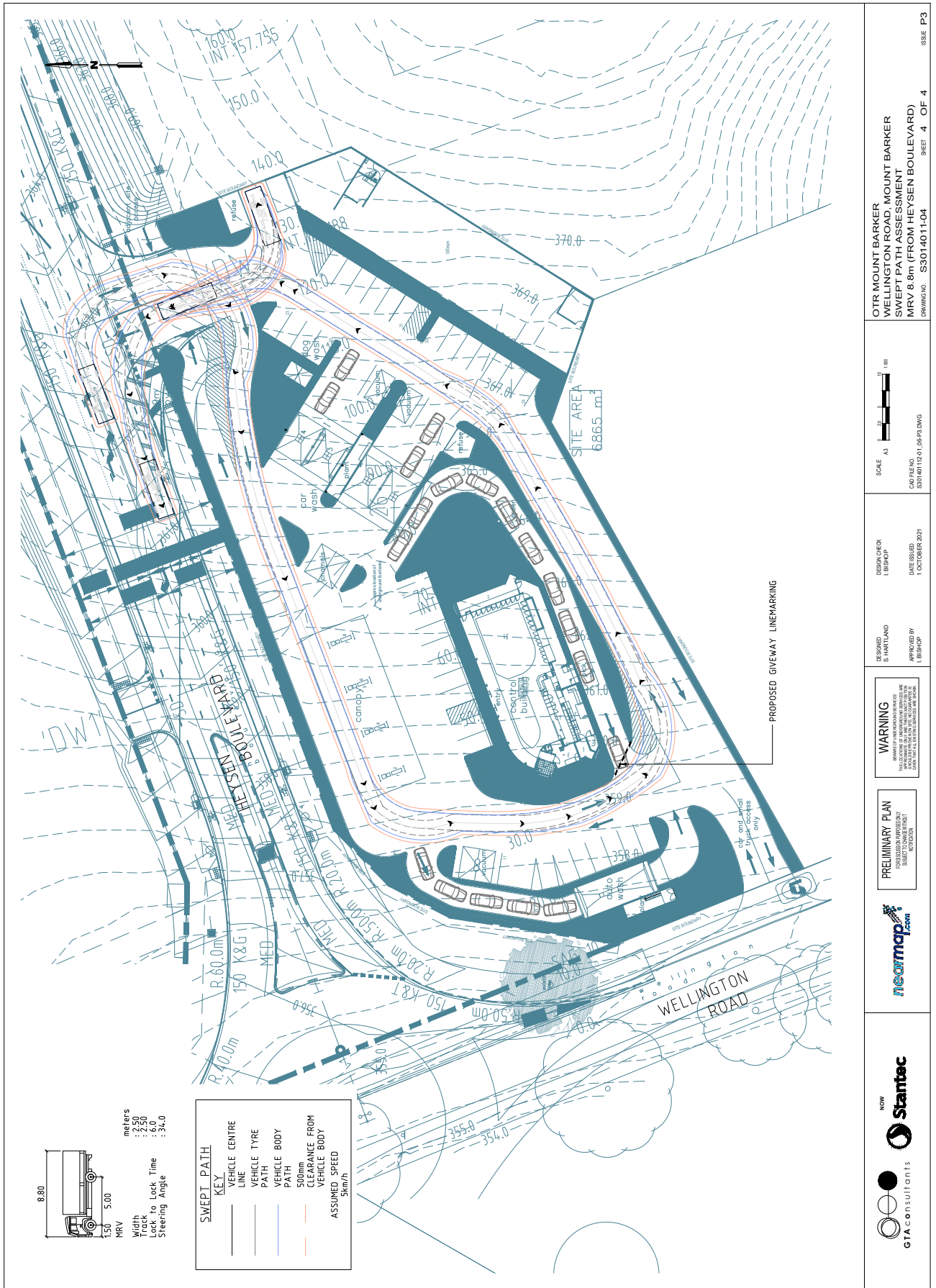












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## OTR Service Station Generic Parking and Traffic Management Report (updated July 2017)


**Client //** OTR  
**Office //** SA  
**Reference //** S1177712  
**Date //** 29/11/2017

## OTR Service Station Generic Parking and Traffic Management Report (updated July 2017)

Issue: 3 29/11/2017

Client: OTR  
Reference: S1177712  
GTA Consultants Office: SA

### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
1	27/06/2017	Final	Paul Morris	Paul Morris	Paul Morris	PMO
2	13/07/2017	Minor text changes	Lydia Kairl	Paul Morris	Paul Morris	PMO
3	29/11/17	Minor text changes	Paul Morris	Paul Morris	Paul Morris	

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# 1. Introduction

1

## 1.1 Purpose

The purpose of this report is to provide an update to traffic and parking demands for OTR Integrated Service Station sites from the previous Traffic Management Report (GHD, 23 December 2014).

The Traffic Management Report (2014) provided recommendations based on data collected at the time of that study as well as relevant guidelines including Austroads and best engineering knowledge at the time.

This report will supersede the previous report and inform development applications for new sites and provide guidance on appropriate levels of parking and access arrangements for each site. This report will be based on new surveys of recently developed OTR sites to provide a comparison to the previous traffic and parking demands, and determine if revised application rates should be considered.

This report considers three different OTR petrol station sites in Fullarton, Surrey Downs and Thorngate.

## 1.2 Methodology

### 1.2.1 Objectives

- Review the parking demand at each site and subsequent peak parking demand rates
- Review the traffic movements and subsequent generation rates at each site
- Review the degree of queuing

### 1.2.2 Site Inspections

Observations of the sites were made on Thursday 25<sup>th</sup> May 2017 with video recordings of each site by AusTraffic. These observations over a 24-hour period enable a record of:

- Parking demand at each site;
- Traffic movements to and from the site at each access point;
- Use of the drive-thru lane (where present);
- Queuing at the bowsters.

## 1.3 Scope and Limitations

The following report sets out the results of the analysis of three sites – Fullarton, Surrey Downs and Thorngate. Surrey Downs site is further from the Adelaide CBD whereas Fullarton and Thorngate sites are in reasonably similar proximity to the CBD. The opinions, conclusions and any recommendations in this report are based on the conditions encountered at each of these sites and the information reviewed for the preparation of this report. Three sites are not generally considered sufficient to draw conclusions regarding trends or patterns of car parking behaviour, traffic generation or queuing characteristics.

These surveys and analysis are based on metropolitan sites which may have a different operation to regional sites.

## 2. Site Selection and Characteristics

2

Three sites have been selected to be analysed as part of this assessment. Details of the three sites are set out in the following sections.

### 2.1 OTR Fullarton

OTR Fullarton is located at 390 Fullarton Road in Fullarton, on the north-eastern corner of Fullarton Road and Fisher Street. The location of the Fullarton site and its surrounds is shown in Figure 2.1 and layout shown in Figure 2.2.

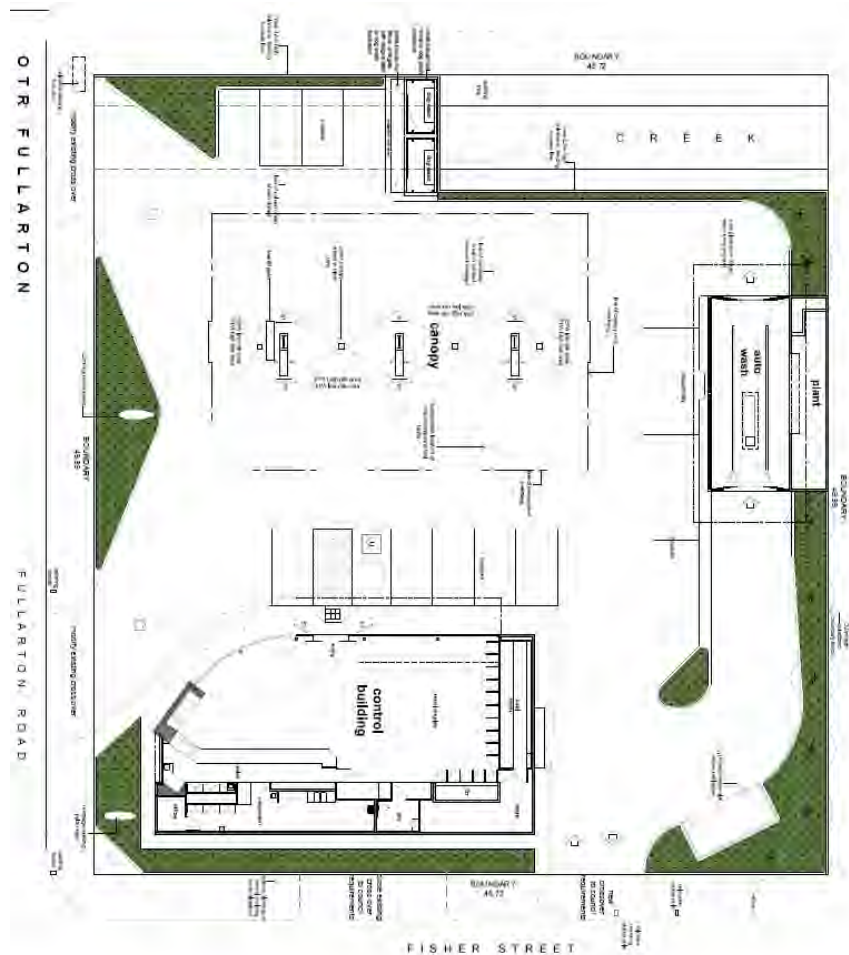
Figure 2.1: OTR Fullarton Site and Surrounds



Access to the site is via two one-way crossovers to Fullarton Road (one ingress and one egress) and one two-way crossover to Fisher Street. The site includes a Brumby's, Moe's Dog and Shake, Happy Wash and C Coffee.

The site is configured as a three pump "starter gate" parallel to Fullarton Road providing six petrol filling positions under one canopy area, as shown on the site plans (Figure 2.2). Six parking spaces are provided immediately adjacent the control building, with another four spaces available adjacent the dog wash on the northern edge of the site. The site also includes an auto carwash with vacuum bays on the eastern boundary.

**Figure 2.2: OTR Fullarton Site Layout**



Fullarton Road carries approximately 25,500 vehicles per day (DPTI Annual Average Daily Traffic Volumes, dated 14 September 2015).

## 2.2 OTR Surrey Downs

OTR Surrey Downs is located at 665 Golden Grove Road in Surrey Downs on the eastern side of Golden Grove Road to the north of Grenfell Road. The location of the Surrey Downs site and its surrounds is shown in Figure 2.3 with the site layout shown in Figure 2.4.

Figure 2.3: OTR Surrey Downs Site and Surrounds



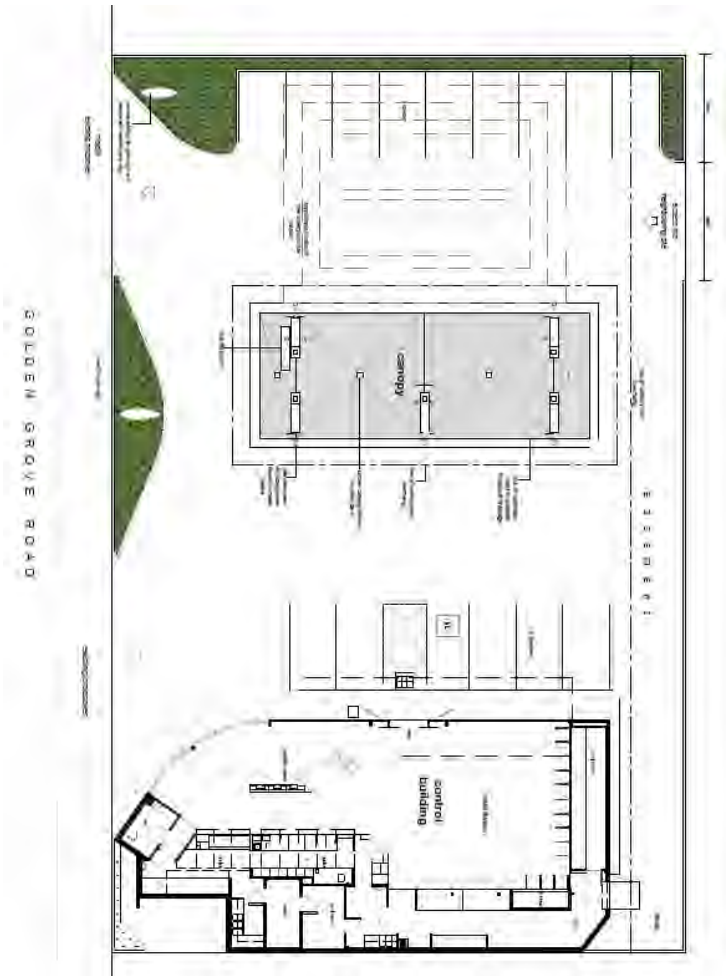
This site includes a Wok in a box (QSR), Moe's Dog & Shake, EAT Bakery, C Coffee and CHILL. Access to the site is via two one-way crossovers to Golden Grove Road (one ingress and one egress).

The site is configured as a six pump "starter gate" perpendicular to Golden Grove Road providing twelve petrol filling positions under one canopy area, as shown on the site layout.

A total of 15 parking spaces are provided with six parking spaces are provided immediately adjacent the control building, with another nine spaces available on the north-eastern edge of the site.



Figure 2.4: OTR Surrey Downs Site Layout



Golden Grove Road carries approximately 15,800 vehicles per day (DPTI Annual Average Daily Traffic Volumes, dated 14 September 2015).

## 2.3 OTR Thorngate

OTR Surrey Downs is located at 20A Main North Road in Thorngate on the western side of Main North Road on the corner of Carter Street. The location of the Thorngate site and its surrounds is shown in Figure 2.5 with the site layout shown in Figure 2.6.

Figure 2.5: OTR Thorngate Site and Surrounds

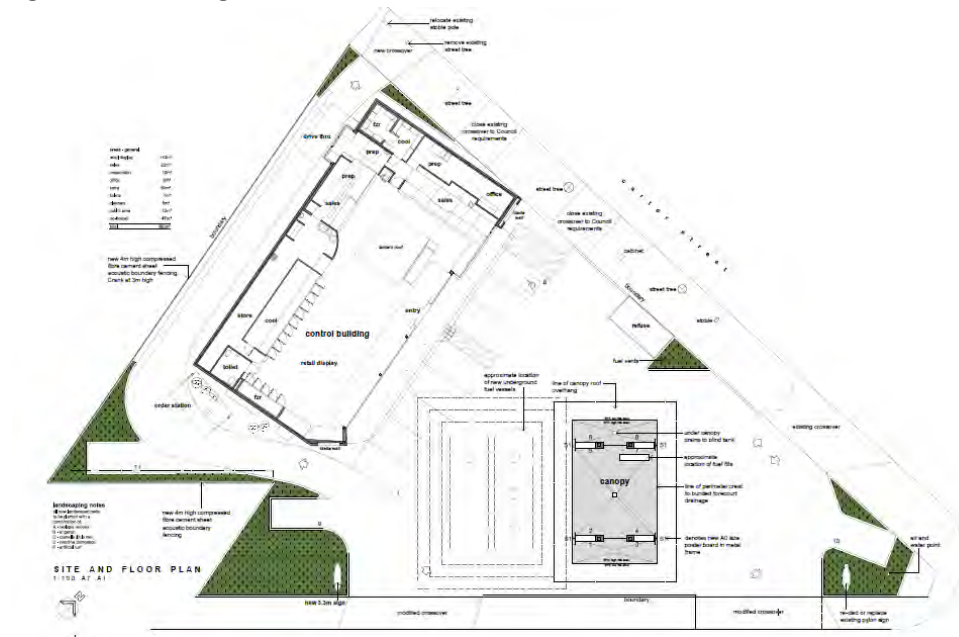


This site includes an Oporto (Drive-thru, QSR), C Coffee, Moe's and EAT. Access to the site is via two one-way crossovers to Main North Road (one ingress and one egress) and one two-way crossover and one one-way egress (drive-thru) crossover to Carter Street.

The site is configured as a four pump "domino" perpendicular to Main North Road providing eight petrol filling positions under one canopy area, as shown on the site layout. Eight parking spaces are provided immediately adjacent the control building, with another two spaces singularly placed in landscaping areas. The site includes a drive-thru (for Oporto) which exits onto Carter Street.



**Figure 2.6: OTR Thorngate Site Plans**



Main North Road carries approximately 52,900 vehicles per day (DPTI Annual Average Daily Traffic Volumes, dated 14 September 2015).

## 2.4 Site Summary

Table 2.1 and Table 2.2 summarise the site details for each of the three sites.

**Table 2.1: Land Use Details**

Site Location	Retail Floor Area	Total Floor Area	Site Area	No Refilling Positions	Parking Spaces
OTR Fullarton	150 sq.m	276 sq.m	2,050 sq.m	6	12
OTR Surrey Downs	164 sq.m	310 sq.m	1,575 sq.m	6	15
OTR Thorngate	143 sq.m	363 sqm	1,600 sq.m	8	10

Table 2.2: Services at Each Site

Site Location	Brumby's	Moe's Dog and Shake	Happy Wash	C Coffee	EAT Bakery	CHILL	Wokinabox (QSR)	Oporto (with Drive-Thru) (QSR)
OTR Fullarton	•	•	•	•				
OTR Surrey Downs		•		•	•	•	•	
OTR Thorngate		•		•	•	•		•

## 3. Car Parking

3

### 3.1 Car Parking Supply

The car parking provision, as well as the different areas of the site for comparison, at each of the three OTR sites is summarised in Table 3.1.

Table 3.1: Car Parking Supply

Site Location	Floor Areas			No Refilling Positions	Car Parking Supply		
	Retail Floor Area	Total Floor Area	Site Area		Retail	Vacuum Bays	Total
OTR Fullarton	150 sq.m	276 sq.m	2,050 sq.m	6	10	2	12
OTR Surrey Downs	164 sq.m	310 sq.m	1,575 sq.m	6	15	0	15
OTR Thorngate	143 sq.m	363 sqm	1,600 sq.m	8	10	0	10

### 3.2 Car Parking Demand

Based on the surveys undertaken Table 3.2 summarises the peak parking demands observed at each site.

Table 3.2: Peak Car Parking Demand

Site Location	Spaces Available	Peak Parking Demand	Surplus Spaces	Peak Parking Time	Parking Occupancy
OTR Fullarton	12	9	3	8:15 AM	75%
OTR Surrey Downs	15	10	5	7:00 PM	67%
OTR Thorngate	10	6	4	12:00 PM	60%

Based on the above peak parking rates Table 3.3 sets out the peak parking demand rates based on these survey results. Rates have been calculated for spaces per 100sq.m of retail floor, gross floor and site area.

Table 3.3: Peak Car Parking Rates

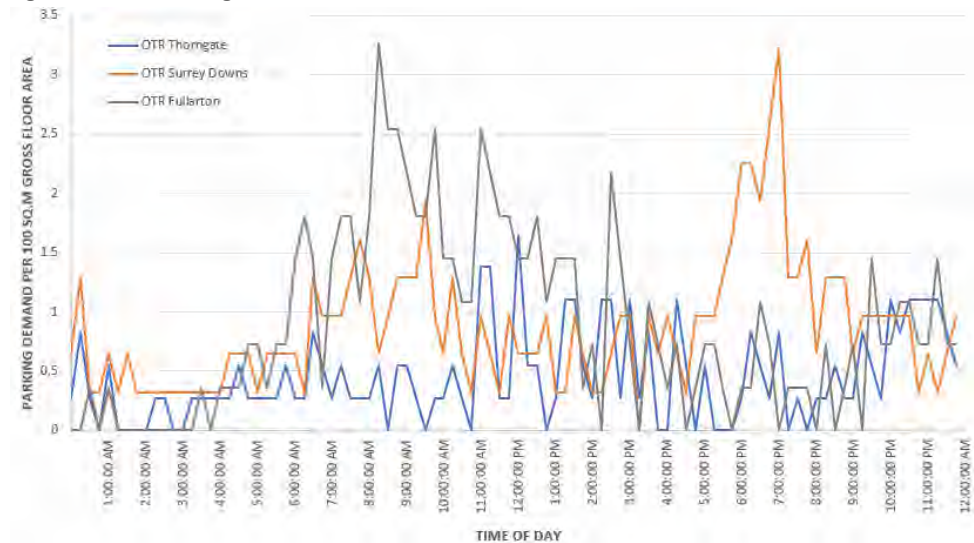
Site Location	Spaces per 100sq.m Retail Floor Area	Spaces per 100sq.m Total Floor Area	Spaces per 100sq.m Site Area
OTR Fullarton	6.0	3.3	0.4
OTR Surrey Downs	6.1	3.2	0.6
OTR Thorngate	4.2	1.7	0.4

### 3.3 Temporal Car Parking Profiles

#### 3.3.1 Demand Profiles

Figure 3.1 compares the car parking rates for the three sites across the 24-hour period surveyed.

Figure 3.1: Car Parking Demand Profiles



The above shows that the daytime period is generally busier than the very late night and very early morning for all sites. The Fullarton site sees a large peak in the morning at around 8:25am which coincides with the morning commuter peak hour.

The Surrey Downs site has a significant evening peak at 7:00pm likely due to the fact this site also contains a Wokinabox which would provide a dinner service.

While Thorngate has Oporto, this offers a drive-thru option which Wokinabox does not.

Thorngate does not have a significant spike in parking.

### 3.3.2 Car Parking Demand Rate

By way of comparison the GHD report considering 8 different OTR sites resulted in the following car parking generation rate;

- 2.5 spaces per 100sq.m GFA for sites < 300sq.m without quick service restaurant
- 3.3 spaces per 100sq.m GFA for sites between 300sq.m and 400sq.m with quick service restaurant
- 1.8 spaces per 100sq.m GFA for sites > 400sq.m with quick service restaurant

The above was based off a 99<sup>th</sup> percentile parking generation rate but excluded staff parking.

Table 3.4 summarises the comparison of the above rates when applied to the three sites assessed within this report.

Table 3.4: Car Parking Rate Comparison

Site Location	Total Floor Area (sq.m)	No. Fuel Points	Peak Demand (spaces)	Spaces per 100sq.m Total Floor Area
OTR Fullarton	276	6	9	3.3
OTR Surrey Downs	310	6	10	3.2
OTR Thorngate	363	8	6	1.7

Table 3.4 shows how the Thorngate sites peak parking demand differs significantly from the other 2 sites when relating simply to Total Floor Area.

### 3.4 Summary

Peak parking was recorded at each site as follows;

- **OTR Fullarton** peak parking demand 9 spaces of 12 at 8:15am
- **OTR Surrey Downs** peak parking demand 10 spaces of 15 at 7:00pm
- **OTR Thorngate** peak parking demand 6 spaces of 10 at 12:00pm

Peak parking was calculated at each site as the following parking rates;

- OTR Fullarton
  - 3.3 spaces per 100sq.m Total Floor Area
- OTR Surrey Downs
  - 3.2 spaces per 100sq.m Total Floor Area
- OTR Thorngate
  - 1.7 spaces per 100sq.m Total Floor Area

Given the available sample, it is recommended to use apply peak parking rates of:

**3.3 spaces per 100sq.m Total Floor Area for sites without drive-thru, and**

**2.5 spaces per 100sq.m Total Floor Area for sites with drive-thru.**

## 4. Traffic Generation

4

These sections set out the observed traffic generation relating to the operation of petrol pumps and facilities, excluding drive through. Drive-thru is considered in Section 4.3 for the one site that had drive-thru facilities.

### 4.1 Traffic Generation

Table 4.1 sets out the recorded traffic generation for each site. This includes daily volumes (24 hour), the AM and PM road network peak hours (approximately 8:00am to 9:00am and 5:00pm to 6:00pm respectively) as well as the site AM and PM site peak periods where they differ from the network peaks.

**Table 4.1: Surveyed Traffic Generation**

Site Location	Daily	Road Network AM Peak Hour	Road Network PM Peak Hour	AM Site Peak Hour		PM Site Peak Hour	
				Time	Trips	Time	Trips
OTR Fullarton	2260	230	165			2:30-3:30pm	179
OTR Surrey Downs	1953	144	166				
OTR Thorngate	1550	56	80	11am-12pm	107	2:30-3:30pm	141

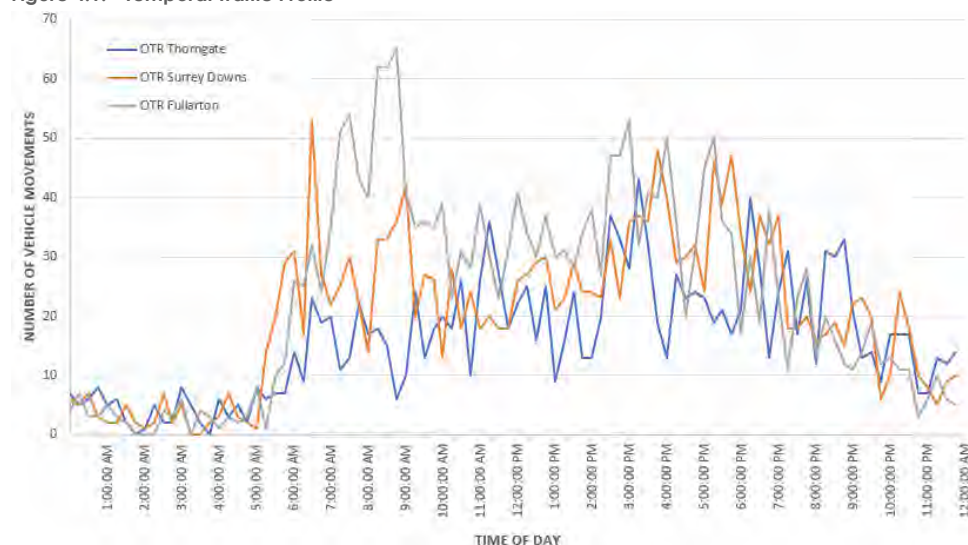
Based on the above survey results the following is noted;

- daily traffic generation ranges from 1,550 vehicles per day to 2,260 vehicles per day for the sites surveyed;
- the AM road network peak ranges from 56 to 230 vehicles per hour;
- This correlates to a maximum PM peak hour generation of 0.83 trips per square metre of total floor area;
- the PM road network peak ranges from 80 to 165 vehicles per hour;
- this correlates to a maximum PM peak hour generation of 0.6 trips per square metre of total floor area;
- Thorngate had a peak in the AM between 11:00am and 12:00pm;
- Fullarton and Thorngate both had a peak in the PM with up to 179 vehicles per hour between 2:30pm to 3:30pm.

### 4.2 Temporal Traffic Profile

Figure 4.1 shows the temporal traffic profile across the 24-hour period surveyed, in 15 minute intervals for the three sites surveyed.

Figure 4.1: Temporal Traffic Profile



The above shows that while the overall trend is similar across all three sites, the Fullarton site has a clear peak between 8am and 9am, which corresponds to the commuter peak period. The Surrey Downs site has a peak during the network peak, but also has a substantial peak at 6:30am.

#### 4.2.1 Traffic Generation Rate Comparison

The Traffic Management Report (2014) referred to the RTA Guide for traffic generation rates for service stations (petrol stations) as follows;

*Evening peak hour vehicle trips =  $0.04 A(S) + 0.3 A(F)$ .*

*Or Evening peak hour vehicle trips =  $0.66 A(F)$*

*Where  $A(S)$  = area of site ( $m^2$ ) and  $A(F)$  = Total Floor Area of convenience store ( $m^2$ ).*

Hence, a typical OTR store has been previously calculated to generate in the order of 260 trips in the evening peak hour based on the RTA Guide.

Analysis of the highest PM Network Peak (165 trips) for OTR Fullarton suggests a similar relationship to the RTA Guide based on Total Floor Area ( $A(F)$  below) of 276 sq.m:

**OTR evening peak hour vehicle trips =  $0.6 A(F)$**

Based on the analysis across three sites, it was established that a similar relationship to the RTA Guide exists with the sites ranging from 0.22 to 0.6 times the Total Floor Area. All three sites were recorded as lower than the RTA Guide calculations.

#### 4.3 Drive-Thru Traffic Generation

The below drive-thru traffic analysis has been undertaken based on surveys conducted by AusTraffic at the OTR Thorngate site's Oporto drive-thru, as well as data provided by OTR for the number of customers served through the drive through window on an hourly basis for the 12 June 2017. GTA notes these consider number of vehicles utilising the drive-thru, which corresponds to two trips per vehicle (one entry and one exit movement per vehicle).

#### 4.3.1 Oporto

Table 4.2 summarises the traffic generation of Oporto drive-thru sites based on the surveyed Thorngate site and three other sites provided by OTR.

**Table 4.2: Oporto Drive-Thru Traffic Generation**

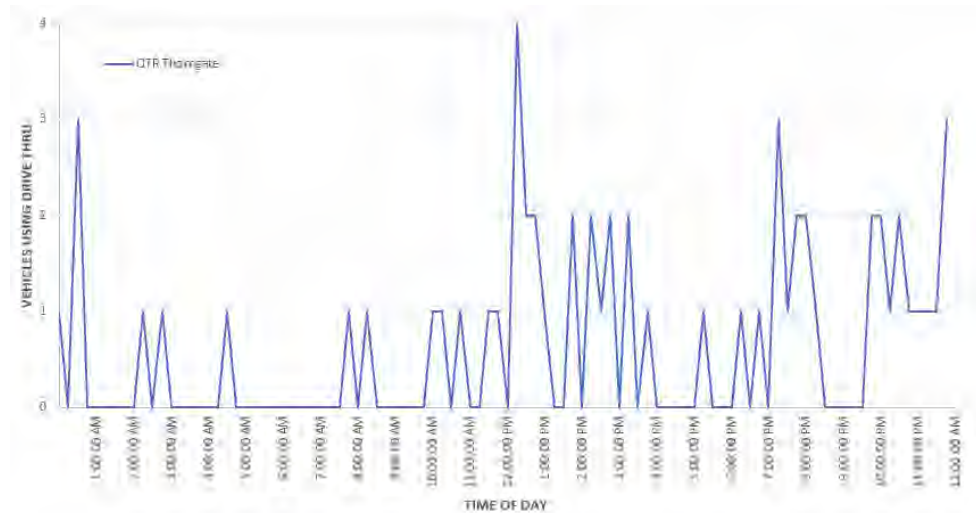
Site Location	Daily Volume	Network Peak Volume		Site Peak Volume	
		8:00am to 9:00am	5:00pm to 6:00pm	Time	Peak Volume
Thorngate	118	1	1	12:15pm-1:15pm	9
Glenside	123	1	10	4:00pm-5:00pm	13
Mawson Lakes	125	0	10	6:00pm-7:00pm	12
Pulteney Street	134	0	7	12:00pm-1:00pm	14
<b>MAXIMUM</b>	<b>134</b>	<b>1</b>	<b>10</b>		<b>14</b>
<b>AVERAGE</b>	<b>125</b>	<b>1</b>	<b>7</b>		<b>12</b>

Based on the above the use of Oporto drive-thru's are very low, particularly in the network peak periods. Of the sites two peaked during the lunchtime period, and the other two around the evening period but just outside of the typical network peak.

#### Temporal Use

Figure 4.2 shows the temporal traffic profile across the 24-hour period surveyed for the Thorngate Oporto drive-thru, in 15-minute intervals.

**Figure 4.2: Drive-Thru Temporal Demand – Every 15mins**



#### 4.3.2 Hungry Jacks

Table 4.3 summarises the traffic generation of Hungry Jacks drive-thru sites based on information provided by OTR.



**Table 4.3: Hungry Jacks Drive-Thru Traffic Generation**

Site Location	Daily Volume	Network Peak Volume		Site Peak Volume	
		8:00am to 9:00am	5:00pm to 6:00pm	Time	Peak Volume
Nuriootpa	373	8	33	12:00pm-1:00pm	53
Aldinga	450	5	46	5:00pm-6:00pm	46
Dry Creek	215	7	14	12:00pm-1:00pm	25
Glen Osmond	360	14	29	12:00pm-1:00pm	33
Murray Bridge Adelaide Road	314	9	28	12:00pm-1:00pm & 1:00pm-2:00pm	38
Renmark	176	3	14	1:00pm-2:00pm	18
<b>MAXIMUM</b>	<b>450</b>	<b>14</b>	<b>46</b>		<b>53</b>
<b>AVERAGE</b>	<b>315</b>	<b>8</b>	<b>27</b>		<b>36</b>

The above shows that the traffic generation for a Hungry Jacks is significantly more than that of an Oporto, in the order of 3 times the traffic generation. The above also indicates that Hungry Jacks drive-thru's typically peak during the lunchtime period (somewhere between 12:00pm and 2:00pm), although typically still have a reasonable spike in usage during the PM peak.

### 4.3.3 Subway

Table 4.4 summarises the traffic generation of Subway drive-thru sites, based on information provided by OTR.

**Table 4.4: Subway Drive-Thru Traffic Generation**

Site Location	Daily Volume	Network Peak Volume		Site Peak Volume	
		8:00am to 9:00am	5:00pm to 6:00pm	Time	Peak Volume
South Plympton	336	7	16	12:00pm-1:00pm	30

Given information for only one Subway drive-thru site was provided the conclusions that can be drawn are limited. The above data suggests that while the daily volume is relatively high (compared to Oporto and Hungry Jacks) the peak periods have lower volumes.

### 4.3.4 Conclusion

The traffic generation of the drive-thru is much less than suggested by the RTA Guide (typically in the order of 180 trips (90 vehicles) per hour in the PM peak), and as used in current assessments.

The above analysis suggests Oporto drive-thru's have up to 135 vehicles use them per day, and up to 14 vehicles per hour in the site peak hour (10 in the PM peak). For the Hungry Jacks sites, higher volumes were indicated but these still fall well short of the RTA Guide (180vph). Daily Hungry Jacks volumes were recorded up to 450 vehicles per day, with up to 53 in the site peak hour recorded (46 in the PM peak). These volumes are well below the RTA Guide (and current assessment rate) of 180 trips in the PM peak hour.

Based on the above it is recommended that 60 vehicles entering and exiting per hour (corresponding to 120 trips per hour) be used to test the drive-thru facilities in the overall traffic generation of the site. For some uses this may be particularly conservative and is thus an appropriate sensitivity analysis.

#### 4.4 Summary

The traffic surveys indicate that the traffic generation recommended in the Traffic Management Report 2014 are still applicable (based on the RTA Guide) from the sample of sites surveyed for the PM network peak hour. Hence, the calculation of **0.6 trips x (Total Floor Area sq.m)** should be applied for testing the traffic impacts of OTR sites for the PM road network peak hour. During the AM road network peak hour, a calculation of **0.83 trips x (Total Floor Area sq.m)** should be applied.

The recorded traffic generation of drive-thru's is much less than calculated using the RTA Guide rates, and as used in current assessments. Typical development applications for OTR sites with fast food outlets are assessed based on in the order of 180 trips in the evening peak. This is significantly higher than observed use. Hence it is recommended that a sensitivity analysis of **120 vehicles per hour (two-way trips) based on 60 vehicles entering and exiting could be used to test drive-thru facilities.**

Further data should be collected to provide a metropolitan sample suitable for more detailed analysis with regards to traffic generation.

## 5. Queuing Characteristics

5

### 5.1 Introduction

At the same time as the traffic and parking surveys the queues at each bowser were recorded for all three sites. GTA notes that the Fullarton and Surrey Downs sites have their fuel pumps arranged in a "starter gate" arrangement, while the Thorngate site fuel pumps are in a "domino" arrangement.

Figure 5.1 and Figure 5.2 show the two arrangements of fuel pumps.

Figure 5.1: "Starter gate" fuel pump arrangement

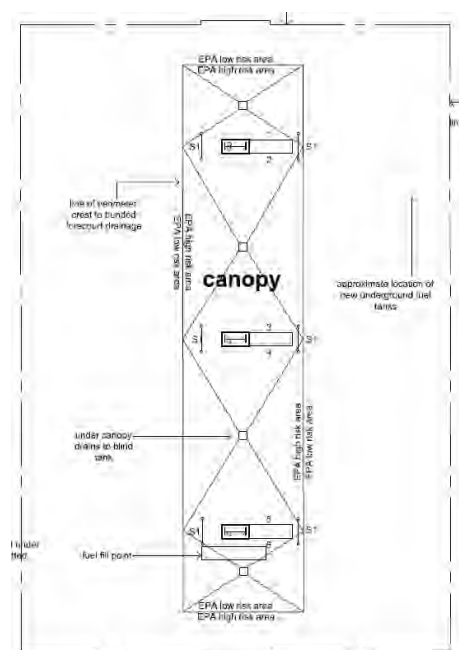
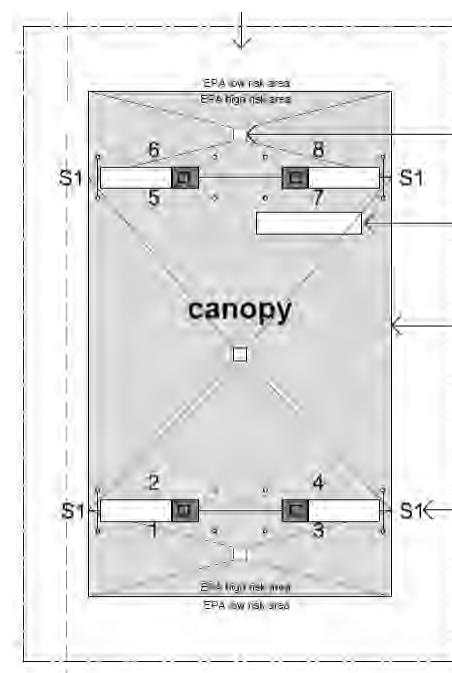


Figure 5.2: "Domino" fuel pump arrangement



### 5.2 OTR Fullarton

OTR Fullarton's fuel pumps are set out in a starter gate arrangement. Table 5.1 sets out the peak queues observed at each fuel bowser at the Fullarton site and the number of times the peak queue occurred across the 24-hour survey period.

Table 5.1: OTR Fullarton Queuing

Fuel Pump	Peak Queue at Bowser (not including vehicle using fuel pump)	Number of times this length queue occurred
Bowser 1	1	16
Bowser 2	1	5
Bowser 3	1	15
Bowser 4	1	3
Bowser 5	2	1
Bowser 6	1	4

Queue capacity would be technically counted as 1, although would be possible depending on bowser and direction for a second car to queue without blocking access to other bowsers.

The occurrence of queuing was relatively infrequent. Not every bowser had someone waiting to access it at the same time as all the other bowsers had a queue. GTA notes that some queuing would have occurred even when there were free bowsers, given the preference of drivers to have the fuel pump on the same side of the vehicle as the vehicle fill point.

During the AM Network Peak of the 122 inbound vehicles into the site, 19 queued for a pump, meaning 16% of vehicles queued. During the PM Network Peak of the 80 inbound vehicles into the site, 2 queued for a pump, meaning 2.5% of vehicles queued. The queues were not observed reaching the roadway at any point during the 24-hour period surveyed.

### 5.3 OTR Surrey Downs

OTR Surrey Downs' fuel pumps are set out in a starter gate arrangement. Table 5.2 sets out the peak queues observed at each fuel bowser at the Surrey Downs site and the number of times the peak queue occurred across the 24-hour survey period.

Table 5.2: OTR Surrey Downs Queuing

Fuel Pump	Peak Queue at Bowser (not including vehicle using fuel pump)	Number of times this length queue occurred
Bowser 1	0	-
Bowser 2	2	1
Bowser 3	0	-
Bowser 4	2	1
Bowser 5	0	-
Bowser 6	1	1
Bowser 7	0	-
Bowser 8	0	-
Bowser 9	0	-
Bowser 10	1	6
Bowser 11	0	-
Bowser 12	0	-

Queue capacity would be technically counted as 1, although would be possible depending on bowser and direction for a second car to queue without blocking access to other bowsers.

The occurrence of queuing was infrequent and minor. At this site, many of the bowzers did not have a queue at any point across the day. GTA notes that some queuing would have occurred even when there were free bowzers, given the preference of drivers to have the fuel pump on the same side of the vehicle as the vehicle fill point.

During the AM Network Peak of the 50 inbound vehicles into the site, 0 queued for a pump, meaning 0% of vehicles queued. During the PM Network Peak of the 78 inbound vehicles into the site, 5 queued for a pump, meaning 6.4% of vehicles queued. The queues were not observed reaching the roadway at any point during the 24-hour period surveyed, which was expected given the very low amount of queuing observed.

## 5.4 OTR Thorngate

OTR Thorngate's fuel pumps are set out in a domino arrangement. Table 5.3 sets out the peak queues observed at each fuel bowser at the Thorngate site and the number of times the peak queue occurred across the 24-hour survey period

**Table 5.3: OTR Thorngate Queuing**

Fuel Pump	Peak Queue at Bowser (not including vehicle using fuel pump)	Number of times this length queue occurred
Bowser 1	1	1
Bowser 2	2	3
Bowser 3	2	2
Bowser 4	2	1
Bowser 5	0	-
Bowser 6	0	-
Bowser 7	0	-
Bowser 8	1	1

Queue capacity would be technically counted as 1, although would be possible depending on bowser and direction for a second car to queue without blocking access to other bowzers. Queueing into the crossover would be plausible depending on direction of access and how vehicles park in queue, generally though 2 car queues should not spill into crossover/onto adjacent road network.

The occurrence of queuing was infrequent. At this site, several of the bowzers did not have a queue at any point across the day. GTA notes that some queuing would have occurred even when there were free bowzers, given the preference of drivers to have the fuel pump on the same side of the vehicle as the vehicle fill point.

During the AM Network Peak of the 29 inbound vehicles into the site, 0 queued for a pump, meaning 0% of vehicles queued. During the PM Network Peak of the 46 inbound vehicles into the site, 9 queued for a pump, meaning 20% of vehicles queued. The queue was not observed reaching the roadway at any point during the 24-hour period surveyed.

## 5.5 Drive-Thru Queuing

Peak queues of 3 vehicles queuing in the Thorngate Oporto drive-thru occurred in the following 15 minute blocks;

- 12:15pm-12:30pm
- 7:15pm-7:30pm
- 12:15am-12:45am

A queue length of 3 vehicles is considered minor and was not observed impacting the function of the rest of the site or the road network.

## 5.6 Summary

In the AM peak period between 0% and 16% of vehicles queued to use a fuel pump. In the PM peak period between 2.5% and 20% of vehicles queued to use a fuel pump.

At all three sites the peak queue was two vehicles waiting for a fuel pump. At the Fullarton site this peak queue occurred once, at Surrey Downs twice and 6 times at Thorngate. As such there was very minimal queuing observed, and at no point was the queue observed impacting upon the surrounding road network.

Based on the above analysis and discussion, a peak bowser queue of **one vehicle should be assessed in the design of OTR sites with a "starter gate" arrangement** of fuel points. A peak bowser queue of **two vehicles should be assessed in the design of OTR sites with a "domino" arrangement** of fuel points.

## 6. Conclusions

## 6

The following conclusions are made from the analysis contained in this report:

### 6.1 Parking

- i Peak parking was observed at each site as follows:
  - o **OTR Fullarton** peak parking demand 9 spaces of 12 at 8:15am
  - o **OTR Surrey Downs** peak parking demand 10 spaces of 15 at 7:00pm
  - o **OTR Thorngate** peak parking demand 6 spaces of 10 at 12:00pm
- ii Peak parking was calculated at each site as the following parking rates:
  - o **OTR Fullarton:** 3.3 spaces per 100sq.m Total Floor Area
  - o **OTR Surrey Downs:** 3.2 spaces per 100sq.m Total Floor Area
  - o **OTR Thorngate:** 1.7 spaces per 100sq.m Total Floor Area

Given the available sample, it is recommended to use apply peak parking rates of:

**3.3 spaces per 100sq.m Total Floor Area for sites without drive-thru, and**  
**2.5 spaces per 100sq.m Total Floor Area for sites with drive-thru.**

### 6.2 Traffic

- i Daily Traffic generation was observed as follows for each site;
  - o OTR Fullarton: 2260 trips
  - o OTR Surrey Downs: 1953 trips
  - o OTR Thorngate: 1550 trips
- ii AM network peak hour traffic generation was observed as follows for each site;
  - o OTR Fullarton: 230 trips
  - o OTR Surrey Downs: 144 trips
  - o OTR Thorngate: 56 trips
- iii PM network peak hour traffic generation was observed as follows for each site;
  - o OTR Fullarton: 165 trips
  - o OTR Surrey Downs: 166 trips
  - o OTR Thorngate: 80 trips
- iv The OTR Thorngate site has an AM peak outside of the Network peak;
  - o 11:00am-12:00pm 107 trips
- v The OTR Fullarton and OTR Thorngate sites have a PM peak outside of the Network peak;
  - o OTR Fullarton 2:30-3:30pm 179 trips
  - o OTR Thorngate 2:30-3:30pm 141 trips

The traffic surveys indicate that the traffic generation recommended in the Traffic Management Report 2014 are still applicable (based on the RTA Guide) from the sample of sites surveyed for the network PM peak hour.



Hence, the calculation of **0.6 trips x (Total Floor Area in sq.m)** should be applied for testing the traffic impacts of OTR sites during the PM road network peak hour. During the AM road network peak hour, a calculation of **0.83 trips x (Total Floor Area sq.m)** should be applied.

### 6.3 Drive-Thru

It is recommended that **120 vehicles per hour (two-way trips from 60 vehicles) be applied to the drive-thru** component of an OTR site for a sensitivity analysis, based on assessment of a variety of Oporto, Hungry Jacks and one Subway drive-thru at various OTR sites that revealed the actual generation is significantly lower than assessed in typical traffic impact statements.

### 6.4 Bowser Queueing

- i OTR Fullarton
  - o "Starter gate" arrangement of fuel points
  - o 16% and 2.5% of vehicles queued in the AM and PM peak respectively
  - o Peak queue of 2 vehicles waiting occurred once
- ii OTR Surrey Downs
  - o "Starter gate" arrangement of fuel points
  - o 0% and 6.4% of vehicles queued in the AM and PM peak respectively
  - o Peak queue of 2 vehicles waiting occurred twice
- iii OTR Thorngate
  - o "Domino" arrangement of fuel points
  - o 0% and 20% of vehicles queued in the AM and PM peak respectively
  - o Peak queue of 2 vehicles waiting occurred 6 times

Therefore, site designs should allow sufficient space for at least to **1 vehicles to queue at each pump aisle where the fuel pumps are in a "starter gate" arrangement**, and at least to **2 vehicles to queue at each pump aisle where the fuel pumps are in a "domino" arrangement**.

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**Stantec Australia Pty Ltd.**  
Level 5, 75 Hindmarsh Square  
Adelaide SA 5000

19 January 2022

Project/File:

**Mr Tim Beazley**  
270 The Parade  
Kensington Park  
SA 5068

Dear Tim,

**Reference: 30140112-1050**

I refer to the request for information (RFI) received from Mount Barker District Council on 19 October 2021 for the proposed On The Run Site located at Wellington Road, Mount Barker. Stantec has reviewed the RFI and have completed additional analysis of the site to address the queries raised. Our response to the RFI is outlined below.

**Request for a Traffic Management Plan**

Stantec understands that concerns have been raised regarding the management of vehicle conflict points within the site. The layout of the forecourt area, including drive through and car wash areas has been designed as a typical service station shared area. Typically, these areas are shared between pedestrians and vehicles, are low speed and the layout is subject to T intersection priorities under the Australian Road Rules (ARRs), reducing the risk of major vehicle conflict.

To assist clarifying priorities within the site, Stantec has prepared a high-level concept traffic management plan. A copy of the plan is attached (SK02) and the traffic control devices aims to manage the conflict in the following ways:

**Quick Service Restaurant (QSR):** There is a slight offset to the exit from the Auto Car wash exit, the intersection essentially forms a T with the main priority being the circulation road into the forecourt. A Give Way sign and line marking are proposed at the QSR exit to reinforce the priorities at the intersection.

**Manual Car Wash Exit:** One-way priority from the southeast through the manual car wash area is reinforced by the provision of the following traffic control devices:

- Pavement arrows at the entry and exit points to the carwash forecourt
- R2-4 "No Entry" signs restricting access from the northwest to the Chamois area
- R1-2 "Give Way" sign and line marking across the northern exit from the carwash area, adjacent to a chamois area.
- A continuity line has also been provided across the access to the car wash area to provide delineation between the apron and circulatory road adjacent to the bulky goods store.

**Auto Car Wash Exit:** Similar to the QSR exit, a Give Way sign and line marking will be applied at the auto car wash exit to clarify the priority is the circulation road into the forecourt.

17 January 2022  
Mr Tim Beazley  
Page 2 of 3

Reference: 30140112-1050

### **Detail for Pedestrian Movements**

Proposed pedestrian routes into the site from Wellington Road, and between the forecourt and bulky goods tenancy are shown in the attached sketch SK01. To facilitate the routes, Stantec has proposed the footpath connections as shown in SK01 and SK02. To facilitate a suitable crossing location to the control building from Wellington Road, it is proposed that two parking spaces are removed to enable DDA compliant kerb ramps to be provided.

However, an addition two spaces can be gained outside the bulky goods tenancy, so the overall parking supply remains unchanged.

We understand Council has requested that the footpath enter the site adjacent to the vehicular access from Wellington Road, but believe the alternate proposal will allow the provision of DDA compliant kerb ramps to the control building. This can be further discussed with Council and addressed at detailed design.

### **Review of Alternate Tanker Movement to B-Double**

In response to Council's RFI regarding the maximum design vehicle for fuel deliveries, Stantec has previously completed turn paths for a 19.1m B-double combination which we understand will be the proposed fuel delivery vehicle for the site. Notwithstanding, at the request of Council we have completed turn paths for a smaller design vehicle, a 16.4m semi-trailer which are shown in AT01 and demonstrate that the vehicle can enter the site in a forward direction, decant at the fill points and then exit the site in a forward direction onto Heysen Boulevard.

We understand that the request to complete turn paths for an alternate vehicle arose in the event that a B-double was not supported. It should be noted however that while the 19.1m combination is referred to as a "B-double", under the PBS classification guidelines, being less than 20m long, the vehicle is permitted to use roads subject to general access arrangements. The B-double combination tends to perform better at manoeuvring than a standard 19m semi-trailer as a result of the intermediate hitch point, so we see no reason this vehicle cannot be supported on the surrounding road network.

### **Refuse Turn Paths for Collection Adjacent to Control Building**

In response to Council's RFI, Stantec has completed turn paths for an MRV refuse vehicle collecting refuse directly from the designated refuse storage area adjacent to the control building. The turn paths for the refuse vehicle are attached in sketch AT02.

The turn paths demonstrate the vehicle can enter the site in a forward direction, collect refuse from the designated area and then exit the site onto Heysen Boulevard in a forward direction.

I trust this addresses the queries raised in the RFI, should you have any further questions, please feel free to contact me 8334 3603.

17 January 2022  
Mr Tim Beazley  
Page 3 of 3

**Reference:** 30140112-1050

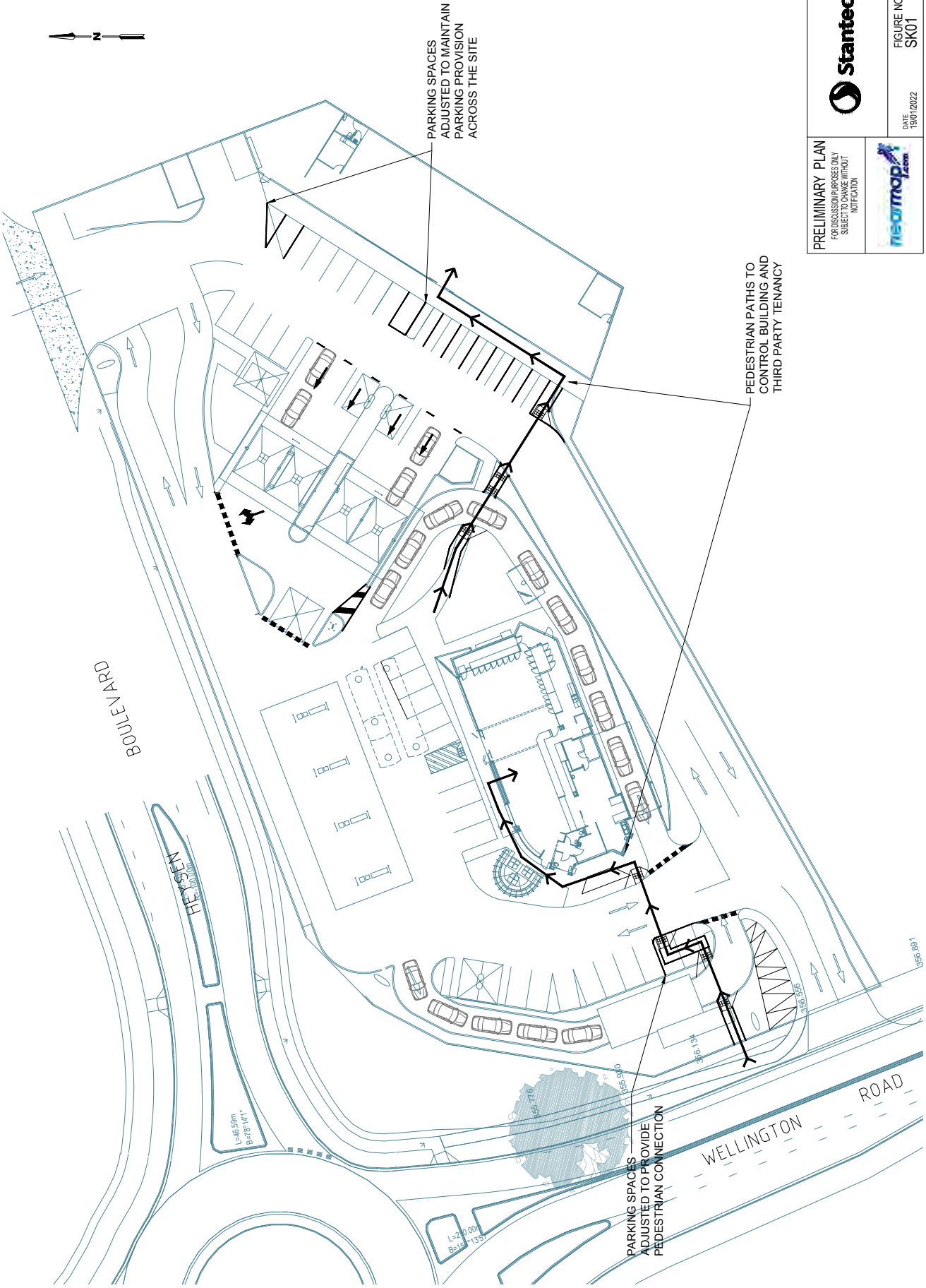
Sincerely,


A handwritten signature in black ink, appearing to read 'Ian Bishop'.

**Ian Bishop** MEng (Hons) MIEAust  
Senior Transportation Engineer  
Phone: +61 8 8334 3603  
Mobile: +61 459 951 840  
ian.bishop@stantec.com


Attachment: Traffic Management Plan & Turn Paths

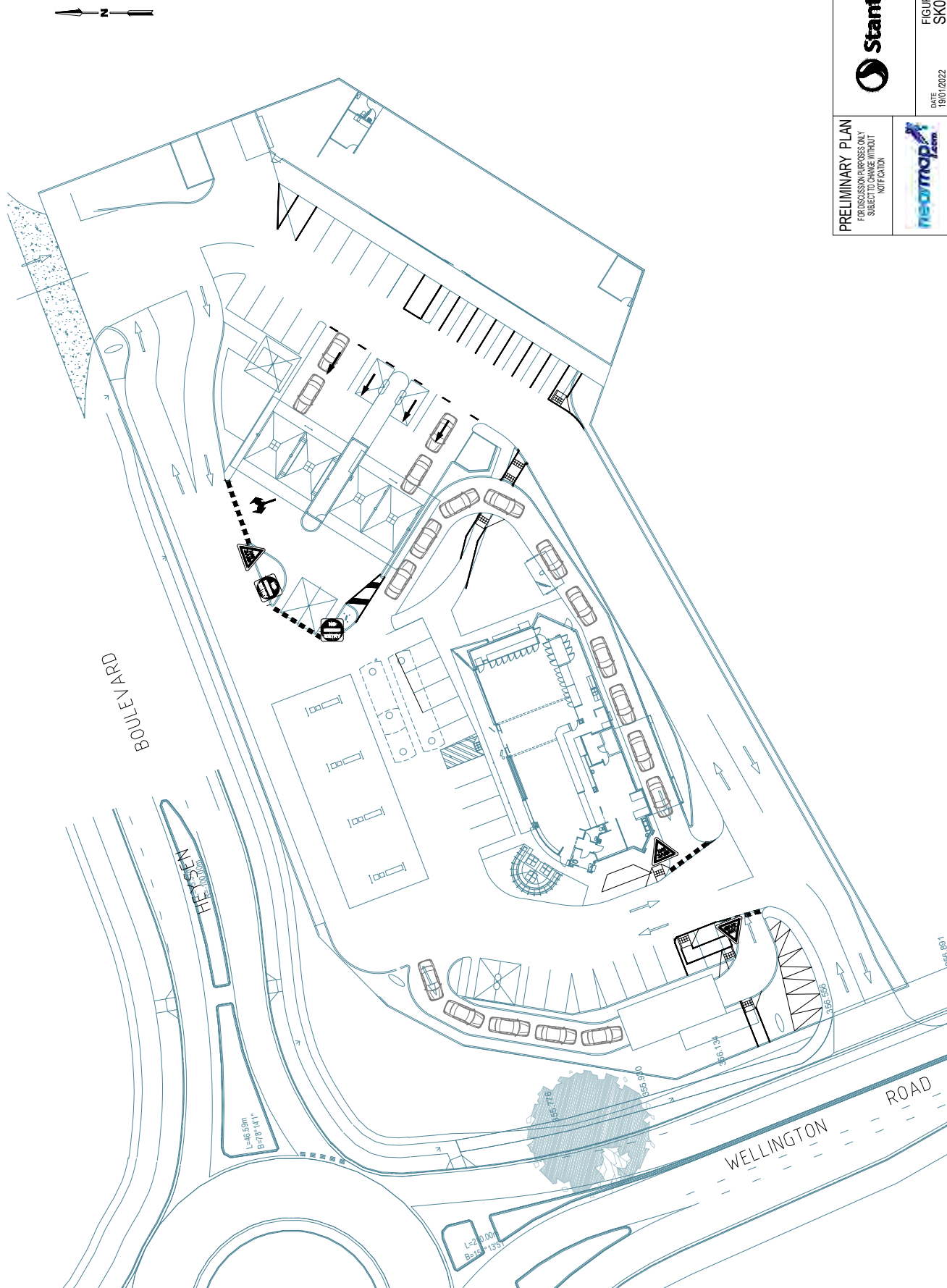
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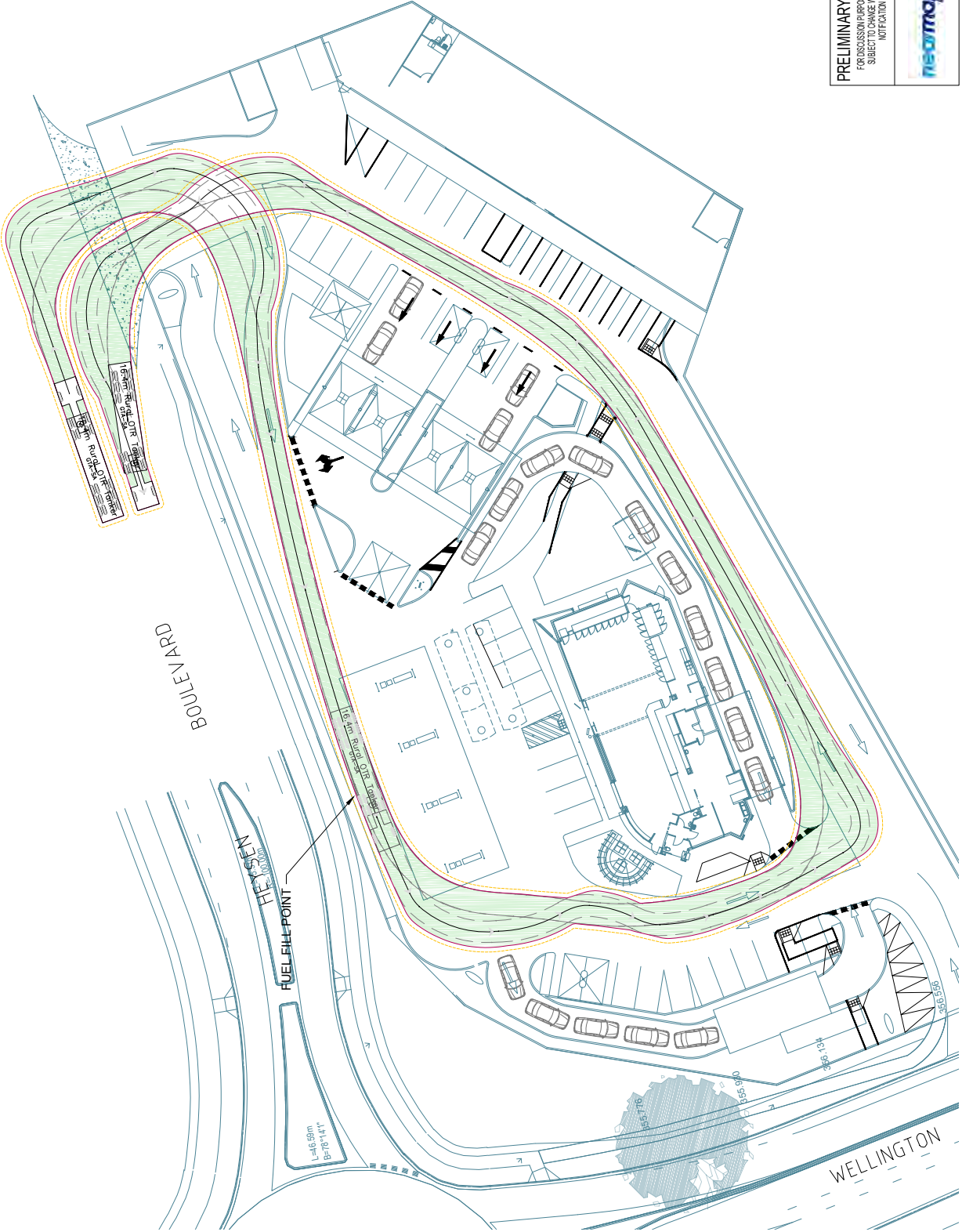
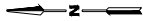




<b>Stantec</b>	FIGURE NO. SK01
	DATE 19/01/2022
<b>PRELIMINARY PLAN</b> FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION	

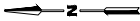




<b>PRELIMINARY PLAN</b> <small>FOR DISCUSSION PURPOSES ONLY  SUBJECT TO CHANGE WITHOUT  NOTIFICATION</small>		<small>FIGURE NO.</small> <b>SK02</b>
		<small>DATE</small> 19/01/2022





<b>PRELIMINARY PLAN</b> FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION		DATE 19/01/2022	FIGURE NO. AT01
			



<b>PRELIMINARY PLAN</b> FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION		FIGURE NO. AT02
		DATE 19/01/2022
		



30 September 2022

Client Services Officer  
Environment Protection Authority

Mr M Dickson  
Senior Planner  
Mount Barker District Council

BY EMAIL – [epa.planning@sa.gov.au](mailto:epa.planning@sa.gov.au)

BY EMAIL – [mdickson@mountbarker.sa.gov.au](mailto:mdickson@mountbarker.sa.gov.au)

Dear Officers,

**Development Application 580/1446/20**  
**239 Wellington Road, Mount Barker SA 5251**

I refer to the letter (EPA reference 35057) dated 11 May 2022.

#### **Air Quality**

The separation distance between the site boundary of the dwelling at 261 Wellington Road, which abuts the southern boundary of the subject land and the closest of the fuel dispensing positions in the proposed OTR is approximately 43 metres. This is the shortest distance between the fuel dispensers and a sensitive receiver boundary.

It is noted that the proposed separation distance is less than the distance determined through application of the EPA's methodology in the publication *Evaluation Distances for Effective Air Quality and Noise Management* (August 2016).

In the circumstances the applicant agrees that any development plan consent that issues in respect of the proposed development would include a condition requiring the installation of a Stage 2 vapour recovery system.

Our consultants are currently in discussion with the EPA to finalise an OTR Site Emissions Modelling Report, which is intended to serve as a reference document and to demonstrate that in many circumstances there is no unacceptable risk to human health or amenity despite separation distances which may be less than the distance determined under the present standards.

We may therefore at a later time apply for a variation to any planning or development approval to remove a condition requiring a Stage 2 vapour recovery system. Subject to demonstrating that there is no unacceptable risk from doing so, we would appreciate a continuation of the constructive dialogue we have had with the EPA so far, if and when such a variation application is lodged for assessment.

#### **Water Quality**

The fuel fill points for the proposed underground storage tanks are to be located adjacent fuel filling positions 2 and 3 within the bunded area under the fuel canopy. The location of the fuel fill points is shown on the attached site plan.

The attached stormwater and civil site works plan prepared by TMK Engineers demonstrates that deliver tanker spills are adequately captured on site within a SPEL Purceptor P.040 class 1 full detention system with an alarm. These details are noted on the attached TMK civil and stormwater plan.

2

I trust that this information will assist in completing assessment of the proposed development.

Please contact me on telephone 0439 883 977 or by email if you wish to discuss the above.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Tim Beazley', is written over a light blue rectangular background.

**Tim Beazley**  
Town Planner  
Peregrine Corporation



Item 5.1.2.1 - Attachment 2



View south-west of the site from future Heysen Boulevard



View south-east of the site from future Heysen Boulevard





View of the site from Wellington Road



View of site from Wellington Road



Item 5.1.2.1 - Attachment 3

PO Box 996  
Mt Barker SA  
5251  
14/5/22

RECEIVED  
MOUNT BARKER  
DISTRICT COUNCIL

19 MAY 2022

Chief Executive Officer  
District Council of Mt Barker  
PO Box 54  
Mt Barker SA 5251

File: DASSO 2020 1446  
Doc: \_\_\_\_\_

p-616A

RE: Development Number 580/1446/20 (Perigrine Corporation)

I offer this notice of objection on behalf and myself (Robert W Ellis) and my wife (Julie B Ellis). Our home address is 110 Frampton Road, Bugle Ranges. Our postal address is as above – PO Box 996 Mt Barker SA 5251,

Our telephone number is 8391 5415 (we do not have reliable mobile phone coverage at our residential address). My e-mail is [gullywind@bigpond.com](mailto:gullywind@bigpond.com).

We oppose the application as the owners of property which will be impacted by the proposal particularly should a bushfire threaten us and the development restrict our ability to safely exit our property via Wellington Road to Mt Barker, Adelaide or an appropriate alternative safety refuge or for fire control vehicles to access the area east of the proposed development site.

I offer the following comments in support of this objection.

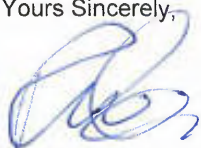
1. The proposal is not consistent with the current Mt Barker Development Plan except by presentation of an innovative and contorted non sequitur argument such as is provided in this application for an 'Integrated Service Station Complex' and an as yet unidentified 'Bulky Goods' tenancy as consistent with a 'Neighbourhood Centre' in that Plan and an earlier development approval granted for the site in March 2020.
2. The application notes that a Service Station is an undefined landuse in the Development Plan. It is not clear from the application whether an 'Integrated Service Station Complex' is a defined landuse but that does not appear to be the case. It would appear that the proponent has sought to present the development application for the major 'Integrated Service Complex and Bulky Goods tenancy' as equivalent to an already approved, but undefined, 'Service Station'. It is not.
3. Further, its location within and abutting a Residential Neighbourhood is inappropriate as adequate fuel supply, car wash and takeaway food outlets already exist in the near area and no need is demonstrated for the planned development complex apart from expansion of a privately owned fuel supplier seeking to enhance his profit and extension of influence.
4. The proposal to erect three 9m pylon signs is excessive and will significantly impact deleteriously the entrance appearance to Mt Barker from Wellington Road. One of

the 9m signs is planned to be erected on the edge of the car wash area on the side of Wellington Road where it will have maximum impact on road users. That is not desirable and will likely cause distraction to drivers. The proposal of a 24 hour, 7 day a week operation will likewise have a significant deleterious impact on the local area and its presentation.

5. The Development Application Form submitted to Mt Barker District Council gives the name of the owner of the subject land as Graham Lovelock and his postal address as 239 Wellington Road, Mt Barker. Elsewhere the ownership is depicted as a joint benefit. The land at 239 Wellington Road is uninhabited, has been the subject of extensive earthmoving (contrary to a dated photo on page 7 of the application) and has not had, nor does it have, a postal delivery service. The application is consequently not correctly drafted, provides incorrect information and should be rejected until the details including ownership and an actual postal address are correct.
6. The Landscape Plan provided by Oxygen Landscape Architects (page 8, 5/10/21) is tokenistic and inadequate. The site is essentially reduced to an industrial landscape.
7. Most significantly, the application does not consider the role and potential impact of the proposal with respect to the possibility of a bushfire in the area north and east of the subject land. Instead, it treats the locality as an inner city location with resultant supplementary comment on noise and similar events. This is despite the fact that the area is within presently surrounded by vegetated rural land and is proposed to host two 70,000 litre fuel tanks. There is no mention of firefighting equipment which would be required should the area be subject to bushfire. Access to the site by the (single) available MFS and volunteer CFS fire fighting units would be limited by traffic obstructing Wellington Road.
8. While the application notes that the earlier approval for the entire site included inclusion of a service station it does not note or address the fact that this approval was subject to access conditions which include a left exit into the planned, but not completed Heysen Boulevard. Approval for the application in circumstances which currently provide only for access and egress via Wellington Road has potential to endanger life should a bushfire arise.
9. Wellington Road is currently the only exit route available for landowners living east and south east of the proposed development. Should a bushfire begin in the area or south-east of the area and extend to the general locality such as has previously occurred, congestion of Wellington Road is almost certain to occur and result in threats to the life of drivers delayed or blocked on the road.
10. The proposal which is one of at least two applications for major commercial development at this potential bottle-neck on either side of Wellington Road envisages enhanced vehicle numbers and would severely restrict traffic flow on Wellington Road on the outskirts of Mt Barker township. Traffic flow on Wellington Road is already affected as a result of major speculative housing development in the general area and at Strathalbyn.
11. The proposal provides for 36 car parks, multiple vehicle access with left turn exit only on to Wellington Road. This would ensure that vehicles escaping the site in the face of bushfire threat would feed traffic on to Wellington Road in a confusing wrong direction and contribute to congestion and blockages. (Heysen Boulevard, the other identified exit is yet to be created and therefore offers no alternative to Wellington Road at present). The application is consequently premature and should not be considered until an alternative safe exit exists.

We suggest that Council reject the application in its present inadequate form and require that the proponent present information as to how the development would respond to bushfire in its near vicinity. The application should also be delayed until the completion of Heyden Boulevard which remains years from finalisation.

Yours Sincerely,



R. W. (Bob) Ellis

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**From:** Peter White <peter.hollywoodpark@gmail.com>  
**Sent:** Monday, 23 May 2022 1:13 PM  
**To:** DA Representations  
**Subject:** OTR - 239 Wellington

Dear Sir/Madam

We write to you today to lodge our rejection of an OTR service station to be built at the above noted residential address near where we reside in Bluestone.

We believe it is an unnecessary addition to the area as we have more than ample enough service stations available to us in the Mount Barker area and it will be an ugly addition to the Bluestone Estate precinct just as what has happened at the Newenham Estate precinct.

The service station there is an ugly entrance way into a supposedly superior housing development site and will detract and reduce property values accordingly.

We deliberately didn't buy in Newenham because of the new service station and chose Bluestone for its superior presentation.

That will be surely be lost should the OTR project go ahead.

We strongly urge you to veto such an unattractive development and unnecessary requirement for our area.

Peter & Diane White  
8 Monterey Place, Mount Barker.

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 Virus-free. [www.avast.com](http://www.avast.com)





29 June 2022

Mr M Dickson  
Senior Planner – City development  
Mount Barker District Council

**BY EMAIL** – [mdickson@mountbarker.sa.gov.au](mailto:mdickson@mountbarker.sa.gov.au)

Dear Michael,

**Response to Representations (DA 580/1446/20) Lot 31 in DP 17656 239 Wellington Road, Mount Barker**

On behalf of the applicant, we herein respond to the letters of representation received in relation to the proposed construction of an integrated petrol filling station complex (24hr) including new control building comprising 'On the Run' retail services with integrated quick service restaurant & drive-thru-through facility, freestanding bulky goods outlet, canopy and fuel filling facilities, automatic and manual car wash facilities, dog wash facility, underground fuel storage tanks, free-standing illuminated signage & building signage, car parking, retaining walls, fencing, landscaping and associated infrastructure at the above-mentioned land.

During the Category 3 notification of the application, two (2) letters of representation were submitted to Council. Both representors are either owners or occupiers of land in the board locality surrounding the proposed development site.

- RW & JB Ellis – 110 Frampton Road, Bugle Rangers
- P & D White – 8 Monterey Place, Mount Barker

Both representors have indicated their opposition to the proposal and at least one has expressed a desire to be heard personally at any subsequent Council Assessment Panel (CAP) meeting.

The concerns of the representors can be summarised as follows:

- Land use not consistent with the Mt Barker Development Plan and Residential Neighbourhood Zone.
- Excessive advertising.
- Impact of proposed development in respect of possible bushfire.
- Impacts from 24 hour operation noise and light spill.
- Insufficient details regarding traffic analysis.
- Insufficient landscaping.
- Density of service stations.

The concerns of the representor have been addressed under heading below:

## **PEREGRINE CORPORATION**

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### **Inappropriate land use**

The proposed development accords with the Objectives of the Residential Neighbourhood Zone by providing a range of shopping and business generating land uses in locations designated as a Neighbourhood Centre on Concept Plan MtB/16 – Mount Barker and Littlehampton (Objective 1).

The proposed land use described as ‘an integrated petrol filling station complex’ and bulky goods outlet are appropriate uses for the Residential Neighbourhood Zone. The term ‘integrated petrol filling station complex’ is not a defined land use, however the component elements of the use including, restaurant, petrol filling station and shop are all listed as envisaged within parts of the Residential Neighbourhood Zone that are identified as a centre (PDC 2). Again, consistent with the objectives, these components provide a convenient level of service to both the local community, the expanding Mount Barker region and through traffic.

As a side note under the new planning and development framework (PDI Act 2016) which came into effect on 19 March 2021, the proposed development would be defined as a Retail Fuel Outlet. A review of the Planning and Design Code reveals that Retail Fuel Outlets are an envisaged land use within the new Master Planned Neighbourhood Zone and more specifically the Emerging Activity Centre Subzone that now applies to the subject land. A Bulky Goods outlet being a ‘Shop’ is also envisaged within the Emerging Activity Centre Subzone.

### **Excessive advertising**

Signage elements of the proposed development have been carefully considered as being appropriate for the site and its context, including the fact that the proposed development is on a substantial allotment with road frontages exceeding 174 metres and a total area of approximately 6,865m<sup>2</sup>. The proposed signage will give pedestrians, cyclists and motorists clear advanced guidance as to the goods and services offered on the site, and will give motorists ample time to decide to enter the site when travelling along Wellington Road, through the roundabout or along Heysen Boulevard.

The signage is appropriate having regard to the size of the site, its context and the position of the proposed signage evenly dispersed at different points along the site frontage. In the circumstances it will not contribute unduly to visual clutter or driver distraction, and will not have any detrimental impact on any sensitive uses in the locality.

The control building signage is consistent with other contemporary integrated petrol filling station complexes of this size. The proposed signage will integrate within the buildings and be designed to inform customers of the products and services available at the site without detracting from the visual amenity of the locality.

OTR integrated service station complexes offer a far greater range of products and services than traditional service stations. Many of these products and services, unique to OTR, are sold under trademarked brands such as “C Coffee” and “Eat”. In addition to OTR, the third-party retail tenancy will also have its own branding requirements and space within the pylons will be required to inform customers of offers and products specific to the third-party retail offer. The three signage pylons are an integral part of OTR branding and are required to inform customers of the products available within each OTR.

### **Bushfire Impacts**

The proposed development is not expected to result in any adverse safety impacts or exacerbate prevailing conditions during a bushfire event. The design of the subject land will provide a level site, accommodating safe and efficient access to emergency service vehicles including rigid and articulated heavy vehicles from Heysen Boulevard. All buildings and

3 of 5

29/06/2022

### **PEREGRINE CORPORATION**

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structures on site are proposed to be constructed using fire resistant materials including steel substructure, concrete tilt slab walls, Colorbond roofing, glazing and will be equipped with essential fire safety equipment including fire hose reels and fire extinguishers. The fuel tank farm is located underground and will be isolated from above ground infrastructure in the event of a fire on the subject land. Furthermore, the buildings are within close proximity to both Wellington Road and Heysen Boulevard and the site is serviced by mains water. The subject land has excellent vehicle permeability, and a safe means of evacuation is possible by utilising the proposed and existing road infrastructure.

#### **Impacts of 24 hour operation - Noise**

24-hour operation of the proposed integrated petrol filling station complex is in keeping with industry standards and contemporary expectations for land uses of this type. The Environmental Noise Report prepared by Sonus confirms the development will comply with the EPA Noise (2007) Policy for both day and night-time operation. The applicant has committed to operating within the bounds of the recommendations outlined in the Sonus report and in doing so contends the proposal will not detrimentally affect the amenity of the locality as a result of 24 hour operation.

#### **Impacts of 24 hour operation – light spill**

Lighting standards are uniform across the OTR network and while light spill is occasionally raised as a pre-development issue, it is invariably resolved and does not cause further concern.

All external lighting is designed with the use of spill guards to direct light within the site and away from adjoining land and nearby sensitive receivers. Additional protection against light spill to adjoining properties will be provided through built form and retaining walls constructed on the eastern and south eastern boundaries of the site.

The amenity impact ought to be assessed having regard to existing and future development factors which will arise from the locality of the site, such as lighting generated by street lighting which will operate through the night along Wellington Road, the adjacent roundabout and Heysen Boulevard which are currently under construction.

The subject land forms part of a locality that is in transition, shopping centre and hotel developments to the north and east of the subject land, when constructed, will create an ambient light situation which is higher than one would expect to occur within other parts of the broader locality.

The overhead drone photo taken at night at the Tailem Bend OTR site and included in this letter as Figure 1 highlights the effectiveness of LED down Lighting and spill guards in containing light spill within the boundaries of an integrated petrol filling station complex site.

On this basis, the applicant submits that the concerns regarding light spill are able to be addressed.



**PEREGRINE CORPORATION**



Figure 1: Drone photo taken at OTR Taillem Bend (Motorsport Park)

**Traffic Assessment**

The Site Traffic Compliance Statement (TCS) prepared by GTA Consultants and provided in support of the proposed development demonstrates that the proposed layout of the site is appropriate, and the capacity of the nearby road network is more than sufficient, to accommodate that anticipated traffic movements generated by and associated with the proposed development. In particular it finds that:

- The 36 car parking spaces proposed for the site exceeds the combined empirical parking demand of 22 spaces generated by the control building and the third party bulky goods tenancy. 17 of the on-site parking spaces are located within the immediate vicinity of the third party bulky goods tenancy which generates an isolated empirical demand for 12 car parks.
- The parking spaces including the disability parking spaces and the shared spaces proposed for the site comply with the applicable Australian Standard/New Zealand Standard.
- Both the crossover on Wellington Road providing left turn entry and left turn exit only movements and the crossover on Heysen Boulevard facilitating all turning movements were approved as part of the existing endorsement attached to the site. Stantec have reviewed these access arrangements and confirmed they comply with the applicable Australian/New Zealand Standard.
- The proposed “Starter Gate” fuelling layout provides sufficient queuing space to accommodate anticipated bowser usage, with additional space allowed for vehicles to pass behind queued vehicles.
- Turn paths provided with the TCS demonstrate that the site can be accessed and traversed by relevant classes of vehicle, including both 19 metre B Doubles and 16.4 metre semi trailers (for fuel delivery) and 12.5 metre heavy rigid vehicles for waste collection and general deliveries.

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29/06/2022

**PEREGRINE CORPORATION**

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- The expected combined traffic generation (control building/browsers, QSR and third party bulky goods tenancy) has been modelled on 375 trips per hour during the afternoon peak period. In reality most of the traffic to and from the site will be in the form of passing trade, particularly due to the inclusion of a QSR. Therefore the actual traffic generation will be lower than the trips estimated in the TCS.

In regard to specific representor comments relating to perceived traffic issues associated with a bushfire event the applicant provides the following comments:

- Both Heysen Boulevard and the two-way crossover providing access to the site from Heysen Boulevard are proposed to be constructed and completed prior to the operation of the proposed integrated petrol filling station.
- There is no evidence to suggest that the proposed petrol filling station complex will result in vehicle congestion travelling south along Wellington Road during a bushfire event.
- The two-way driveway crossover from Heysen Boulevard has been design to facilitate safe and convenient access for emergency service vehicles in the event of a bushfire or other emergency.

The applicant submits that the proposal has satisfactorily addressed the traffic and safety concerns raised by the representors.

**Insufficient Landscaping**

The applicant engaged Oxigen Landscape Architects to prepare a landscape plan in support of the proposed development. The development includes landscaping areas to the street frontage and other interfaces with the remainder of the subject land. Numerous landscaping areas are provided enabling planting to be established within the building setbacks and adjacent car parking areas, in a manner that will retain visibility between the subject land and the public realm. The Oxigen landscape plan includes details of plant species appropriate to local climatic conditions, surface treatment facilitating on-site infiltration and reduced runoff, provides appropriate shading and contributes to the character and amenity of the site and streetscape. The proposed landscaping exceeds comparable offers at other commercial developments of a similar scale.

**Density of service stations**

This is not a valid planning concern. The level of current supply and demand for a particular use within the surrounding area is a business consideration for the applicant and the planning system leaves the number and density of particular retail and commercial land uses to be determined by market forces. The commercial viability of the proposed integrated petrol filling station complex and the determination of an acceptable density of commercial land uses is beyond the scope of the planning system.

We trust that the information provided above will assist Council in completing its assessment of the proposed development.

Should Council require any further details or clarification please contact the writer on 0439 883 977.

Yours sincerely



**Tim Beazley**  
Town Planner  
Peregrine Corporation

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Item 5.1.2.1 - Attachment 5

In reply please quote 2022/02412, ID: 0473  
Enquiries to Reece Loughron  
Telephone (08) 7109 7876  
E-mail dit.landusecoordination@sa.gov.au

11 August 2022

Mr Michael Dickson  
Mount Barker District Council  
PO Box 54  
MOUNT BARKER SA 5251

Dear Mr Dickson,



Government of South Australia

Department for Infrastructure  
and Transport

**POLICY, STRATEGY AND  
PROGRAM DEVELOPMENT**

**Transport Assessment and  
Policy Reform**

GPO Box 1533  
ADELAIDE SA 5001

ABN 92 366 288 135

#### SCHEDULE 8 - REFERRAL RESPONSE

<b>Development No.</b>	580/1446/20
<b>Applicant</b>	PC Infrastructure Pty Ltd
<b>Location</b>	Lot 31 in DP 17656 (CT 5974/333), 239 Wellington Road, Mount Barker
<b>Proposal</b>	Integrated petrol filling station complex (24hr) including new control building, quick service restaurant & drive through facility, free standing bulky goods facility, car wash facilities, underground fuel tanks, free-standing illuminated signage, car parking, retaining walls, landscaping and infrastructure

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

#### CONSIDERATION

The subject site abuts Wellington Road, an arterial road under the care, control and management of the CoH, as well as the future Heysen Boulevard, which will be a local collector road under the care, control and management of the Council. At this location, Wellington Road carries approximately 7,200 vehicles per day (8.5% commercial vehicles) and has a posted speed limit of 80 km/h.

It is understood that the future Wellington Road/Heysen Boulevard intersection will be a roundabout and that the location of this junction was determined as part of a previous development application. Delivery of the roundabout has commenced with early works currently underway.

DIT provided comments on DA 580/1292/18 for a similar proposal for an integrated petrol filling station on 6 September 2019. It is understood that the subject development will not alter the approved access points to Wellington Road and Heysen Boulevard and that the access to Wellington Road will service passenger vehicles only and operate on a left in and left out basis only as per the previous approval. The proposal will make modifications to the internal layout with the introduction of an auto and manual car wash facility and a standalone bulky goods development that will be constructed on the area of land identified for "Future Development"

DIT acknowledges that an updated Traffic Compliance Statement was undertaken by Stantec (refer GTA ref: 301401112.1050, dated 1 October 2021) and the conclusions are supported. DIT is aware that early works have begun for the Wellington Road/Heysen Boulevard roundabout, and it may be

#19080877

## OFFICIAL

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necessary for an interim access arrangement to be put in place to serve the site. The interaction between the proposed Wellington Road access will need further consideration to ensure that vehicular conflict is minimised.

It is noted that the topography of the site will require the driveways to be ramped and that retaining walls are proposed, as shown on the plans prepared by ADS Architects (Plans 20/JN1404/sk02c and sk02e (dated 7 April 2022) and sk02f (dated 8 April 2022)). The proposed access points should be designed to provide appropriate gradients and sight lines for pedestrian safety in accordance with AS/NZS 2890.1:2004 and satisfy the Safe Intersection Sight Distance requirements in accordance with the Austroads Guide to Road Design Part 4A.

### Signage and Lighting

Illuminated signage is proposed on the site, including a pylon sign that appears to incorporate LED technology for the fuel price board. The Department for Infrastructure and Transport (DIT) has assessed the proposed signage against the “Advertising Signs - Assessment Guidelines for Road Safety” publication. The following conditions are recommended to ensure the signs operate in a manner consistent with this guideline:

- Signage shall not contain any element of LED or LCD display, except for the fuel prices on the pylon sign.
- Signage shall not flash, scroll, move or change, with the exception of the LED fuel price signs, which may change on an as-needs basis.
- Signage shall not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of illumination or glare. Accordingly, all illuminated signs visible from the adjacent roads should be limited to a low level of illumination (i.e. < 150Cd/m<sup>2</sup>), except in the case of electronic signage, which shall be limited to the following stepped luminance levels:

Ambient Conditions	Sign Illuminance Vertical Component (Lux)	Sign Luminance (Cd/m <sup>2</sup> ) Max
Sunny Day	40000	6300
Cloudy Day	4000	1100
Twilight	400	300
Dusk	40	200
Night	<4	150

- Signage shall, in the case of electronic signage, incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction.

In addition to the above, any external lighting shall be appropriately located and/or shielded in order to minimise the potential for driver distraction or discomfort. It is also noted that due to the elevation of the subject development above the height of Wellington Road that headlight glare from vehicles circulating through the site may impact on the safety of users of the adjacent roads. Consequently, it will be necessary to review this and install any necessary screening/landscaping to address this issue.

### ADVICE

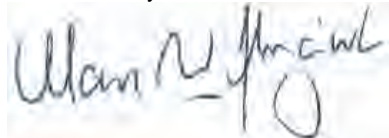
The Department for Infrastructure and Transport supports the proposed development and directs the following conditions to be applied:

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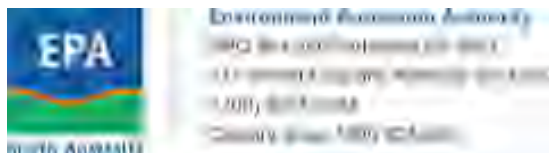
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1. A traffic and access plan detailing the interim access arrangements (in the event that the adjacent section of Heysen Boulevard is not constructed prior to development becoming operational) shall be prepared to the satisfaction of DIT and Council.
2. Access to Wellington Road and Heysen Boulevard shall be constructed as shown on ADS Architects Site Plan, Drawing No. 20/JN1404/sk01h, dated 27 April 2022 and updated Stantec Traffic Compliance Statement, GTA ref: 301401112.1050, dated 1 October 2021 and Turn Path Diagrams, Drawing No. S3014011-01, 02, 03 and 04, Issue P3, dated 1 October 2021.
3. All vehicles shall enter and exit the site in a forward direction.
4. Signage and line marking shall be utilised to reinforce the desired flow of traffic to, from and through the site.
5. The largest vehicle permitted on-site shall be a 19 metres articulated vehicle. All vehicles larger than 6.4 metres shall access the site via Heysen Boulevard only.
6. All off-street car parking shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009. Clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpaths.
7. All off-street commercial vehicle facilities shall be designed in accordance with AS 2890.2:2018.
8. A Traffic Management Plan for the construction period of the development shall be produced to the satisfaction of DIT and Council prior to the commencement of construction.
9. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this development shall be at the applicant's expense.

Yours sincerely,



**A/MANAGER, TRANSPORT ASSESSMENT**  
for **COMMISSIONER OF HIGHWAYS**



EPA Reference: 35057

13 October 2022

Mr Michael Dickson  
Senior Planner - City Development  
District Council of Mount Barker  
PO Box 54  
MOUNT BARKER SA 5251

Dear Mr Dickson

#### DIRECTION - Activities of Major Environmental Significance

Development Application No.	580/1446/20
Applicant	PC Infrastructure Pty Ltd
Location	A31 DP17656 HD Macclesfield, 239 Wellington Road, Mount Barker SA 5251
Activity of Environmental Significance	Schedule 8 Item 11; Schedule 22 Part A Activities, Item 22-1(5a)
Proposal	Integrated petrol filling station complex (24hr) including new control building comprising On the run retail services with integrated quick service restaurant & drive-through facility, free-standing bulky goods outlet, canopy and fuel filling facilities, automatic and manual car wash facilities, dog wash facility, underground fuel storage tanks, free-standing illuminated signage & building signage, car parking, retaining walls, fencing, landscaping and associated infrastructure
Decision Notification	A copy of the decision notification must be forwarded to: Client Services Officer Environment Protection Authority GPO Box 2607 ADELAIDE SA 5001

I refer to the above development application forwarded to the Environment Protection Authority (EPA) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves an activity of major environmental significance as described above.



The following response is provided in accordance with Section 37(4)(b)(ii) of the *Development Act 1993* and Schedule 8 Item 11 of the *Development Regulations 2008*.

In determining this response the EPA had regard to and sought to further the objects of the *Environment Protection Act 1993*, and also had regard to:

- the General Environmental Duty, as defined in Part 4, Section 25 (1) of the Act; and
- relevant Environment Protection Policies made under Part 5 of the Act.

Please direct all queries relating to the contents of this correspondence to Helen Malone on telephone (08) 82042078 or facsimile (08) 81244673 or email [helen.malone@epa.sa.gov.au](mailto:helen.malone@epa.sa.gov.au).

### THE PROPOSAL

The proposal is for an integrated On the Run petrol filling station complex including a new control building. The control building would comprise a service restaurant with a drive through facility and bulky goods outlet. The petrol station would also include a canopy, car wash facility, dog wash facility, thirty six shared car parking spaces, landscaping and associated infrastructure.

The proposal includes four rows of fuel pumps with eight fuel filling positions, with fuel storage capacity being 140,000 litres in two 70,000 litre tanks.

The site is proposed to operate twenty four hours a day, seven days a week.

### SITE DESCRIPTION

The site of the proposed development is located at the south eastern intersection of Wellington Road and future Heysen Boulevard. The allotment is one of five allotments created via a series of land division applications that together represent recent infill development in the locality.

The site is irregular in shape with frontages to Wellington Road (approximately 56 metres) and Heysen Boulevard (approximately 118 metres) with a total area of approximately 6865m<sup>2</sup>. The site is currently vacant and slopes down in a north westerly direction towards the intersection of Heysen Boulevard and Wellington Road.

The separation distance between the site boundary of the closest dwelling located at 261 Wellington Road (which abuts the southern boundary of the subject land) and the closest proposed fuel dispensing position is approximately 43 metres. The EPA acknowledges this is the shortest distance between the fuel dispensers and a sensitive receiver boundary.

### CONSIDERATION

Advice in this letter includes consideration of the location with respect to existing land uses and is aimed at protecting the environment and avoiding potential adverse impacts upon the locality.

The 'Discussion Relating to Direction' is provided in accordance with section 37(4)(b)(ii) of the *Development Act 1993* and Schedule 8 Item 11 of the *Development Regulations 2008*.

It should be noted that the referral trigger to the EPA for assessment was for storage and retail sale of petroleum products only, as per Schedule 22, (5a) of the *Development Regulations*. The EPA has

therefore provided an assessment of the potential environmental impacts associated with the proposed 'petroleum storage and dispensing activity only'.

The 'Other Comments' section of this response is to assist the relevant authority to undertake an environmental assessment of those parts of the application outside the scope of the activity of environmental significance that triggered the referral to the EPA.

## **DISCUSSION RELATING TO DIRECTION**

### **Interface Between Land Uses**

The EPA publication *Evaluation distances for effective air quality and noise management* (August 2016) recommends an evaluation distance of 200 metres between a service station/retail outlet operating 24 hours a day not on a highway/freeway and a sensitive receiver (i.e. dwelling, Residential Zone etc.). From an air quality perspective (human health and amenity) the EPA considers the 50 metre evaluation distance to be appropriate.

Given the distance from the fuel bowzers to the nearest sensitive receiver boundary is identified as 43 metres, potential air quality impacts are discussed in more detail below.

In relation to noise, as the referral trigger to the EPA only relates to petroleum storage and dispensing potential noise impacts have been outlined in the 'Other Comments' section below.

For further information on potential interface impacts, please refer to the *Evaluation distances for effective air quality and noise management* (August 2016) publication is available at:

[http://www.epa.sa.gov.au/files/12193\\_eval\\_distances.pdf](http://www.epa.sa.gov.au/files/12193_eval_distances.pdf)

### **Air Quality**

Petrol vapour emissions at retail petrol stations are a significant and growing source of air pollution in South Australia. Emissions of volatile organic compounds contribute to air pollution and are emitted from storage systems holding hydrocarbon (other than diesel and LPG), as well as from fuel bowzers and tanker deliveries.

Vapour recovery systems are designed to reduce petrol emissions into the atmosphere from underground storage systems. The EPA notes the proponent has proposed that a Stage 1 vapour recovery system be fitted to the underground storage tanks, including that the underground storage tank vent pipes be fitted with a pressure vacuum relief valve, to minimise loss during the unloading and storage of fuel.

As the closest sensitive receiver is identified as being approximately 43 metres from the closest bowser, the EPA acknowledges that a Stage 2 vapour recovery system has also been proposed. The Stage 2 vapour recovery system would direct vapours from the bowzers back into the tank during vehicle refuelling.

Given the proposed installation of both a Stage 1 and Stage 2 vapour recovery system, the EPA considers the petroleum storage would not result in unacceptable air quality impacts. Conditions are directed below in this regard.

### **Water Quality**

Potentially contaminated stormwater runoff can be generated at retail petrol stations from the hard surfaced forecourt areas including re-fuelling areas, parking areas, footpaths, loading areas and other trafficable areas.

The provided Stormwater Plan (Drawing number 2011006 - C1/PB) and stormwater calculations prepared by TMK Consulting dated 22 April 2022, identifies the fuel fill points for the proposed underground storage tanks are to be located adjacent fuel filling positions two and three, both located within the bunded area under the fuel canopy. The provided stormwater information further identifies that all runoff from hardstand areas would be collected via a series of grated inlet pits and pass to a SPEL Puraceptor Class 1 full retention oil/water separator with an alarm. This is satisfactory to the EPA and a condition to this effect is directed below.

The development application Planning Report states that any sludge from the Class 1 full retention oil/water separator (no bypass) would be collected by an EPA licensed contractor. This is satisfactory to the EPA and a condition is directed below to ensure that the waste is removed as necessary by a waste transporter licensed by the EPA to carry such material to an appropriate waste facility.

### **Potential Site Contamination**

#### Leak Detection

The EPA recommends that to demonstrate the general environmental duty (as required under section 25 of the Environment Protection Act) has been met, the proposed leak monitoring systems should be designed and installed in accordance with *Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems*.

The development application states that the new underground storage tanks are proposed to be double contained fiberglass with leak detection system. In addition, the delivery pipework (tanks to pumps) would be double contained with a leak detection system. Both are proposed to be designed and installed in accordance with *Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems*.

The proposed fuel storage methods and protection measures for minimisation and/or detection of leakage are considered satisfactory to the EPA. Conditions are directed below in this regard.

### **Environmental Authorisation**

The operation of a petrol station requires an Environmental Authorisation (EPA Licence) pursuant to the Environment Protection Act. A note is included below to remind the applicant of the need to obtain a licence.

### **OTHER COMMENTS**

#### **Noise**

Integrated petrol/service station complexes comprise many varied noise sources, including the following:

- cars and trucks entering, operating within and leaving the premises
- closing of vehicle doors, and customer voices
- fuel deliveries and rubbish collection
- operation of fuel pumping equipment
- operation of fixed plant and equipment (including refrigeration and air conditioning plant)
- drive thru facilities
- car and dog wash facilities

As the referral to the EPA relates to petroleum storage and dispensing only, the EPA has not undertaken an assessment of any potential noise impacts. As the proposed facility would operate during night time hours, seven days a week, and a sensitive receiver is located adjacent the subject site to the west, the relevant authority should be satisfied that the proposed development would comply with the *Environment Protection (Noise) Policy 2007*.

### **Car Wash**

The proposed development incorporates a car wash and pet wash facility. As the referral trigger to the EPA only relates to petroleum storage and dispensing only, the EPA has not undertaken an assessment of how vehicle or animal washdown water would be managed at the site.

It should be noted that clause 10 of the *Environment Protection (Water Quality) Policy 2015* states that 'a person must not discharge a class 1 pollutant into any waters or onto land in a place from which it is reasonably likely to enter any waters (including by processes such as seepage or infiltration or carriage by wind, rain, sea spray or stormwater or by the rising of the water table)'. Washdown water from cleaning vehicles is defined as a class 1 pollutant.

As such, the planning authority is advised to consider how any waters (including the stormwater system) would be protected from entry of anticipated vehicle washdown water. Guidance on this issue can be found in the EPA Information Sheet: *Stormwater Management for Wash Bays (updated March 2016)* (found at: [http://www.epa.sa.gov.au/files/7593\\_water\\_wash.pdf](http://www.epa.sa.gov.au/files/7593_water_wash.pdf) ).

### **CONCLUSION**

Based on the information provided with the application and provided the conditions are implemented below, the EPA is satisfied that the proposed petroleum storage and dispensing activity would not cause unacceptable environmental impacts.

### **DIRECTION**

**The planning authority is directed to attach the following conditions to any approval:**

1. Prior to operation, all fuel storage tanks (apart from diesel and LPG) must be fitted with a Stage 1 vapour recovery system (which includes underground storage tank vent pipes being fitted with a pressure vacuum relief valve) that directs the displaced vapours back into the tank during filling.
2. Prior to operation, all fuel dispensers (apart from diesel and LPG) must be fitted with a Stage 2 vapour recovery system that directs vapours back into the tank during vehicle refueling.
3. Prior to operation, all underground fuel storage tanks must be double-walled and fitted

with a leak detection system designed and installed in accordance with clause 4.5 of *Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems*.

4. Prior to operation, all fuel lines between the underground storage tanks and fuel dispensers must be double contained and fitted with a leak detection system, designed and installed in accordance with clause 4.5 of *Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems*.
5. Stormwater runoff from all hardstand areas (including the refuelling and fuel delivery areas) must be managed in accordance with the Stormwater Plan (Drawing number 2011006 - C1/PB) and stormwater calculations prepared by TMK Consulting dated 22 April 2022 and must be directed via grates and grade changes to a SPEL Puraceptor full retention oil/water separator (no bypass function) that:
  - a. has as a minimum spill capture capacity of 10,000 litres
  - b. reduces oil content in the outlet to less than 5 mg/L at all times (as confirmed by independent third party scientific testing)
  - c. operates effectively in the event of a power failure.
6. Any sludge or oily residue collected within the SPEL Puraceptor full retention oil/water separator must be removed by an EPA licensed waste transporter to a licensed waste depot.

**The following notes provide important information for the benefit of the applicant and are requested to be included in any approval:**

- The applicant is reminded of its general environmental duty, as required by section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- An environmental authorisation in the form of a licence is required for the operation of this development. The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements. Information on applying for a licence (including licence application forms) can be accessed here: [http://www.epa.sa.gov.au/business\\_and\\_industry/applying\\_for\\_a\\_licence](http://www.epa.sa.gov.au/business_and_industry/applying_for_a_licence)
- A licence may be refused where the applicant has failed to comply with any conditions of development approval imposed at the direction of the Environment Protection Authority.
- If in carrying out the activity, contamination is identified which poses actual or potential harm to the health or safety of human beings or the environment that is not trivial, taking into account the land use, or harm to water that is not trivial, the applicant may need to remediate the contamination in accordance with EPA guidelines.
- If at any stage contamination is identified which poses actual or potential harm to water that is not trivial, a notification of contamination which affects or threatens groundwater (pursuant to section 83A of the *Environment Protection Act 1993*) must be submitted to the EPA.

Yours faithfully

Courtney Stollznow

Delegate

**ENVIRONMENT PROTECTION AUTHORITY**

**5.1.3. CATEGORY 2 APPLICATIONS**

Nil.

**5.1.4. CATEGORY 1 APPLICATIONS**

Nil.



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## 5.2 PLANNING, DEVELOPMENT AND INFRASTRUCTURE ACT APPLICATIONS

### 5.2.1 APPLICATION SUMMARY

<b>Development No.</b>	21017282
<b>Applicant</b>	Susanna Verco
<b>Subject Land</b>	63 Mueller Close, Bugle Ranges
<b>Ward</b>	South Ward
<b>Nature of Development</b>	Horse Keeping, Training of Equestrian Students, Tourist Accommodation, construction of Horse Keeping Yards, associated Fencing and removal of Condition 2 from Development Application 580/490/19.
<b>Planning and Design Code Version Number</b>	2022.6
<b>Zone</b>	Rural
<b>Relevant Authority</b>	Council Assessment Panel
<b>Categorisation</b>	Performance Assessed
<b>Notification</b>	Yes
<b>Representations</b>	Four (4)
<b>Persons to be heard</b>	Nil
<b>Referrals - Statutory</b>	<ul style="list-style-type: none"> <li>• SA Country Fire Service</li> <li>• Department for Environment and Water</li> </ul>
<b>Referrals – Non-Statutory</b>	<ul style="list-style-type: none"> <li>• Council's Assets and Infrastructure Officer</li> <li>• Council's Environmental Health Officers</li> </ul>
<b>Responsible Officer</b>	Randall Richards – Senior Planner
<b>Recommendation</b>	Grant Planning Consent subject to conditions and notes

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<b>APPENDIX 1:</b>	Relevant Planning and Design Code Policies
<b>ATTACHMENT 1:</b>	Application Documents
<b>ATTACHMENT 2:</b>	Site Photos
<b>ATTACHMENT 3:</b>	Representations
<b>ATTACHMENT 4:</b>	Response to Representation
<b>ATTACHMENT 5:</b>	Statutory Referral Responses

## **1. PROPOSAL**

The proposal is for Horse Keeping, Training of Equestrian Students, and Tourist Accommodation, construction of Horse Keeping Yards, associated Fencing and removal of Condition 2 from Development Application 580/490/19. The proposal includes the following:

- Horse keeping for up to 15 horses;
- Training of equestrian students;
- To retain the existing four (4) bedroom dwelling for accommodation use by equestrian students attending the property;
- Nine (9) horse keeping day yards and associated fencing; and
- Removal of Condition 2 from Development Application 580/490/19.

The applicant and owner is a qualified Equestrian Australia Level 1 coach and has a certificate III in horsemanship. The proposal includes providing Equestrian training for up to two (2) students at any one time. The training includes:

- Private Lessons: 1 x Student at any one time up to 10 x per week and/or
- Event Lessons: 2 x Students at any one time up to 3 x per week.

Operational times for training include;

- November to March 7am-8.30pm
- March to April 7am -6pm
- May to August 7am-5.30pm
- September to October 7am-7pm

The private lessons and event lessons will not overlap as the arena only provides space for two (2) horses at one (1) time. As the students may travel distances either from interstate or locally, the existing dwelling that was to be demolished as part of application number 580/490/19 (Demolition of Existing Dwelling and Construction of New Detached Dwelling) is to be used for the accommodation of overnight stay by students.

The wastewater system for the proposed accommodation building is to be directed into the wastewater system for the dwelling to avoid an additional wastewater system on the property. The wastewater system has been approved by Councils Environment Health Officers. The proposed accommodation has a two (2) car parking spaces with an accessible parking space.

The proposal includes the keeping of up to 15 horses at any one time, as the owner is member of the SA Elite Show Jumping Squad 7-8 horses are kept on the property on a permanent basis for personal use. The existing stables are able to house 3 horses. Nine (9) horse keeping yards are proposed with five (5) yards to the south of the stables and a further four (4) to the east of the dressage arena. The day yards are designed to house horses for training and health purposes. The fencing proposed is designed to meet the relevant horse keeping standards.

The proposal further seeks the removal of condition 2 of Development Authorisation 580/490/19 to support the conversion of the former dwelling to tourist accommodation in association with the training of equestrian students. Condition 2 currently reads as follows;

*The existing dwelling must be demolished (as detailed on the Site Location Plan – received by Council 27 June 2019, Drawn by Royal Green House, Date 21/05/2019, Sheet 01, Revision F and the associated wastewater system removed from the land within three (3) months of occupation of the new dwelling, and no concurrent occupation of the dwellings shall occur.*

Refer to **Attachment One (1)** for details of the proposed development.

## **2. BACKGROUND**

The land at 63 Mueller Close has been used for horse keeping and horse riding instruction for a period of five (5) years with an average of two (2) lessons per week with associated horsekeeping. There is an approval in place for “The Demolition of existing Dwelling and Construction of new Detached Dwelling (580/490/2019)”. The new dwelling has been constructed and has now been occupied.

## **3. SUBJECT LAND**

The subject land is identified as in the Hundred of Macclesfield and is held in Certificate of Title Volume: 5653 Folio: 572, Lot 19, FP 159696 and commonly referred to as 63 Mueller Close, Bugle Ranges.

The land is 8.1 hectares in size and is rectangular in shape, and has a frontage of 220.15 metres to Mueller Close and a depth of 382.71 metres. The land generally slopes from the south to the north by approximately 8 metres with a high point to the centre where the new dwelling is located. There is a watercourse feeding a dam to the north west. The eastern side of the land has an additional fall towards the north east and the road, the runoff feeds a ‘Turkey Nest Dam’. The dams are fenced.

The subject land also contains an existing detached dwelling (proposed tourist accommodation building), machinery shed with three (3) stables, hay storage shed, horse arena, four (4) horse day yards five (5) fenced paddocks and a designated fenced re-vegetation belt. The land is further scattered with mature vegetation. There is minimal roadside vegetation.

The land is serviced by one formal and one informal existing access points from Mueller Close.

Figure 1. Subject Land



Refer to **Attachment Two (2)** for site photos.

#### **4. THE LOCALITY**

The subject land is wholly within the Rural Zone.

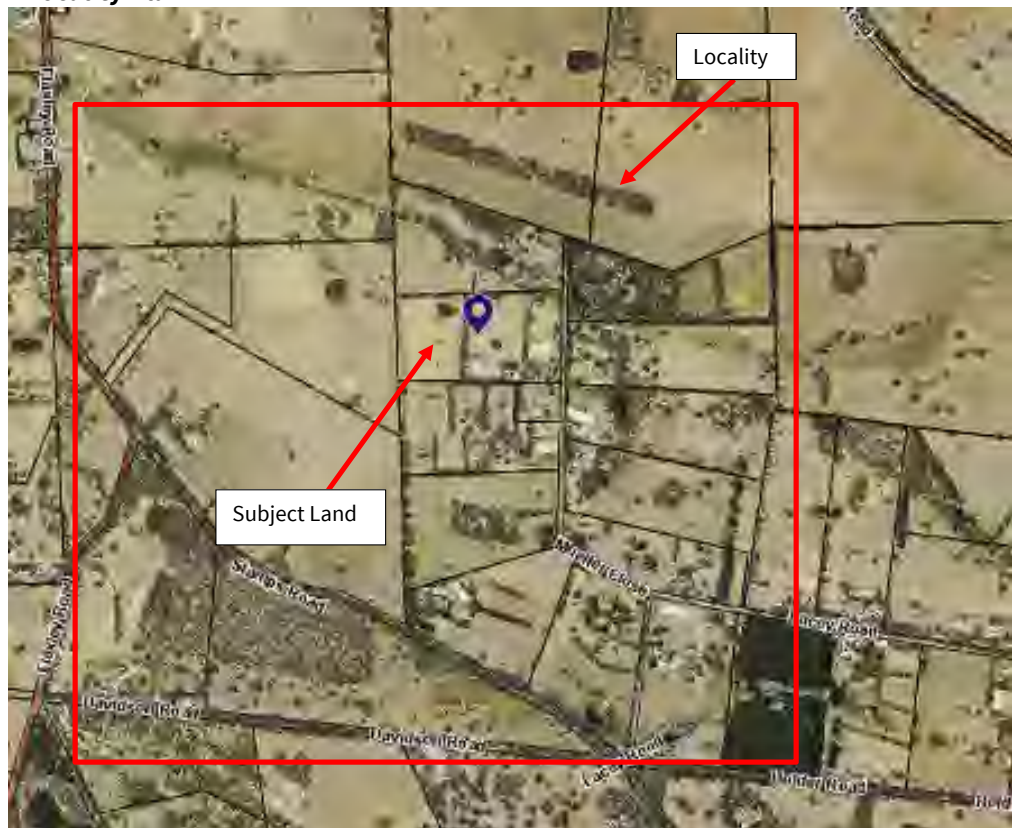
The locality contains large rural living allotments with existing dwellings and associated outbuildings, agricultural buildings and animal keeping. In addition, primary production in the form of grazing and cropping are evident within the locality.

The character of the locality comprises an open and undulating landscape with natural elements of high aesthetic value such as native vegetation and watercourses.

The closest sensitive receiver to the property boundary is 58 metres to the east and 60 metres to the south, with others 115 metres and 175 metres respectively.

Mueller Close is an unsealed road from Stamps Road. Overall, the locality provides a high level of rural amenity for its residents and visitors to the area and provides for a range of primary production and rural living opportunities.

#### 4.1 Locality Plan



#### 5. ZONING

The subject land is wholly located within the Rural Zone, and is covered by the following overlays:

##### **Overlays**

- Environment and Food Production Area
- Hazards (Bushfire High Risk)
- Hazards (Flooding Evidence Required)
- Limited Land Division
- Murray-Darling Basin
- Native Vegetation
- Prescribed Water Resources Area
- River Murray Tributaries Protection Area
- Water Resources

## **6. PROCEDURAL MATTERS**

### **6.1 Categorisation**

The proposed development is not categorised as an Accepted or Impact Assessed Development and is therefore required to be assessed as a code assessed development (Performance Assessed) pursuant to Sections 105 and 107 of the *Planning, Development and Infrastructure Act 2016*.

### **6.2 Public Notification**

All Performance Assessed development requires public notification unless, pursuant to Section 107(6) of the Act, whereby Classes of development can be excluded from notification by virtue of Table 5 – Procedural Matters (PM) of the relevant Zone within the Planning and Design Code.

The proposed development is identified as a Class of development that is not excluded from the requirement of public notification (Equestrian Training).

Public Notification of the Application was undertaken in accordance with 107(3) of the *Planning, Development and Infrastructure Act 2016 (Act)* and Section 47 *Planning, Development and Infrastructure (General) Regulations 2017 (Regulations)*.

### **6.3 Representation**

During the public notification period four (4) representations were received. One (1) was in favour with concerns, and three (3) opposed the development and did not indicate they would like to speak to their representation.

The representations covered a range of matters, including:

- Relationship to the existing use of the land;
- The scale of the proposal;
- Tourist accommodation and use of building;
- Concern of manure runoff into the creek and surrounding properties;
- Amenity loss to the area;
- Noise impacts and hours of operation and;
- Vehicle parking and increased traffic to an unsealed road will cause the road to deteriorate quicker.

#### Representations received

1. Kerri Clements – Lot 98 Mueller Close, Bugle Ranges - (opposed)
2. Geoffry and Dianne Bowden - 62 Mueller Close, Bugle Ranges – (opposed)
3. Hugh Fair - 52 Mueller Close, Bugle Ranges – (in support, with concerns)
4. Norman Thomas - 88 Mueller Close, Bugle Ranges – (opposed)



### Location of Representor's Residences



Refer to **Attachment three (3)** for a copy of the representations received.

### 6.4 Response to Representations

The Applicant has provided a written response to the representations received.  
Refer to **Attachment four (4)** for a copy of the applicant's response to the representations.

## 7 REFERRALS – STATUTORY

### 7.1 Department for Environment and Water (DEW)

As the proposed development includes horse keeping within a River Murray Tributaries Protection Area a statutory referral was undertaken pursuant to Schedule 9, Table 3, Item 16(a) &( b) of the *Planning, Development and Infrastructure (General) Regulations 2017*.

The Department for Environment and Water are not opposed to the development and have recommended a number of notes be added should planning consent be granted.

## **7.2 SA Country Fire Service (CFS)**

As the proposed development includes tourist accommodation within a High Bushfire Risk Area, a referral to the CFS was undertaken pursuant to Schedule 9, Table 3, Item 2(a) of the *Planning, Development and Infrastructure (General) Regulations 2017*.

The CFS do not oppose the development and have directed several conditions and notes be attached if the development is granted planning consent.

## **8 REFERRALS – NON-STATUTORY**

### **8.1 Council's Assets and Infrastructure Officer**

Council's Assets and Infrastructure Officer noted that the proposed use, volume of traffic and types of vehicles indicated by the applicant did not constitute any additional concerns with the road surface. Mueller Close has a maintenance regime of grading 1 to 2 times per year depending on condition of the road and weather events. Sight lines from the existing access to the land were also considered sufficient.

### **8.2 Council's Environmental Health Officer**

Council's Environmental Health Officer has approved a modification to the existing wastewater system for the proposed tourist accommodation to incorporate a pump to deliver wastewater to the existing septic system (new dwelling).

## **9 KEY ISSUES**

The following matters are considered pertinent in reaching a recommendation for the proposal:

- Consideration if the proposed development is consistent with the Desired Outcome and provisions of the Rural Zone;
- Consideration if the proposed development is consistent with the Hazards (Bushfire High Risk) Overlay;
- Consideration if the proposed development is consistent with the River Murray Tributaries Protection Area Overlay;
- Consideration if the development achieves the relevant assessment provisions for Interface between Land Uses provisions;
- Consideration if the development achieves the relevant assessment provisions for Tourism development and;
- Consideration of the proposed development is consistent with the Transport, Access and Parking provisions.

## **10 ASSESSMENT**

All provisions of the Planning and Design Code applicable to the proposal are specified in APPENDIX 1. The most relevant provisions are discussed in detail below.

Refer to APPENDIX 1 for a copy of Planning and Design Code extract.

### **10.1 Consideration if the proposed development is consistent with the Desired Outcome and provisions of the Rural Zone;**

The land use and intensity provisions of the Planning and Design Code within the Rural Zone seek to support, maintain and protect primary production activities, and for the diversification of existing businesses through value-adding development such as tourist accommodation.

Within the Land Use and Intensity provisions of the Zone horse keeping and tourist accommodation are envisaged forms of development. The proposal is considered to meet the Desired Outcomes of the Zone as tourist accommodation and horse keeping supports the economic prosperity, diversification and value adding opportunities within the Rural Zone, and is not considered to jeopardise existing primary production pursuits on the allotment or adjoining land given the scale and management proposed.

The proposed tourist accommodation is associated with the training of equestrian students and is wholly contained within an existing building, and does not exceed 150 square metres. Therefore achieves DTS/DPF 6.3. and PO 8.1 is for the adaptive reuse of existing building.

The land is serviced by an all-weather trafficable public road and the building is located on a site that is not greater than 10% (1-in-10) as the site is relatively flat which, meets the siting and design criteria of the zone.

It is considered that the use will continue to preserve the primary production value and function envisaged within the Zone.

### **10.2 Consideration if the proposed development is consistent with the Hazards (Bushfire High Risk) Overlay;**

As the proposed tourist accommodation functions as a habitable building the application was referred to the CFS for assessment. The CFS have indicated their support and a low Bushfire Attack Level (BAL) rating of 12.5.

The proposal is considered to achieve the relevant Planning and Design Code' Hazards (Bushfire – High Risk) Overlay as they relate to access, water supply, buffer and asset protection zones.

The CFS have recommended that a Bushfire Survival Plan be designed and displayed specifically for the purpose of any guests that may be in the proposed tourist accommodation during a bushfire event, especially during the Fire Danger Season. It is also recommended that the applicant reduce the hours and restrictions on days of heightened bushfire danger and/or bushfire event to protect guests that may not be familiar with the area and locality.

The proposed tourist accommodation is mainly surrounded by landscaping that will require the applicant to maintain an asset protection zone of 50 metres to unmanaged grassland and 100 metres to hazardous bushland vegetation to comply with the CFS requirements and DTS/DPF 4.2.

It is considered the proposal will achieve the relevant provisions of the Hazards (Bushfire High Risk) Overlay with appropriate conditions and notes of the CFS to be included should planning consent be granted.

### **10.3 Consideration if the proposed development is consistent with the River Murray Tributaries Protection Area Overlay.**

The proposal is for Horse Keeping within the River Murray Tributaries Protection Overlay and was referred to the Department for Environment and Water for assessment who have raised no objection to the proposed development.

The applicant commissioned a report by Charles Kidd from Insight Agriculture (Agronomist) to inform the land capacity (i.e. number) of horses that can be kept on the property at any one time given the assets the owner maintains for the use of horses. The report discusses a strategy of how the animal manures are managed and what management regimes could be instituted on the pasture paddocks to provide optimum nutrition whilst maintaining the quality of the plant species as well as the soil. Further, this would avoid any activities that create potential for contamination of the waterways that leave the property.

The desired Outcome for the River Murray Tributaries Protection Area Overlay is for sustainable water use and conservation of riverine environments within the River Murray Tributaries area. The assessment includes the general provisions relating to animal keeping and horse keeping within the rural zone.

DO 1 requires animals are to be 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. The proposal notes that the permanent population of horses to be kept would vary from between 7-8 horses most of the time, but could be up to the maximum 15 occasionally depending on what activities may be taking place. It is expected that only 5-8 horses at any one time will be free grazing on the pasture paddocks within the property, while the remainder are in training or work and are kept in stables or yards and do not have unfettered access to the pasture paddocks. Therefore, the report notes that given this proposed structure there needs to be a strategy of how the animal manures are managed and what management regimes could be instituted on the pasture paddocks to provide optimum nutrition whilst maintaining the quality of the plant species as well as the

soil. Further, there are manure management practices that have been recommended for the yards and stables.

The report notes that to protect the waterways from introducing contaminants and pathogens into the water supply, manure needs to be regularly broken up and dispersed over the paddocks in a relatively even layer. This can most effectively be done using a set of harrows to break up the segments which disperses them into the pasture. The introduction of dung beetles is another management practice that can be used. However, the recommended effective management, is the use of harrows as dung beetle are seasonal.

PO 2.2 requires stables, horse shelters or associated yards to be sited appropriate distances away from sensitive receivers and/or allotments in other ownership to avoid adverse impacts from dust, erosion and odour. As the existing stables are 30 metres or more from a sensitive receiver, it is considered meets DTS/DPF 2.2. The report discusses the use of bagging up the manure with the straw bedding and selling it as garden compost, and or/ composting it in a 3 sided concrete bin to be spread over the pasture after a 6 month period. The stables are setback over 150 metres from the watercourse and are located on a slope of less than 10% to meet DTS/DPF 2.4 and 2.5.

The report notes that composting with microbiological agents also controls some of the more dangerous microbiological pathogens that are often associated with animal faeces in catchment areas that are subsequently found in water supplies including Giardia, Shigella, Hepatitis A, Norovirus, Cryptosporidium, Campylobacter, Salmonella and E. coli.

Should the development be maintained in accordance with the recommended management strategies provided within the application the performance outcomes of the River Murray Tributaries Protection Area Overlay and the general provisions for horse keeping will be achieved.

#### **10.4 Consideration if the development achieves the relevant assessment provisions for Interface between Land Uses provisions.**

The desired outcome for a development to be located and designed to mitigate adverse effects on or from neighbouring and proximate land uses. The proposal will create additional traffic to the area by potential students visiting the site for equestrian training. The applicant has noted that no more than to one (1) student x ten times per week, or there may be the occasion where there could be two (2) students three (3) x times per week. The students generally arrive to the site with a towing vehicle and horse float and if they are to be taught over several days, they would either stay at the site or leave in the tow vehicle leaving the float and horse on-site which would alleviate the need for large commercial vehicle traffic on the unsealed road. As noted by Council's Assets and Infrastructure Officer, the additional traffic is not of a volume that would require additional maintenance requirements.

General noise from the proposal would be generated from the instructor offering verbal instructions to students as they conduct their lesson which, would not be considered a sustained noise under the EPA Noise Policy 2007. As the applicant has a full time teaching job

off site, the amount of lessons available would be limited and therefore the intensity would be considered low. The applicant has noted that as there is no lighting, the classes would only be within daylight hours which would allow the summer (day light saving) classes to end at 8.30pm.

The report by Charles Kidd discusses a strategy of how the animal manures are managed to ensure there are no adverse effects in relation to smell and runoff by composting the waste from the stables together with the pasture management. The composting of the manure is an effective use of microbiological agents which also controls some of the more dangerous microbiological pathogens that are often associated with animal faeces in catchment areas that are subsequently found in water supplies.

The report notes that to protect the waterways and from introducing contaminants and pathogens into the water supply, manure needs to be regularly broken up and dispersed over the paddocks in a relatively even layer by the use of harrows.

The proposal includes a car parking area for the proposed tourist accommodation and there is a large area adjacent to the horse stables to avoid any parking on the road or verge.

Therefore, given the location of the access, hours of operation and the limited potential for sustained noise, it is considered that the proposed Horse Keeping, Training of Equestrian Students, Tourist Accommodation, construction of Horse Keeping Yards, associated Fencing and removal of Condition 2 from Development Application 580/490/19 meets the provisions of the Planning & Design Code with respect to Interface between Land Uses.

#### **10.5 Consideration if the development achieves the relevant assessment provisions for Tourism Development.**

DO 1

*Tourism development is built in locations that cater to the needs of visitors and positively contributes to South Australia's visitor economy.*

As noted above, the proposed tourist accommodation element is associated with equestrian training and it is to accommodate students whilst they receive tutoring over more than one day therefore, it caters for the needs of visitors and positively contributes to South Australia's visitor economy.

#### **10.6 Consideration of the proposed development is consistent with the Transport, Access and Parking provisions.**

Access to the site is via an existing driveway from Mueller Close which is an unsealed road from Stamps Road which is approximately one (1) kilometre to the south east. It was considered by Council's Development Engineer that the traffic associated with the proposal can be accommodated within the existing road network.

Council's Assets and Infrastructure Officer considered the sightlines when entering and exiting the site and considered to provide safe sight distances for the speed and condition of Mueller Close. The traffic and road network within the vicinity is considered to be acceptable to Council's Assets and Infrastructure Officer and not require an additional maintenance regime.

The existing parking area adjacent to the stables offers sufficient area to park within the site to load and unload horses. Council's Assets and Infrastructure Officer determined that an all-weather gravelled area for a car park adjacent to the proposed tourist accommodation with timber wheel stops is acceptable for the proposed use. The access and car parking layout provides a suitable all-weather surface for vehicles and two (2) car parking spaces, including an area for an accessible parking area adjacent to the building which is a flat area to enable appropriate access. The proposed car parking provisions require 1 car park per accommodation unit which is considered will meet the requirements of the proposed maximum of two (2) guests.

Stormwater runoff from the car parking area will be managed through a grassed swale within the property. There is no watercourse within the property to be affected by the runoff.

A condition is proposed to cover off-street car parking to be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009, and internal manoeuvring areas in accordance with AS 2890.2:2018. Therefore, it is considered that the relevant Transportation and Access provisions are achieved.

## **11 CONCLUSION**

The proposal for Horse Keeping, Training of Equestrian Students, Tourist Accommodation, construction of Horse Keeping Yards, associated Fencing and removal of Condition 2 from Development Application 580/490/19 encompasses elements that are Desired Outcomes for the Rural Zone.

In its favour, the proposal:

- Supports the principles of DTS/DPF 1.1 of the land Use and Intensity provisions of the zone as a type of development that protects and maintains the productive value of the rural land;
- The proposed tourist accommodation is supported as an adaptive reuse of an existing building and is within the floor area requirements for tourist accommodation;
- The proposed yards and fencing are a minimal visual intrusion to the locality;
- As the proposed equestrian training is to be contained to an area that is not artificially lit, the times are limited to day light hours only which will be within the daylight hours of the EPA noise Policy 2007 the proposal is not considered to detrimentally impact on sensitive receivers or land uses within the locality due to the management of operations; and
- Traffic and access provisions have been achieved.



On balance, given the proposal does not impact on primary production on the site or adjoining land, has minimal visual impact on the locality and maintains an appropriate interface with adjoining land, the proposal has sufficient merit to warrant Planning Consent.

## **12 RECOMMENDATION**

It is recommended that the Council Assessment Panel resolves to:

DETERMINE that the proposed development is not seriously at variance with the provisions of the Planning and Design Code.

GRANT Planning Consent to the application by Suzanna Verco for the Horse Keeping, Training of Equestrian Students, Tourist Accommodation, construction of Horse Keeping Yards and associated Fencing at 63 Mueller Close, Bugle Ranges, as detailed in Development Application 21017282 subject to the following conditions and advisory notes:

1. The development herein approved shall be carried out and maintained in accordance with the plans and documentation accompanying this application, except where amended by the following conditions and requirements, including but not limited to the following:
  - Report by Peter Meline and Associates, for Susanna Verco, lot 19 No 63 Mueller Close, Bugle Ranges SA 5251;
  - Report by Charles Kidd, Insight Agriculture (Insight ag), on Susanna Verco Equine Enterprise, 63 Mueller Close Bugle Ranges;
  - Location Plan & Site Plans, by Royal Green House, Horse keeping, training of equestrian students, retention of existing dwelling and conversion to occasional student accommodation, construction of horse keeping yards and associated fencing, dated 23/2/22, Job No 466-19, Rev A;
  - Letter from Adelaide Development Services dated 20/10/2022 and;
  - Plan of Horse Yards as stamped and approved.
2. Equestrian Tuition are to be limited to the following hours and Students:
  - November to March: 7am – 8.30pm
  - March to April: 7am – 6pm
  - May to August: 7am – 5.30pm
  - September to October: 7am – 7pm
  - Private Lessons: 1 x Student at any one time up to 10 x per week.
  - Event Lessons: 2 x Students at any one time up to 3 x per week.

No private and event lessons will overlap, there will only be one private or one event lesson taking place at any one time.
3. No more than Fifteen (15) horses are to be kept on the subject land at any given time.

4. The spelling of land shall occur to ensure suitable ground cover at all times to prevent dust, soil erosion and plugging.
5. Paddock manure to be dispersed evenly over the land with harrows or similar in accordance with the Report by Charles Kidd, Insight Agriculture (Insight ag) on Susanna Verco Equine Enterprise, 63 Mueller Close, Bugle Ranges.
6. Stables, Holding Yards and Arena Manure will be managed in accordance with 5.4, 5.5 and 5.6 of the Report by Charles Kidd, Insight Agriculture (Insight ag) on Susanna Verco Equine Enterprise, 63 Mueller Close, Bugle Ranges, and must not create any adverse impacts on the locality.
7. Stormwater run-off from horse keeping yards and shelters must be managed to prevent erosion or pollution of the site and the environment, and diverted away from wastewater disposal areas, such as septic tanks and aerobic systems.
8. Lighting shall be designed so as to not create unreasonable overspill onto any adjoining property or roadway which may create a nuisance to any neighbour or road user, to the reasonable satisfaction of Council.
9. Traffic management, parking areas is to be in accordance with the submitted plans and achieve the following:
  - The parking of vehicles for patrons, staff and other entities shall, at all times, be restricted to the confines of the subject land;
  - Off-street car parking areas shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009;
  - The internal commercial vehicle manoeuvring areas shall be designed and constructed in accordance with AS 2890.2:2018 and;
  - The car parking areas shall be gravelled, drained and marked to accepted engineering standards (timber wheel stops or similar) and shall be maintained in good condition at all times.
10. Effective measures are to be implemented during the construction of the development in accordance with this consent to:
  - a) prevent silt run-off from the land to the environment;
  - b) control dust arising from the construction and other activities, so as not to, in the opinion of Council, be a nuisance to residents or occupiers on adjacent or nearby land;
  - c) ensure that soil or mud is not transferred onto the adjacent roadways by vehicles leaving the site;
  - d) ensure that all litter and building waste is contained on the subject site in a suitable bin or enclosure; and
  - e) ensure that no sound is emitted from any device, plant or equipment or from any source or activity to become an unreasonable nuisance, in the opinion of Council, to the occupiers of adjacent land and within the locality.

**Country Fire Service conditions:**

**11. SITING**

'The Planning and Design Code' Hazards (Bushfire – High Risk) Overlay (Performance Objective 2.1, 4.2, 4.3) details the mandatory requirements for buildings and structures to be located away from areas that pose an unacceptable bushfire risk in order to provide sufficient defensible space for occupants and fire fighters; ensure radiant heat levels at the buildings are minimised in line with the assessed bushfire attack level & construction level; whilst maintaining reduced fuel loads and ensuring it can be maintained in perpetuity by the occupants.

- Outbuildings and other ancillary structures shall be sited no closer than 6m from the habitable building, unless built to relevant building standards for associated structures in Bushfire Prone Areas.

**12. ACCESS TO HABITABLE BUILDING**

'The Planning and Design Code' Hazards (Bushfire – High Risk) Overlay (Performance Objective 6.2) details the mandatory requirements for 'Private' roads and driveways to facilitate safe and effective use, operation and evacuation for firefighting and emergency personnel and evacuation of residents, occupants and visitors where required. These requirements apply when the furthest point of the building is more than 60m from the nearest public road.

**SA CFS has no objection to utilising the existing access driveway as detailed on drawing named SITE PLAN dated at last revision 23/02/2022 and upgraded, where necessary, to comply with the following conditions:**

- The driveway shall be connected to a formed, all-weather public road with the transition area between the road and driveway having a gradient of not more than 7 degrees (1-in-8).
- Access to the building site shall be of all-weather construction, with a minimum formed road surface width of 3 metres and must allow forward entry and exit for large fire-fighting vehicles, to within 60m of the furthest point of the building.
- The all-weather road shall allow fire-fighting vehicles to safely enter and exit the allotment in a forward direction by incorporating either –
  1. A loop road around the building, OR
  2. A turning area with a minimum radius of 12.5 metres, OR
  3. A 'T' or 'Y' shaped turning area with a minimum formed length of 11 metres (for each 'leg') and minimum internal radii of 9.5 metres OR
  4. A 'U' shaped 'drive-through' option.
- Private access shall have minimum internal radii of 9.5 metres on all bends.
- Private access shall provide overhead clearances of not less than 4.0m horizontally and vertically between the driveway surface and overhanging branches or other obstructions, including buildings and/or structures.

13. WATER SUPPLY & ACCESS (to dedicated water supply)

Ministerial Building Standard MBS008 “Designated bushfire prone areas - additional requirements” 2020, as published under the Planning, Development and Infrastructure Act 2016, provides the technical details of the dedicated water supply for bushfire fighting for the bushfire zone. The dedicated bushfire fighting water supply shall also incorporate the installation of a pumping system, pipe-work and fire-fighting hose(s) in accordance with MBS008.

‘The Planning and Design Code’ Hazards (Bushfire – High Risk) Overlay (Performance Objective 4.3) details the mandatory requirements for the site to provide a dedicated hardstand area in a location that allows fire fighting vehicles to safely access the dedicated water supply.

**SA CFS has no objection to the proposed location for the dedicated water supply as detailed on drawing named SITE PLAN dated at last revision 23/02/2022, providing the outlet is positioned to comply with the following conditions:**

- The water supply outlet shall be easily accessible and clearly identifiable from the access way and is no greater than 60m path of travel to the furthestmost point of the building, to enable fire services to reach all parts of the building with no more than two lengths of hose from the hardstand area.
- The dedicated water supply and its location should be identified with suitable signage (i.e. blue sign with white lettering “FIRE WATER”).
- Access to the dedicated water supply shall be of all-weather construction, with a minimum formed road surface width of 3 metres.
- Provision shall be made adjacent the water supply for a nominally level hardstand area (capable of supporting fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes) that is a distance equal to or less than 6 metres from the water supply outlet.
- SA CFS appliance’s inlet is rear mounted; therefore the outlet/water storage shall be positioned so that the SA CFS appliance can easily connect to it rear facing.
- A gravity fed water supply outlet may be remotely located from the above ground tank to provide adequate access.
- All non-metal water supply pipes for bushfire fighting purposes (other than flexible connections and hoses for fire-fighting) shall be buried below ground to a minimum depth of 300mm with no non-metal parts above ground level.
- All water supply pipes for draughting purposes shall be capable of withstanding the required pressure for draughting.

Please note that where the water supply is an above-ground water tank, the tank (including any support structure) must be constructed of non-combustible material, such as concrete or metal.

14. MAINTAIN AN ASSET PROTECTION ZONE (APZ) - VEGETATION MANAGEMENT

‘The Planning and Design Code’ Hazards (Bushfire – High Risk) Overlay (Performance Objective 4.2) details the mandatory requirements to establish and maintain an asset

protection zone. As such, landscaping shall include bushfire protection features that will prevent or inhibit the spread of bushfires and minimise the risk to life and/or damage to buildings and property and maintain a fuel reduced zone for safe movement of occupants and fire fighters.

- Vegetation management shall be established and maintained within 20 metres of the habitable building (or to the property boundaries – whichever comes first) as follows:
  1. The number of trees and understorey plants existing and to be established within the VMZ shall be reduced and maintained such that when considered overall a maximum coverage of 30% is attained, and so that the leaf area of shrubs is not continuous. Careful selection of the vegetation will permit the ‘clumping’ of shrubs where desirable, for diversity, and privacy and yet achieve the ‘overall maximum coverage of 30%’.
  2. Reduction of vegetation shall be in accordance with SA Native Vegetation Act 1991 and SA Native Vegetation Regulations 2017.
  3. Trees and shrubs shall not be planted closer to the building(s) than the distance equivalent to their mature height.
  4. Trees and shrubs must not overhang the roofline of the building, touch walls, windows or other elements of the building.
  5. Shrubs must not be planted under trees and must be separated by at least 1.5 times their mature height from the trees’ lowest branches.
  6. Grasses within the zone shall be reduced to a maximum height of 10cm during the Fire Danger Season.
  7. No understorey vegetation shall be established within 2 metres of the habitable building (understorey is defined as plants and bushes up to 2 metres in height).
  8. Flammable objects such as plants, mulches and fences must not be located adjacent to vulnerable parts of the building such as windows, decks and eaves
  9. The VMZ shall be maintained to be free of accumulated dead vegetation.

**Council notes:**

1. No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.
2. The applicant has a right of appeal against the conditions which have been imposed on this Planning Consent. 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).

3. This consent or approval will lapse at the expiration of 2 years from its operative date, subject to the below or subject to an extension having been granted by the relevant authority.
4. Where an approved development has been substantially commenced within 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).
5. The proposed development is required to be connected to an approved **wastewater management system** (includes new or alterations to existing on-site systems, sewer systems and associated underfloor plumbing). A wastewater management system should be approved by Council prior to the commencement of construction.

### Country Fire Service Notes

6. BUILDING CONSIDERATIONS  
Ministerial Building Standard MBS008 “Designated bushfire prone areas - additional requirements” 2020, as published under the Planning, Development and Infrastructure Act 2016 applies to this site.

Please refer to the National Construction Code (NCC), relevant standards and state provisions for construction requirements and performance provisions.

A site Bushfire Attack Level (BAL) assessment was conducted in accordance with the NCC and Australian Standard™3959 (AS3959) “Construction of Buildings in Bushfire Prone Areas”.

#### Category of Bushfire Attack Level: **BAL 12.5**

This BAL rating is conditional upon the establishment and maintenance of a 20 metre Asset Protection Zone, in accordance with the Asset Protection Zone – Vegetation Management condition of consent placed on the planning consent with the same application reference.

This report is considered relevant at the date of assessment with respect to the elevations detailed on proposed Site Plan, dated 23/02/2022 and shall not be considered as SA CFS endorsement of any subsequent development.

7. TOURIST ACCOMMODATION - BUSHFIRE SURVIVAL PLAN  
CFS further recommends:
  - The applicants to prepare and display a BUSHFIRE SURVIVAL PLAN (BSP) designed specifically for the purpose of any guests that may be in residence during a bushfire event, especially during the Fire Danger Season. The BSP:
    1. should provide clear directions to persons that may be unfamiliar with the area/locality and unfamiliar with what protective actions they may need to take to

- protect their lives during a bushfire event, including when to take such protective actions; and
2. should address the possibility that the owners may not be present at the time of the bushfire event; and
  3. should not expect guests to be involved in fire-fighting operations.
  4. The SA CFS 'Bushfire Safety Guide For Business' document (refer to CFS website) should be utilised as a basis for information and the drafting of the (GUEST) BSP.
  5. The applicant should consider reducing operating hours and restrictions on days of heightened bushfire danger and/or bushfire events and consider including any alterations to bookings and services offered due to actual or predicted conditions during the Fire Danger Season in any booking/refund policy.
8. MANIFEST BOX (or similar)
- Given the complexities that the subject site presents, SA CFS further recommends the installation of a Manifest Box at the entrance of the property. This box (which looks a bit like a small meter box), should be red with white writing 'Fire Protection system' or similar, and clearly visible to fire crews as they access the property. Information contained should include, but is not limited to, a list of emergency contact phone numbers and a site plan highlighting vehicle access, turning ability, building location, water i.e. fill locations, all fire protection equipment, and any on-site hazards or storage of dangerous materials i.e. LPG, fuels or chemicals.

#### **Department for Environment and Water Notes**

9. The applicant is reminded of the General Duty of Care under Section 23 of the *River Murray Act 2003*, which requires that a person must take all reasonable measures to prevent or minimise any harm to the River Murray through his or her activities.
10. It is important to note that the following applies to the subject land:
  - The *Prescription of the Water Resources in the Eastern Mount Lofty Ranges*, which requires those that are or are proposing to use surface, watercourse and/or underground water for any purpose – other than stock and domestic use – at any time in the future, to apply for a water licence with the Department for Environment and Water (DEW);
  - The *Notice of Authorisation to Take Water* (Government Gazette 27 June 2019, p2287) permits up to 1500 kilolitres of roof runoff to be taken per annum for commercial purposes within surface water prescribed areas;
  - If there is a proposal to take surface water, watercourse water or underground water (including additional to any quantity currently authorised) or if there are any existing water uses that may be impacted by the development, the interested parties should contact the DEW Water Licensing Branch (Berri office) on (08) 8595 2053 or visit: <http://www.environment.sa.gov.au/topics/water/water-licences-and-permits>



11. **The holder of Water Licence 115767 will be required to apply to the Department for Environment and Water to vary the licence such that it endorses the subject land (i.e. CT 5653/572).** Any intention to use a well other than that currently endorsed on the licence, or roof runoff in excess of 1500 kilolitres per annum, will also require an application to vary the licence. For further information contact the DEW Water Licensing Branch on (08) 8463 6876 or visit: <http://www.environment.sa.gov.au/topics/water/water-licences-and-permits>.
12. Section 119 of the *Landscape South Australia Act 2019* requires the occupier of the land on which a well is situated to ensure that the well (including the casing, lining and screen of the well and any mechanism used to cap the well) is properly maintained. A permit is required from the Department for Environment and Water (DEW) for any work to be carried out on a well or for new wells to be drilled. Information on specific wells can be obtained from [www.waterconnect.sa.gov.au](http://www.waterconnect.sa.gov.au). For information regarding permit applications contact the DEW Water Licensing Branch on telephone (08) 8735 1134 or visit: <http://www.environment.sa.gov.au/topics/water/water-licences-and-permits>

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Item 5.2.1 - Appendix 1

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**63 MUELLER CL BUGLE RANGES SA 5251**

**Address:**

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

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



**Property Zoning Details**

**Overlay**

Environment and Food Production Area  
Hazards (Bushfire - High Risk)  
Hazards (Flooding - Evidence Required)  
Limited Land Division  
Murray-Darling Basin  
Native Vegetation  
Prescribed Water Resources Area  
River Murray Tributaries Protection Area  
Water Resources

**Zone**

Rural

**Development Pathways**

■ Rural

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.

- Agricultural building
- Air handling unit, air conditioning system or exhaust fan
- Brush fence
- Building work on railway land
- Carport
- Farming
- Internal building work
- Outbuilding
- Partial demolition of a building or structure
- Private bushfire shelter
- Protective tree netting structure
- Shade sail
- Solar photovoltaic panels (ground mounted)

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- Solar photovoltaic panels (roof mounted)
- Swimming pool or spa pool
- Verandah
- 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
- Agricultural building
- Carport
- Outbuilding
- Temporary accommodation in an area affected by bushfire
- Verandah

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
- Agricultural building
- Ancillary accommodation
- Brewery
- Carport
- Cidery
- Demolition
- Detached dwelling
- Distillery
- Dwelling addition
- Fence
- Horticulture
- Industry
- Land division
- Outbuilding
- Retaining wall
- Shop
- Store
- Tourist accommodation
- Tree-damaging activity
- Verandah
- Warehouse
- Winery
- Workers' accommodation

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

### Rural Zone

#### Assessment Provisions (AP)

Policy24 - Enquiry

Desired Outcome	
DO 1	A zone supporting the economic prosperity of South Australia primarily through the production, processing, storage and distribution of primary produce, forestry and the generation of energy from renewable sources.
DO 2	A zone supporting diversification of existing businesses that promote value-adding such as industry, storage and warehousing activities, the sale and consumption of primary produce, tourist development and accommodation.

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>The productive value of rural land for a range of primary production activities and associated value adding, processing, warehousing and distribution is supported, protected and maintained.</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) Agricultural building</li> <li>(c) Brewery</li> <li>(d) Carport</li> <li>(e) Cidery</li> <li>(f) Dairy</li> <li>(g) Dam</li> <li>(h) Distillery</li> <li>(i) Dwelling</li> <li>(j) Dwelling addition</li> <li>(k) Farming</li> <li>(l) Horse keeping</li> <li>(m) Horticulture</li> <li>(n) Industry</li> <li>(o) Intensive animal husbandry</li> <li>(p) Low intensity animal husbandry</li> <li>(q) Outbuilding</li> <li>(r) Renewable energy facility</li> <li>(s) Shop</li> <li>(t) Small-scale ground mounted solar power facility</li> <li>(u) Stock slaughter works</li> <li>(v) Tourist accommodation</li> <li>(w) Transport distribution</li> <li>(x) Verandah</li> <li>(y) Warehouse</li> <li>(z) Winery</li> <li>(aa) Workers' accommodation</li> </ul>
Siting and Design	
<p>PO 2.1</p> <p>Development is provided with suitable vehicle access.</p>	<p>DTS/DPF 2.1</p> <p>Development is serviced by an all-weather trafficable public road.</p>

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PO 2.2  Buildings are generally located on flat land to minimise cut and fill and the associated visual impacts.	DTS/DPF 2.2  Buildings:  (a) are located on sites with a slope not greater than 10% (1-in-10) (b) do not result in excavation and/or filling of land greater than 1.5m from natural ground level.
Horticulture	
PO 3.1  Horticulture is located and conducted on land that has the physical capability of supporting the activity and in a sustainable manner that:  (a) enhances the productivity of the land for the growing of food and produce in a sustainable manner (b) avoids adverse interface conflicts with other land uses (c) utilises sound environmental practices to mitigate negative impacts on natural resources and water quality (d) is sympathetic to surrounding rural landscape character and amenity where horticulture is proposed to be carried out in enclosed buildings such as such as greenhouses.	DTS/DPF 3.1  Horticultural activities:  (a) are conducted on an allotment with an area of at least 1ha (b) are sited on land with a slope not greater than 10% (1-in-10) (c) are not conducted within 50m of a watercourse or native vegetation (d) are not conducted within 100m of a sensitive receiver in other ownership (e) provide for a headland area between plantings and property boundaries of at least 10m in width (f) where carried out in an enclosed building such as a greenhouse, the building has a total floor area not greater than 250m <sup>2</sup> (g) where in the form of olive growing are not located within 500m of a conservation or national park.
Rural Industry	
PO 4.1  Small-scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities provide opportunities for diversification and value adding to locally sourced primary production activities.	DTS/DPF 4.1  Industries, storage, warehousing, produce grading and packing and transport distribution activities and similar activities (or any combination thereof):  (a) are directly related and ancillary to a primary production use on the same or adjoining allotment (b) are located on an allotment not less than 20ha in area (c) have a total floor area not exceeding 500m <sup>2</sup> .
PO 4.2  Expansion of established small-scale or new large scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities:  (a) are commensurate with the allotment on which it is situated to mitigate adverse impacts on the amenity of land in other ownership and the character of the locality (b) realise efficiencies in primary production related storage, sorting, packaging, manufacturing and the like (c) primarily involve primary production commodities sourced from the same allotment and /or surrounding rural areas.	DTS/DPF 4.2  None are applicable.
PO 4.3  Industry, storage, warehousing, transport distribution or similar activities are sited, designed and of a scale that maintains rural	DTS/DPF 4.3  Buildings and associated activities:

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character and function and respects landscape amenity.	<ul style="list-style-type: none"> <li>(a) are set back at least 100m from all road and allotment boundaries</li> <li>(b) are not sited within 200m of a sensitive receiver in other ownership</li> <li>(c) have a building height not greater than 10m above natural ground level</li> <li>(d) incorporate the loading and unloading of vehicles within the confines of the allotment.</li> </ul>
Dwellings	
<p>PO 5.1</p> <p>Dwellings provide a convenient base for landowners to conduct and manage commercial scale primary production and rural related value adding activities without compromising the use of the allotment, adjacent land or long term purpose of the zone for primary production or related tourism values due to a proliferation of dwellings.</p>	<p>DTS/DPF 5.1</p> <p>Dwellings:</p> <ul style="list-style-type: none"> <li>(a) are located on an allotment with an area not less than:</li> <li>(b) are located on an allotment used for and is ancillary to primary production and/or primary production related value-adding activities</li> <li>(c) will not result in more than one dwelling on an allotment.</li> </ul> <p>In relation to DTS/DPF 5.1, in instances where:</p> <ul style="list-style-type: none"> <li>(d) more than one value is returned in the same field, refer to the <i>Minimum Dwelling Allotment Size Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development</li> <li>(e) no value is returned for DTS/DPF 5.1(a) (ie there is a blank field), then there is no minimum dwelling allotment size applicable and DTS/DPF 5.1(a) is met.</li> </ul>
<p>PO 5.2</p> <p>Development resulting in more than one dwelling on an allotment supports ageing in place for the owner of the allotment or multi-generational management of farms in a manner that minimises the potential loss of land available for primary production.</p>	<p>DTS/DPF 5.2</p> <p>Dwelling that will result in more than one dwelling on an allotment where all the following are satisfied:</p> <ul style="list-style-type: none"> <li>(a) it is located within 20m of an existing dwelling</li> <li>(b) shares the same utilities of the existing dwelling</li> <li>(c) will use the same access point from a public road as the existing dwelling</li> <li>(d) it is located on an allotment not less than 40ha in area</li> <li>(e) will not result in more than two dwellings on the allotment.</li> </ul>
<p>PO 5.3</p> <p>Dwelling are sited, designed and of a scale that maintains a pleasant rural character and amenity.</p>	<p>DTS/DPF 5.3</p> <p>Dwellings:</p> <ul style="list-style-type: none"> <li>(a) are set back from all allotment boundaries by at least 40m</li> <li>(b) do not exceed 2 building levels and 9m measured from the top of the footings</li> <li>(c) have a wall height that is no greater than 6m.</li> </ul>
<p>PO 5.4</p> <p>Dwelling additions are sited, designed and of a scale that maintains a pleasant rural character and amenity.</p>	<p>DTS/DPF 5.4</p> <p>Additions or alterations to an existing dwelling:</p> <ul style="list-style-type: none"> <li>(a) are set back from all allotment boundaries by at least 40m</li> <li>(b) do not exceed 2 building levels and 9m measured from the top of the footings</li> <li>(c) have a wall height that is no greater than 6m.</li> </ul>



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Shops, Tourism and Function Centres	
<p>PO 6.1</p> <p>Shops are associated with an existing primary production use or primary production related value adding industry to support diversification of employment, provide services to visitors and showcase local and regional products.</p>	<p>DTS/DPF 6.1</p> <p>Shops:</p> <ul style="list-style-type: none"> <li>(a) are ancillary to and located on the same allotment or an adjoining allotment used for primary production or primary production related value adding industries</li> <li>(b) offer for sale or consumption produce or goods that are primarily sourced, produced or manufactured on the same allotment or adjoining allotments</li> <li>(c) have a gross leasable floor area not exceeding 100m<sup>2</sup> or 250m<sup>2</sup> in the case of a cellar door</li> <li>(d) have an area for the display of produce or goods external to a building not exceeding 25m<sup>2</sup>.</li> </ul>
<p>PO 6.2</p> <p>Shops that are proposed in new buildings are sited, designed and of a scale that maintains a pleasant rural character and amenity.</p>	<p>DTS/DPF 6.2</p> <p>Shops in new buildings:</p> <ul style="list-style-type: none"> <li>(a) are set back from all allotment boundaries by at least 40m</li> <li>(b) are not sited within 100m of a sensitive receiver in other ownership</li> <li>(c) have a building height that does not exceed 9m above natural ground level.</li> </ul>
<p>PO 6.3</p> <p>Tourist accommodation is associated with the primary use of the land for primary production or primary production related value adding industry to enhance and provide authentic visitor experiences.</p>	<p>DTS/DPF 6.3</p> <p>Tourist accommodation:</p> <ul style="list-style-type: none"> <li>(a) is ancillary to and located on the same allotment or an adjoining allotment used for primary production or primary production related value adding industry</li> <li>(b) in relation to the area used for accommodation: <ul style="list-style-type: none"> <li>(i) where in a new building, does not exceed a total floor area of 100m<sup>2</sup></li> <li>(ii) where in an existing building, does not exceed a total floor area of 150m<sup>2</sup></li> </ul> </li> <li>(c) does not result in more than one facility being located on the same allotment.</li> </ul>
<p>PO 6.4</p> <p>Tourist accommodation proposed in a new building or buildings is sited, designed and of a scale that maintains a pleasant rural character and amenity.</p>	<p>DTS/DPF 6.4</p> <p>Tourist accommodation in new buildings:</p> <ul style="list-style-type: none"> <li>(a) is set back from all allotment boundaries by at least 40m</li> <li>(b) has a building height that does not exceed 7m above natural ground level.</li> </ul>
<p>PO 6.5</p> <p>Function centres are associated with the primary use of the land for primary production or primary production related value adding industry.</p>	<p>DTS/DPF 6.5</p> <p>Function centres:</p> <ul style="list-style-type: none"> <li>(a) are ancillary to and located on the same allotment or an adjoining allotment used for primary production or primary production related value adding industry</li> <li>(b) do not result in more than 75 persons for customer dining purposes.</li> </ul>

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PO 6.6 Function centres are sited, designed and of a scale that maintains a pleasant natural and rural character and amenity.	DTS/DPF 6.6 Function centres:  (a) are located on an allotment having an area of at least 5ha (b) are set back from all property boundaries by at least 40m (c) are not sited within 100m of a sensitive receiver in other ownership (d) have a building height that does not exceed 9m above natural ground level.
Offices	
PO 7.1 Offices are directly related to and associated with the primary use of the land for primary production or primary production related value adding industry.	DTS/DPF 7.1 Offices:  (a) are ancillary to and located on the same allotment or an adjoining allotment used for primary production or primary production related value adding industry (b) have a gross leasable floor area not exceeding 100m <sup>2</sup> .
Adaptive Reuse of Existing Buildings	
PO 8.1 Adaptive reuse of existing buildings for small-scale shops, offices, tourist accommodation or ancillary rural activities.	DTS/DPF 8.1 Development within an existing building is for any of the following:  (a) a shop (b) office (c) tourist accommodation.
Renewable Energy Facilities	
PO 9.1 Renewable energy facilities and ancillary development minimises significant fragmentation or displacement of existing primary production.	DTS/DPF 9.1 None are applicable.
PO 9.2 Small-scale, ground-mounted solar power facilities support rural production or value-adding industries.	DTS/DPF 9.2 None are applicable.
Built Form and Character	
PO 10.1 Large buildings are designed and sited to reduce impacts on scenic and rural vistas by:  (a) having substantial setbacks from boundaries and adjacent public roads (b) using low-reflective materials and finishes that blend with the surrounding landscape (c) being located below ridgelines.	DTS/DPF 10.1 None are applicable.
Land Division	
PO 11.1 Land division, including boundary realignments, promotes productive, efficient and sustainable primary production.	DTS/DPF 11.1 Allotments have an area not less than:  In relation to DTS/DPF 11.1, in instances where:

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	<p>(a) more than one value is returned in the same field, refer to the <i>Minimum Site Area Technical and Numeric Variation</i> layer in the SA planning database to determine the applicable value relevant to the site of the proposed development</p> <p>(b) no value is returned (i.e. there is a blank field), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.</p>
<p>PO 11.2</p> <p>Land division, including boundary realignments, which facilitates the more intensive use of the land should occur only where:</p> <p>(a) the allotments are of a size and configuration to support the existing and proposed land uses</p> <p>(b) water of sufficient quality and quantity is available to sustain the proposed use</p> <p>(c) the use will be compatible with adjacent or nearby uses of land.</p>	<p>DTS/DPF 11.2</p> <p>None are applicable.</p>
<p>PO 11.3</p> <p>Allotment boundaries, including by realignment, are positioned to incorporate sufficient space around existing residential, tourist accommodation and other habitable buildings (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation) to:</p> <p>(a) maintain a pleasant rural character and amenity for occupants</p> <p>(b) manage vegetation within the same allotment to mitigate bushfire hazard.</p>	<p>DTS/DPF 11.3</p> <p>Allotment boundaries are located no closer to an existing residential, tourist accommodation or other habitable building than the greater of the following:</p> <p>(a) 40m</p> <p>(b) the distance required to accommodate an asset protection zone wholly within the relevant allotment.</p>
Agricultural Buildings	
<p>PO 12.1</p> <p>Agricultural buildings and associated activities are sited, designed and of a scale that maintains a pleasant rural character and function.</p>	<p>DTS/DPF 12.1</p> <p>Agricultural buildings:</p> <p>(a) are located on an allotment having an area of at least 10ha</p> <p>(b) are set back at least 50m from an allotment boundary</p> <p>(c) have a building height not exceeding 10m above natural ground level</p> <p>(d) do not exceed 500m<sup>2</sup> in total floor area</p> <p>(e) incorporate the loading and unloading of vehicles within the confines of the allotment.</p>
Outbuildings, Carports and Verandahs	
<p>PO 13.1</p> <p>Outbuildings are sited, designed and of a scale that maintains a pleasant rural character and amenity.</p>	<p>DTS/DPF 13.1</p> <p>Outbuildings:</p> <p>(a) have a primary street setback that is at least as far back as the building to which it is ancillary</p> <p>(b) have a combined total floor area that does not exceed 150m<sup>2</sup></p> <p>(c) have walls that do not exceed 5m in height measured from natural ground level (not including a gable end)</p> <p>(d) have a total roof height that does not exceed 6m measured</p>

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	<p>from natural ground level</p> <p>(e) if clad in sheet metal, it is pre-colour treated or painted in a non-reflective colour</p> <p>(f) will not result in more than 2 outbuildings on the same allotment .</p>
<p>PO 13.2</p> <p>Carports and verandahs are sited, designed and of a scale to maintain a pleasant rural character and amenity.</p>	<p>DTS/DPF 13.2</p> <p>Carports and verandahs:</p> <p>(a) are set back from the primary street at least as far back as the building to which it is ancillary</p> <p>(b) have a total floor area that does not exceed 80m<sup>2</sup></p> <p>(c) have a post height that does not exceed 3m measured from natural ground level (not including a gable end)</p> <p>(d) have a total roof height that does not exceed 5m measured from natural ground level</p> <p>(e) if clad in sheet metal, it is pre-colour treated or painted in a non-reflective colour.</p>
Concept Plans	
<p>PO 14.1</p> <p>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.</p>	<p>DTS/DPF 14.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <p>In relation to DTS/DPF 14.1, in instances where:</p> <p>(a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant.</p> <p>(b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 14.1 is met.</p>
Advertisements	
<p>PO 15.1</p> <p>Freestanding advertisements that identify the associated business without creating a visually dominant element within the locality.</p>	<p>DTS/DPF 15.1</p> <p>Freestanding advertisements:</p> <p>(a) do not exceed 2m in height</p> <p>(b) do not have a sign face that exceeds 2m<sup>2</sup> per side.</p>

**Table 5 - Procedural Matters (PM) - Notification**

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

**Interpretation**

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

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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) agricultural building</li> <li>(c) air handling unit, air conditioning system or exhaust fan</li> <li>(d) ancillary accommodation</li> <li>(e) building work on railway land</li> <li>(f) carport</li> <li>(g) dwelling</li> <li>(h) dwelling addition</li> <li>(i) farming</li> <li>(j) fence</li> <li>(k) horse keeping</li> <li>(l) internal building works</li> <li>(m) land division</li> <li>(n) outbuilding</li> <li>(o) private bushfire shelter</li> <li>(p) protective tree netting structure</li> <li>(q) replacement building</li> <li>(r) retaining wall</li> <li>(s) shade sail</li> <li>(t) solar photovoltaic panels (roof mounted)</li> <li>(u) swimming pool or spa pool</li> <li>(v) temporary accommodation in an area affected by bushfire</li> <li>(w) tree damaging activity</li> <li>(x) verandah</li> <li>(y) water tank.</li> </ul>	None specified.
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) industry</li> <li>(b) store</li> <li>(c) warehouse.</li> </ul>	Except development that exceeds the total floor area limit expressed in Rural Zone DTS/DPF 4.1(c) or does not satisfy Rural Zone DTS/DPF 4.3.
4. Demolition.	Except any of the following: <ul 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> </ul>

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5. Function centre.	Except function centre that does not satisfy any of the following:  1. Rural Zone DTS/DPF 6.5(b) 2. Rural Zone DTS/DPF 6.6.
6. Horticulture.	Except horticulture that does not satisfy any of the following:  1. Rural Zone DTS/DPF 3.1(d) 2. Rural Zone DTS/DPF 3.1(e) 3. Rural Zone DTS/DPF 3.1(f).
7. Shop.	Except shop that exceeds the gross leasable floor area limit expressed in Rural Zone DTS/DPF 6.1(c) or does not satisfy Rural Zone DTS/DPF 6.2.
8. Tourist accommodation.	Except tourist accommodation that does not satisfy any of the following:  1. Rural Zone DTS/DPF 6.3(b) 2. Rural Zone DTS/DPF 6.4.

**Placement of Notices - Exemptions for Performance Assessed Development**

Pursuant to regulation 47(6)(c) of the Planning, Development and Infrastructure (General) Regulations 2017, the requirement to place a notice on the relevant land under section 107(3)(a)(ii) of the *Planning, Development and Infrastructure Act 2016* does not apply in the Rural Zone.

**Placement of Notices - Exemptions for Restricted Development**

Pursuant to regulation 47(6)(c) of the Planning, Development and Infrastructure (General) Regulations 2017, the requirement to place a notice on the relevant land under section 110(2)(a)(iv) of the *Planning, Development and Infrastructure Act 2016* does not apply in the Rural Zone.

## Part 3 - Overlays

### Environment and Food Production Areas Overlay

#### Assessment Provisions (AP)

Desired Outcome	
DO 1	Protection of valuable rural, landscape, environmental and food production areas from urban encroachment.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance
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	Feature
PO 1.1 Land division undertaken in accordance with Section 7 of the <i>Planning, Development and Infrastructure Act 2016</i> .	DTS/DPF 1.1 None are applicable.

**Procedural Matters (PM)**

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

**Hazards (Bushfire - High Risk) Overlay**

**Assessment Provisions (AP)**

Desired Outcome	
DO 1	Development, including land division is sited and designed to minimise the threat and impact of bushfires on life and property with regard to the following risks:  (a) potential for uncontrolled bushfire events taking into account the increased frequency and intensity of bushfires as a result of climate change (b) high levels and exposure to ember attack (c) impact from burning debris (d) radiant heat (e) likelihood and direct exposure to flames from a fire front.
DO 2	Activities that increase the number of people living and working in the area or where evacuation would be difficult is sited away from areas of unacceptable bushfire risk.
DO 3	To facilitate access for emergency service vehicles to aid the protection of lives and assets from bushfire danger.

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

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



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Development that significantly increases the potential for fire outbreak as a result of the spontaneous combustion of materials, spark generation or through the magnification and reflection of light is not located in areas of unacceptable bushfire risk.	None are applicable.
<p>PO 1.2</p> <p>Pre-schools, educational establishments, hospitals, retirement and supported accommodation are sited away from areas of unacceptable bushfire risk and locations that:</p> <p>(a) are remote from or require extended periods of travel to reach safer locations</p> <p>(b) don't have a safe path of travel to safer locations.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
Siting	
<p>PO 2.1</p> <p>Buildings and structures are located away from areas that pose an unacceptable bushfire risk as a result of vegetation cover and type, and terrain.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
Built Form	
<p>PO 3.1</p> <p>Buildings and structures are designed and configured to reduce the impact of bushfire through using designs that reduce the potential for trapping burning debris against or underneath the building or structure, or between the ground and building floor level in the case of transportable buildings and buildings on stilts.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
<p>PO 3.2</p> <p>Extensions to buildings, outbuildings and other ancillary structures are sited and constructed using materials to minimise the threat of fire spread to residential and tourist accommodation (including boarding houses, hostels, dormitory style accommodation, student accommodation and Workers' accommodation) in the event of bushfire.</p>	<p>DTS/DPF 3.2</p> <p>Outbuildings and other ancillary structures are sited no closer than 6m from the habitable building.</p>
Habitable Buildings	
<p>PO 4.1</p> <p>To minimise the threat, impact and potential exposure to bushfires on life and property, residential and tourist accommodation and habitable buildings for vulnerable communities (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation) is sited on the flatter portion of allotments away from steep slopes.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p> <p>Residential and tourist accommodation and habitable buildings for vulnerable communities (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation) is sited away from vegetated areas that pose an unacceptable bushfire risk.</p>	<p>DTS/DPF 4.2</p> <p>Residential and tourist accommodation and habitable buildings for vulnerable communities are provided with asset protection zone(s) in accordance with (a) and (b):</p> <p>(a) the asset protection zone has a minimum width of at least:</p> <p>(i) 50 metres to unmanaged grasslands</p> <p>(ii) 100 metres to hazardous bushland vegetation</p>

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	(b) the asset protection zone is contained wholly within the allotment of the development.
<p>PO 4.3</p> <p>Residential and tourist accommodation and habitable buildings for vulnerable communities (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation) has a dedicated area available that:</p> <p>(a) is capable of accommodating a bushfire protection system comprising firefighting equipment and water supply in accordance with <i>Ministerial Building Standard MBS 008 - Designated bushfire prone areas - additional requirements</i></p> <p>(b) includes the provision of an all-weather hardstand area in a location that:</p> <p>(i) allows fire-fighting vehicles to safely access the dedicated water supply and exit the site in a forward direction</p> <p>(ii) is no further than 6 metres from the dedicated water supply outlet(s) where required.</p>	<p>DTS/DPF 4.3</p> <p>None are applicable.</p>
Land Division	
<p>PO 5.1</p> <p>Land division for residential and tourist accommodation and habitable buildings for vulnerable communities (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation) is limited to those areas specifically set aside for these uses.</p>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>
<p>PO 5.2</p> <p>Land division is designed and incorporates measures to minimise the danger of fire hazard to residents and occupants of buildings, and to protect buildings and property from physical damage in the event of a bushfire.</p>	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>
<p>PO 5.3</p> <p>Land division is designed to provide a continuous street pattern (avoiding the use of dead end roads/cul-de-sac road design) to facilitate the safe movement and evacuation of emergency vehicles, residents, occupants and visitors. Where cul-de-sac / dead end roads are proposed, an alternative emergency evacuation route is provided.</p>	<p>DTS/DPF 5.3</p> <p>None are applicable.</p>
<p>PO 5.4</p> <p>Where 10 or more new allotments are proposed, land division includes at least two separate and safe exit points to enable multiple avenues of evacuation in the event of a bushfire.</p>	<p>DTS/DPF 5.4</p> <p>None are applicable.</p>
<p>PO 5.5</p> <p>Land division provides sufficient space for future asset protection zones and incorporates perimeter roads of adequate design in conjunction with bushfire buffer zones to achieve adequate separation between residential allotments and areas of</p>	<p>DTS/DPF 5.5</p> <p>None are applicable.</p>

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unacceptable bushfire risk and to support safe access for the purposes of fire-fighting.	
Vehicle Access –Roads, Driveways and Fire Tracks	
<p>PO 6.1</p> <p>Roads are designed and constructed to facilitate the safe and effective:</p> <ul style="list-style-type: none"> <li>(a) access, operation and evacuation of fire-fighting vehicles and emergency personnel</li> <li>(b) evacuation of residents, occupants and visitors.</li> </ul>	<p>DTS/DPF 6.1</p> <p>Roads:</p> <ul style="list-style-type: none"> <li>(a) are constructed with a formed, all-weather surface</li> <li>(b) have a gradient of not more than 16 degrees (1-in-3.5) at any point along the road</li> <li>(c) have a cross fall of not more than 6 degrees (1-in-9.5) at any point along the road</li> <li>(d) have a minimum formed road width of 6m</li> <li>(e) provide overhead clearance of not less than 4.0m between the road surface and overhanging branches or other obstructions including buildings and/or structures (Figure 1)</li> <li>(f) allow fire-fighting services (personnel and vehicles) to travel in a continuous forward movement around road curves by constructing the curves with a minimum external radius of 12.5m (Figure 2)</li> <li>(g) incorporating cul-de-sac endings or dead end roads are provided within an alternative evacuation route and do not exceed 200m in length and the end of the road has either: <ul style="list-style-type: none"> <li>(i) a turning area with a minimum formed surface radius of 12.5m (Figure 3)</li> <li>or</li> <li>(ii) a 'T' or 'Y' shaped turning area with a minimum formed surface length of 11m and minimum internal radii of 9.5m (Figure 4)</li> </ul> </li> <li>(h) incorporate solid, all-weather crossings over any watercourse that support fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes.</li> </ul>
<p>PO 6.2</p> <p>Access to habitable buildings is designed and constructed to facilitate the safe and effective:</p> <ul style="list-style-type: none"> <li>(a) use, operation and evacuation of fire-fighting and emergency personnel</li> <li>(b) evacuation of residents, occupants and visitors.</li> </ul>	<p>DTS/DPF 6.2</p> <p>Access is in accordance with (a) or (b):</p> <ul style="list-style-type: none"> <li>(a) a clear and unobstructed vehicle or pedestrian pathway of not greater than 60 metres in length is available between the most distant part of the habitable building and the nearest part of a formed public access road</li> <li>(b) driveways: <ul style="list-style-type: none"> <li>(i) do not exceed 600m in length</li> <li>(ii) are constructed with a formed, all-weather surface</li> <li>(iii) are connected to a formed, all-weather public road with the transition area between the road and driveway having a gradient of not more than 7 degrees (1-in-8)</li> <li>(iv) have a gradient of not more than 16 degrees (1-in-3.5) at any point along the driveway</li> <li>(v) have a crossfall of not more than 6 degrees (1-in-9.5) at any point along the driveway</li> <li>(vi) have a minimum formed width of 3m (4m where the gradient of the driveway is steeper than 12 degrees (1-in-4.5)) plus 0.5 metres clearance either side of the driveway from overhanging branches or other obstructions, including</li> </ul> </li> </ul>

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	<p>buildings and/or structures (Figure 1)</p> <p>(vii) incorporate passing bays with a minimum width of 6m and length of 17m every 200m (Figure 5)</p> <p>(viii) provide overhead clearance of not less than 4.0m between the driveway surface and overhanging branches or other obstructions, including buildings and/or structures (Figure 1)</p> <p>(ix) allow fire-fighting services (personnel and vehicles) to travel in a continuous forward movement around driveway curves by constructing the curves with a minimum external radius of 12.5m (Figure 2)</p> <p>(x) allow fire-fighting vehicles to safely enter and exit an allotment in a forward direction by using a 'U' shaped drive through design or by incorporating at the end of the driveway either:</p> <p style="margin-left: 40px;">A. a loop road around the building or</p> <p style="margin-left: 40px;">B. a turning area with a minimum radius of 12.5m (Figure 3) or</p> <p style="margin-left: 40px;">C. a 'T' or 'Y' shaped turning area with a minimum formed length of 11m and minimum internal radii of 9.5m (Figure 4)</p> <p>(xi) incorporate solid, all-weather crossings over any watercourse that support fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes.</p>
<p>PO 6.3</p> <p>Development does not rely on fire tracks as means of evacuation or access for fire-fighting purposes unless there are no safe alternatives available.</p>	<p>DTS/DPF 6.3</p> <p>None are applicable.</p>

### Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Except if a <b>relevant certificate</b> accompanies the application for planning consent in respect of the development, any of the following classes of development (including alterations and additions which increase the floor area of such buildings by 10% or more):</p> <p>(a) land division creating one or more additional allotments</p> <p>(b) dwelling</p> <p>(c) ancillary accommodation</p> <p>(d) residential flat building</p> <p>(e) tourist accommodation</p> <p>(f) boarding home</p> <p>(g) dormitory style accommodation</p>	South Australian Country Fire Service.	To provide expert assessment and direction to the relevant authority on the potential impacts of bushfire on the development.	Development of a class to which Schedule 9 clause 3 item 2 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

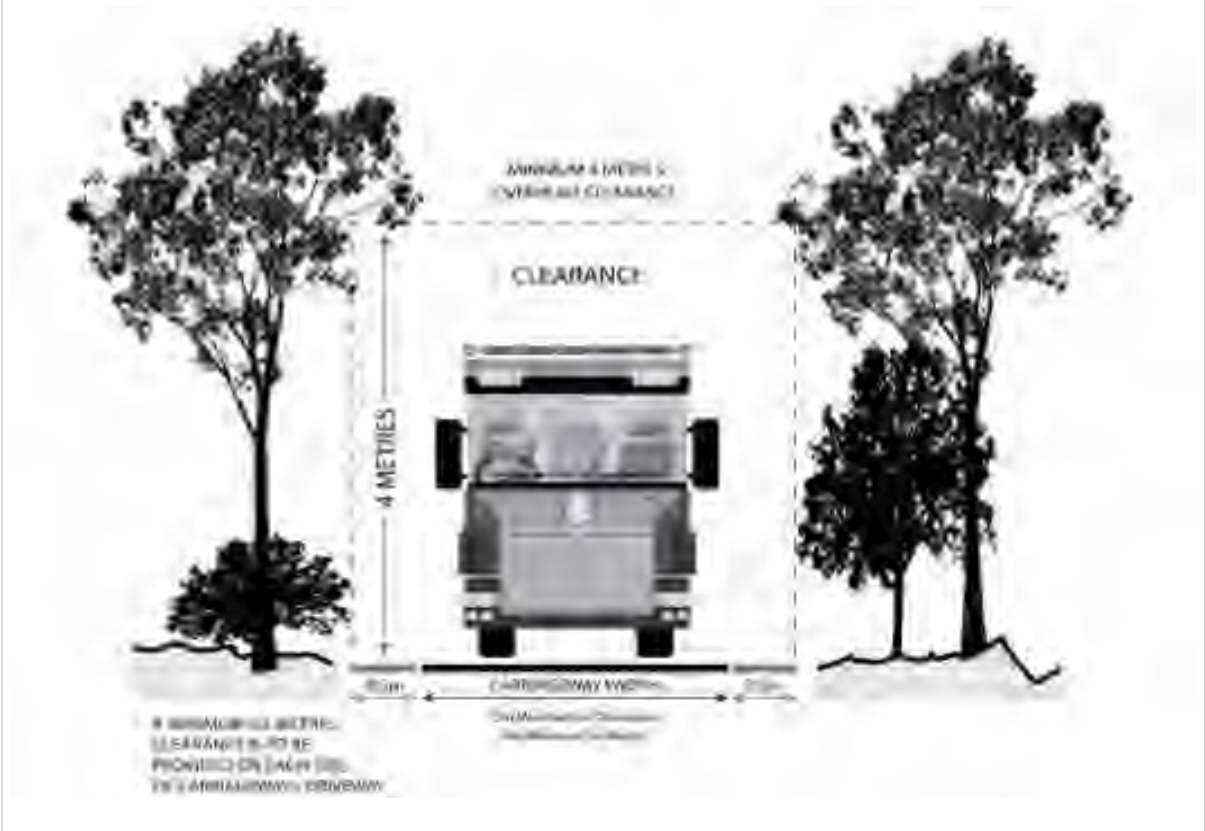
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(h)	workers' accommodation			
(i)	student accommodation			
(j)	pre-school			
(k)	educational establishment			
(l)	retirement village			
(m)	supported accommodation			
(n)	residential park			
(o)	hospital			
(p)	camp ground.			

Figures and Diagrams

Fire Appliance Clearances

Figure 1 - Overhead and Side Clearances



Roads and Driveway Design

Figure 2 - Road and Driveway Curves

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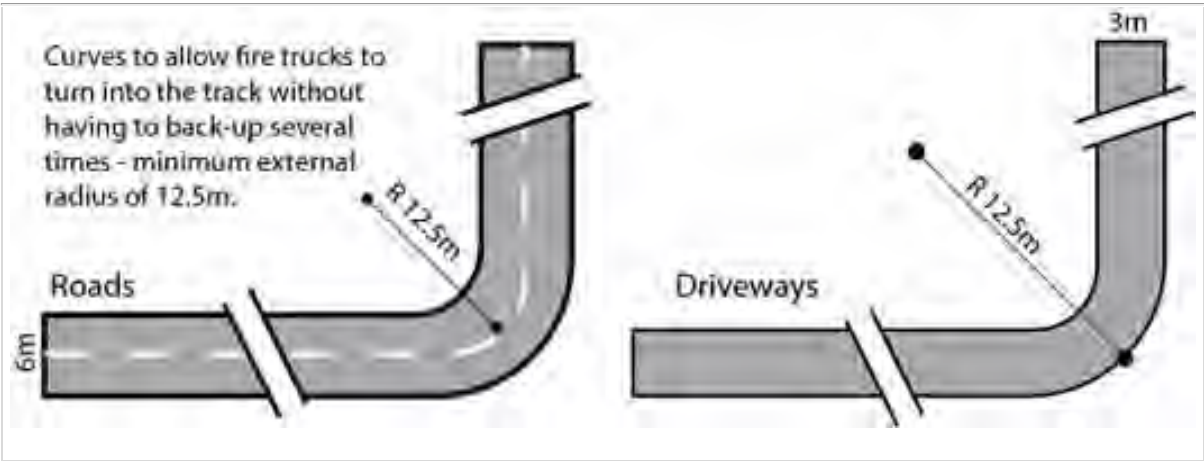


Figure 3 - Full Circle Turning Area

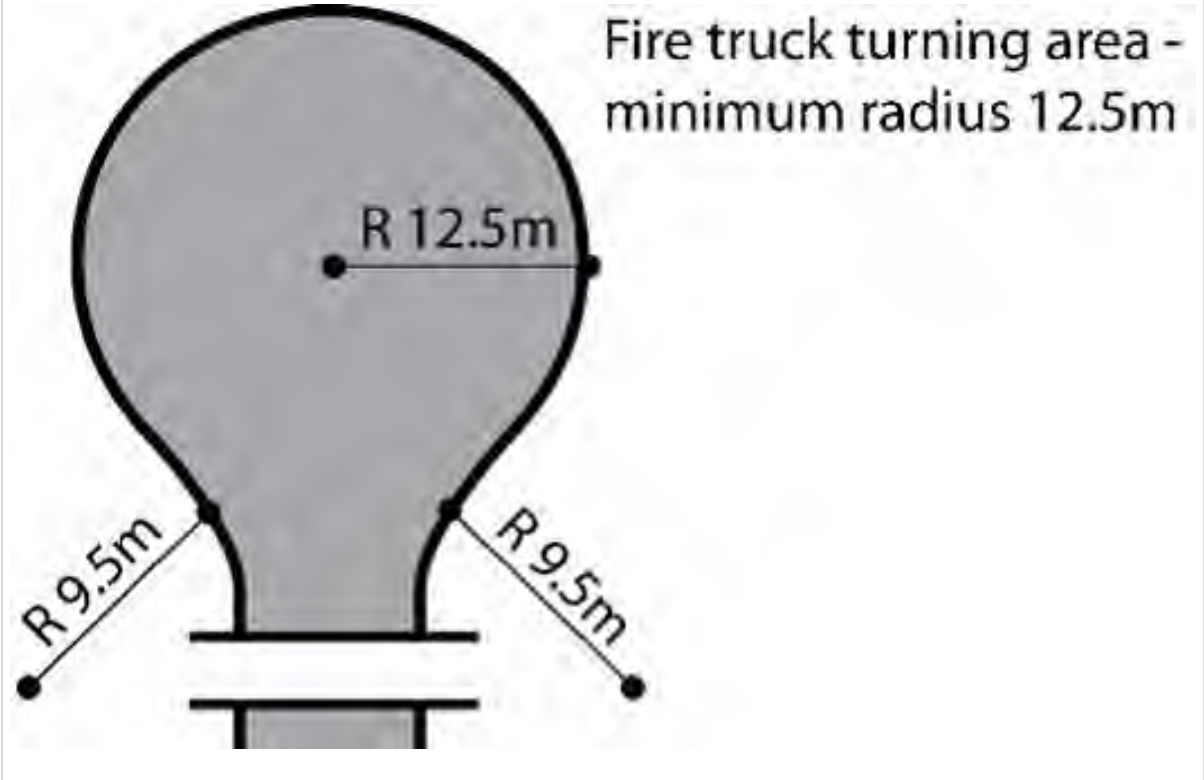


Figure 4 - 'T' or 'Y' Shaped Turning Head

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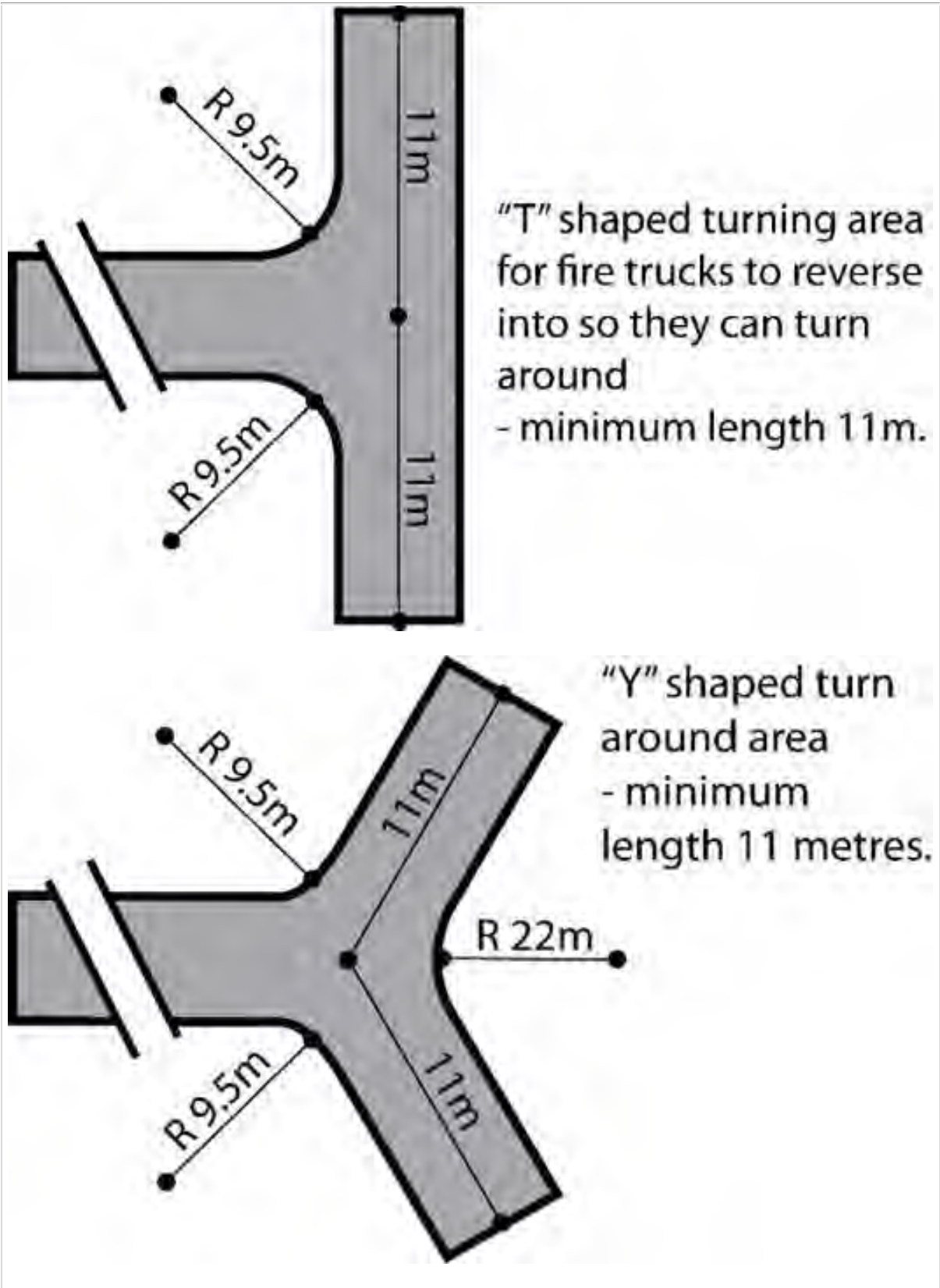
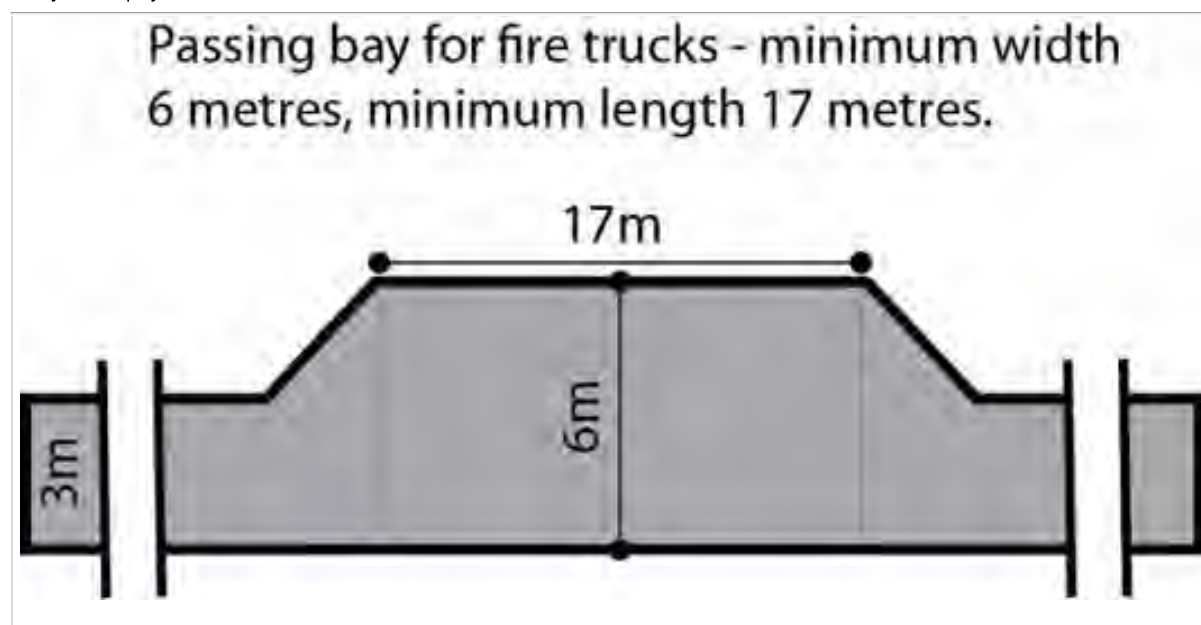


Figure 5 - Driveway Passing Bays



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## 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.

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

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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

## Limited Land Division Overlay

### Assessment Provisions (AP)

Desired Outcome	
DO 1	The long term use of land for primary production is maintained by minimising fragmentation through division of land.

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 Land division does not result in the creation of an additional allotment.	DTS/DPF 1.1 No additional allotments are created.
PO 1.2 Land division involving boundary realignments occurs only where the number of resulting allotments with a site area less than that specified in the relevant Zone is not greater than the number that existed prior to the realignment.	DTS/DPF 1.2 None are applicable.

### Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

## Murray-Darling Basin Overlay

## Assessment Provisions (AP)

Desired Outcome	
DO 1	Sustainable water use in the Murray-Darling Basin area.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>All development, but in particular development involving:</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) horse keeping</li> <li>(g) commercial forestry</li> </ul> <p>has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in the Murray-Darling Basin.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>

## Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Any of the following classes of development that require, or may require water to be taken from the River Murray within the meaning of the <i>River Murray Act 2003</i> under a water licence required 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) horse keeping</li> <li>(g) commercial forestry.</li> </ul>	<p>Minister responsible for the administration of the <i>River Murray Act 2003</i>.</p>	<p>To provide expert technical assessment and direction to the relevant authority on matters regarding the taking of water, to ensure development is undertaken sustainably in the Murray-Darling Basin.</p>	<p>Development of a class to which Schedule 9 clause 3 item 10 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.</p>

## Native Vegetation Overlay

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## Assessment Provisions (AP)

Desired Outcome	
DO 1	Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Environmental Protection	
<p>PO 1.1</p> <p>Development avoids, or where it cannot be practically avoided, minimises the clearance of native vegetation taking into account the siting of buildings, access points, bushfire protection measures and building maintenance.</p>	<p>DTS/DPF 1.1</p> <p>An application is accompanied by:</p> <ul style="list-style-type: none"> <li>(a) a declaration stating that the proposal will not, or would not, involve clearance of native vegetation under the Native Vegetation Act 1991, including any clearance that may occur: <ul style="list-style-type: none"> <li>(i) in connection with a relevant access point and / or driveway</li> <li>(ii) within 10m of a building (other than a residential building or tourist accommodation)</li> <li>(iii) within 20m of a dwelling or addition to an existing dwelling for fire prevention and control</li> <li>(iv) within 50m of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area</li> </ul> </li> <li>or</li> <li>(b) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the clearance is categorised as 'Level 1 clearance'.</li> </ul>
<p>PO 1.2</p> <p>Native vegetation clearance in association with development avoids the following:</p> <ul style="list-style-type: none"> <li>(a) significant wildlife habitat and movement corridors</li> <li>(b) rare, vulnerable or endangered plants species</li> <li>(c) native vegetation that is significant because it is located in an area which has been extensively cleared</li> <li>(d) native vegetation that is growing in, or in association with, a wetland environment.</li> </ul>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>Intensive animal husbandry and agricultural activities are sited, set</p>	<p>DTS/DPF 1.3</p> <p>Development within 500 metres of a boundary of a State Significant</p>

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back and designed to minimise impacts on native vegetation, including impacts on native vegetation in an adjacent State Significant Native Vegetation Area, from:	Native Vegetation Area does not involve any of the following:
<ul style="list-style-type: none"> <li>(a) the spread of pest plants and phytophthora</li> <li>(b) the spread of non-indigenous plants species</li> <li>(c) excessive nutrient loading of the soil or loading arising from surface water runoff</li> <li>(d) soil compaction</li> <li>(e) chemical spray drift.</li> </ul>	<ul style="list-style-type: none"> <li>(a) horticulture</li> <li>(b) intensive animal husbandry</li> <li>(c) dairy</li> <li>(d) commercial forestry</li> <li>(e) aquaculture.</li> </ul>
PO 1.4	DTS/DPF 1.4
Development restores and enhances biodiversity and habitat values through revegetation using locally indigenous plant species.	None are applicable.
Land division	
PO 2.1	DTS/DPF 2.1
Land division does not result in the fragmentation of land containing native vegetation, or necessitate the clearance of native vegetation, unless such clearance is considered minor, taking into account the location of allotment boundaries, access ways, fire breaks, boundary fencing and potential building siting or the like.	<p>Land division where:</p> <ul style="list-style-type: none"> <li>(a) an application is accompanied by one of the following: <ul style="list-style-type: none"> <li>(i) a declaration stating that none of the allotments in the proposed plan of division contain native vegetation under the <i>Native Vegetation Act 1991</i></li> <li>(ii) a declaration stating that no native vegetation clearance under the <i>Native Vegetation Act 1991</i> will be required as a result of the division of land</li> <li>(iii) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the vegetation to be cleared is categorised as 'Level 1 clearance'</li> </ul> </li> <li>or</li> <li>(b) an application for land division which is being considered concurrently with a proposal to develop each allotment which will satisfy, or would satisfy, the requirements of DTS/DPF 1.1, including any clearance that may occur or</li> <li>(c) the division is to support a Heritage Agreement under the Native Vegetation Act 1991 or the <i>Heritage Places Act 1993</i>.</li> </ul>

### Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development that is the subject of a report prepared in accordance with Regulation 18(2)(a) of the <i>Native Vegetation Regulations 2017</i> that categorises the clearance, or potential clearance, as 'Level 3 clearance' or 'Level 4 clearance'.	Native Vegetation Council	To provide expert assessment and direction to the relevant authority on the potential impacts of development on native vegetation.	Development of a class to which Schedule 9 clause 3 item 11 of the

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			Planning, Development and Infrastructure (General) Regulations 2017 applies.
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## Prescribed Water Resources Area Overlay

### Assessment Provisions (AP)

Desired Outcome	
DO 1	Sustainable water use in prescribed surface water resources areas maintains the health and natural flow paths of water courses.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>All development, but in particular development 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 surface water areas.</p>	<p>DTS/DPF 1.1</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>
<p>PO 1.2</p> <p>Development comprising the erection, construction, modification, enlargement or removal of a dam, wall or other structure that will collect or divert surface water flowing over land is undertaken in a manner that maintains the quality and quantity of flows required to meet the needs of the environment as well as downstream users.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>

### Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

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Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development that comprises the erection, construction, modification, enlargement or removal of a dam, wall or other structure that will collect or divert, or collects or diverts surface water flowing over land.	Relevant authority under the <i>Landscape South Australia Act 2019</i> that would, if it were not for the operation of section 106(1)(e) of that Act, have the authority under that Act to grant or refuse a permit to undertake the subject development.	To provide expert assessment and direction to the relevant authority on potential impacts from development on the health, sustainability and/or natural flow paths of water resources in accordance with the provisions of the relevant water allocation plan or regional landscape plan or equivalent.	Development of a class to which Schedule 9 clause 3 item 12 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
Any of the following classes of development:  (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry	The Chief Executive of the Department of the Minister responsible for the administration of the <i>Landscape South Australia Act 2019</i> .	To provide expert technical assessment and direction to the relevant authority on the taking of water to ensure development is undertaken sustainably and maintains the health and natural flow paths of water resources.	Development of a class to which Schedule 9 clause 3 item 13 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
Commercial forestry that requires a forest water licence under Part 8 Division 6 of the <i>Landscape South Australia Act 2019</i> .			

## River Murray Tributaries Protection Area Overlay

### Assessment Provisions (AP)

Desired Outcome	
DO 1	Sustainable water use and conservation of riverine environments within the River Murray Tributaries 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	
PO 1.1	DTS/DPF 1.1



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Development comprising the erection, construction, modification, enlargement or removal of a dam, wall or other structure that will collect or divert surface water flowing over land is undertaken in a manner that maintains the quality and quantity of flows required to meet the needs of the environment and downstream users.	None are applicable.
<p>PO 1.2</p> <p>All development, but in particular development involving any of the following:</p> <ul style="list-style-type: none"> <li>(a) activities requiring irrigation</li> <li>(b) aquaculture</li> <li>(c) commercial forestry</li> <li>(d) horticulture</li> <li>(e) industry</li> <li>(f) intensive animal husbandry</li> </ul> <p>has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed surface water areas.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
Land Division	
<p>PO 2.1</p> <p>Land division does not lead to the intensification of development to a level that would have a negative impact on the health or natural flow paths of the River Murray Tributaries.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Land division, including boundary realignment, preserves the integrity of the public waterfront of the River Murray system by limiting the number of allotments having a frontage (or extent of frontage) to that system.</p>	<p>DTS/DPF 2.2</p> <p>Land division does not result in any of the following:</p> <ul style="list-style-type: none"> <li>(a) an increase in allotments having a frontage to a part of the River Murray system</li> <li>(b) an increase in the frontage of an allotment or allotments to a part of the River Murray system.</li> </ul>

**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, except where the development is, in the opinion of the relevant authority, minor in nature and would not warrant a referral when considering the purpose of the referral:</p> <ul style="list-style-type: none"> <li>(a) development that comprises the erection, construction, modification, enlargement or removal of a dam, wall or other structure that will collect or divert, or collects or diverts water flowing in a watercourse or surface water flowing over land</li> </ul>	Minister responsible for the administration of the <i>River Murray Act 2003</i> .	To provide expert assessment and direction to the relevant authority on potential impacts from development on the health of the River Murray system, its natural flow regime (including floodwaters), water quality and cultural heritage.	Development of a class to which Schedule 9 clause 3 item 16 of the Planning, Development and Infrastructure (General)

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<ul style="list-style-type: none"> <li>(b) horticulture</li> <li>(c) activities requiring irrigation, other than irrigation used for domestic purposes</li> <li>(d) aquaculture</li> <li>(e) intensive animal husbandry</li> <li>(f) horse keeping</li> <li>(g) commercial forestry</li> <li>(h) land division classified as <i>restricted</i> by the Planning and Design Code</li> <li>(i) land division that results in: <ul style="list-style-type: none"> <li>(i) 4 or more additional allotments or</li> <li>(ii) 4 or more additional grants of occupancy (by the conferral or exercise of a right to occupy part only of an allotment) or</li> <li>(iii) a mix of 4 or more additional allotments and separate grants of occupancy</li> </ul> </li> <li>(j) land division that involves the creation of a new allotment or grant of occupancy where any part of the boundary of the new allotment or occupancy will have a frontage to a part of the River Murray system</li> <li>(k) alteration of the boundaries of an existing allotment so as to result in: <ul style="list-style-type: none"> <li>(i) the allotment having a frontage to a part of the River Murray system or</li> <li>(ii) the allotment having an increase in its frontage to a part of the River Murray system.</li> </ul> </li> </ul>			Regulations 2017 applies.
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## Water Resources Overlay

### Assessment Provisions (AP)

Desired Outcome	
DO 1	Protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.
DO 2	Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.

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

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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Catchment	
<p>PO 1.1</p> <p>Watercourses and their beds, banks, wetlands and floodplains (1% AEP flood extent) are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Development avoids interfering with the existing hydrology or water regime of swamps and wetlands other than to improve the existing conditions to enhance environmental values.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>Wetlands and low-lying areas providing habitat for native flora and fauna are not drained, except temporarily for essential management purposes to enhance environmental values.</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p> <p>Watercourses, areas of remnant native vegetation, or areas prone to erosion that are capable of natural regeneration are fenced off to limit stock access.</p>	<p>DTS/DPF 1.4</p> <p>None are applicable.</p>
<p>PO 1.5</p> <p>Development that increases surface water run-off includes a suitably sized strip of vegetated land on each side of a watercourse to filter runoff to:</p> <ul style="list-style-type: none"> <li>(a) reduce the impacts on native aquatic ecosystems</li> <li>(b) minimise soil loss eroding into the watercourse.</li> </ul>	<p>DTS/DPF 1.5</p> <p>A strip of land 20m or more wide measured from the top of existing banks on each side of the watercourse is free from development, livestock use and revegetated with locally indigenous vegetation.</p>
<p>PO 1.6</p> <p>Development resulting in the depositing or placing of an object or solid material in a watercourse or lake occurs only where it involves any of the following:</p> <ul style="list-style-type: none"> <li>(a) the construction of an erosion control structure</li> <li>(b) devices or structures used to extract or regulate water flowing in a watercourse</li> <li>(c) devices used for scientific purposes</li> <li>(d) the rehabilitation of watercourses.</li> </ul>	<p>DTS/DPF 1.6</p> <p>None are applicable.</p>
<p>PO 1.7</p> <p>Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by retaining and protecting existing native vegetation.</p>	<p>DTS/DPF 1.7</p> <p>None are applicable.</p>
<p>PO 1.8</p> <p>Watercourses, floodplains (1% AEP flood extent) and wetlands are protected and enhanced by stabilising watercourse banks and</p>	<p>DTS/DPF 1.8</p> <p>None are applicable.</p>

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reducing sediments and nutrients entering the watercourse.	
PO 1.9 Dams, water tanks and diversion drains are located and constructed to maintain the quality and quantity of flows required to meet environmental and downstream needs.	DTS/DPF 1.9 None are applicable.

### Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

## Part 4 - General Development Policies

### Advertisements

### 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	
PO 1.1 Advertisements are compatible and integrated with the design of the building and/or land they are located on.	DTS/DPF 1.1 Advertisements attached to a building satisfy all of the following:  (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: (i) if located at canopy level, are in the form of a fascia sign (ii) if located above canopy level:


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	<p>A. do not have any part rising above parapet height</p> <p>B. are not attached to the roof of the building</p> <p>(c) where they are not flush with a wall:</p> <p>(i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure</p> <p>(ii) if attached to a two-storey building:</p> <p>A. has no part located above the finished floor level of the second storey of the building</p> <p>B. does not protrude beyond the outer limits of any verandah structure below</p> <p>C. does not have a sign face that exceeds 1m<sup>2</sup> per side.</p> <p>(d) if located below canopy level, are flush with a wall</p> <p>(e) if located at canopy level, are in the form of a fascia sign</p> <p>(f) if located above a canopy:</p> <p>(i) are flush with a wall</p> <p>(ii) do not have any part rising above parapet height</p> <p>(iii) are not attached to the roof of the building.</p> <p>(g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah 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 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>

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PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
Proliferation of Advertisements	
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following:  (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.
Advertising Content	
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.
Amenity Impacts	
PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.	DTS/DPF 4.1 Advertisements do not incorporate any illumination.
Safety	
PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.	DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.
PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2 No advertisement illumination is proposed.
PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to drivers by:  (a) being liable to interpretation by drivers as an official traffic sign or signal	DTS/DPF 5.3 Advertisements satisfy all of the following:  (a) are not located in a public road or rail reserve (b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram

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<p>(b) obscuring or impairing drivers' view of official traffic signs or signals</p> <p>(c) obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings.</p>	
<p>PO 5.4</p> <p>Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.</p>	<p>DTS/DPF 5.4</p> <p>Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.</p>
<p>PO 5.5</p> <p>Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.</p>	<p>DTS/DPF 5.5</p> <p>Where the advertisement or advertising hoarding is:</p> <ul style="list-style-type: none"> <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: <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> </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)



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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or the amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Animal keeping and horse keeping is located and managed to minimise the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
Horse Keeping	
PO 2.1 Water from stable wash-down areas is directed to appropriate absorption areas and/or drainage pits to minimise pollution of land and water.	DTS/DPF 2.1 None are applicable.
PO 2.2 Stables, horse shelters or associated yards are sited appropriate distances away from sensitive receivers and/or allotments in other ownership to avoid adverse impacts from dust, erosion and odour.	DTS/DPF 2.2 Stables, horse shelters and associated yards are sited in accordance with all of the following:  (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

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	(b) are designed to be self-draining when washed down.
<p>PO 3.2</p> <p>Kennels and exercise yards are designed and sited to minimise noise nuisance to neighbours through measures such as:</p> <p>(a) adopting appropriate separation distances</p> <p>(b) orientating openings away from sensitive receivers.</p>	<p>DTS/DPF 3.2</p> <p>Kennels are sited 500m or more from the nearest sensitive receiver on land in other ownership.</p>
<p>PO 3.3</p> <p>Dogs are regularly observed and managed to minimise nuisance impact on adjoining sensitive receivers from animal behaviour.</p>	<p>DTS/DPF 3.3</p> <p>Kennels are sited in association with a permanent dwelling on the land.</p>
Wastes	
<p>PO 4.1</p> <p>Storage of manure, used litter and other wastes (other than wastewater lagoons) is designed, constructed and managed to minimise attracting and harbouring vermin.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p> <p>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.</p>	<p>DTS/DPF 4.2</p> <p>Waste storage facilities (other than wastewater lagoons) are located outside the 1% AEP flood event areas.</p>

## 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> <p>(a) 200m or more from a sensitive receiver in other ownership</p> <p>(b) 500m or more from the boundary of a zone primarily</p>

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	intended to accommodate sensitive receivers.
PO 1.2 Land-based aquaculture and associated components are sited and designed to prevent surface flows from entering ponds in a 1% AEP sea flood level event.	DTS/DPF 1.2 None are applicable.
PO 1.3 Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.	DTS/DPF 1.3 None are applicable.
PO 1.4 Land-based aquaculture and associated components are sited and designed to prevent farmed species escaping and entering into any waters.	DTS/DPF 1.4 None are applicable.
PO 1.5 Land-based aquaculture and associated components, including intake and discharge pipes, are designed to minimise the need to traverse sensitive areas to minimise impact on the natural environment.	DTS/DPF 1.5 None are applicable.
PO 1.6 Pipe inlets and outlets associated with land-based aquaculture are sited and designed to minimise the risk of disease transmission.	DTS/DPF 1.6 None are applicable.
PO 1.7 Storage areas associated with aquaculture activity are integrated with the use of the land and sited and designed to minimise their visual impact on the surrounding environment.	DTS/DPF 1.7 None are applicable.
Marine Based Aquaculture	
PO 2.1 Marine aquaculture is sited and designed to minimise its adverse impacts on sensitive ecological areas including:  (a) creeks and estuaries (b) wetlands (c) significant seagrass and mangrove communities (d) marine habitats and ecosystems.	DTS/DPF 2.1 None are applicable.
PO 2.2 Marine aquaculture is sited in areas with adequate water current to disperse 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	DTS/DPF 2.4 Marine aquaculture development is located 100m or more seaward

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appropriate distance seaward of the high water mark.	of the high water mark.
<p>PO 2.5</p> <p>Marine aquaculture is sited and designed to not obstruct or interfere with:</p> <ul style="list-style-type: none"> <li>(a) areas of high public use</li> <li>(b) areas, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports</li> <li>(c) areas of outstanding visual or environmental value</li> <li>(d) areas of high tourism value</li> <li>(e) areas of important regional or state economic activity, including commercial ports, wharfs and jetties</li> <li>(f) the operation of infrastructure facilities including inlet and outlet pipes associated with the desalination of sea water.</li> </ul>	<p>DTS/DPF 2.5</p> <p>None are applicable.</p>
<p>PO 2.6</p> <p>Marine aquaculture is sited and designed to minimise interference and obstruction to the natural processes of the coastal and marine environment,</p>	<p>DTS/DPF 2.6</p> <p>None are applicable.</p>
<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>
PO 2.11	DTS/DPF 2.11

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Onshore storage, cooling and processing facilities do not impair the coastline and its visual amenity by:	None are applicable.
(a) being sited, designed, landscaped and of a scale to reduce the overall bulk and appearance of buildings and complement the coastal landscape	
(b) making provision for appropriately sited and designed vehicular access arrangements, including using existing vehicular access arrangements as far as practicable	
(c) incorporating appropriate waste treatment and disposal.	
Navigation and Safety	
PO 3.1 Marine aquaculture sites are suitably marked to maintain navigational safety.	DTS/DPF 3.1 None are applicable.
PO 3.2 Marine aquaculture is sited to provide adequate separation between farms for safe navigation.	DTS/DPF 3.2 None are applicable.
Environmental Management	
PO 4.1 Marine aquaculture is maintained to prevent hazards to people and wildlife, including breeding grounds and habitats of native marine mammals and terrestrial fauna, especially migratory species.	DTS/DPF 4.1 None are applicable.
PO 4.2 Marine aquaculture is designed to facilitate the relocation or removal of structures in the case of emergency such as oil spills, algal blooms and altered water flows.	DTS/DPF 4.2 None are applicable.
PO 4.3 Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.	DTS/DPF 4.3 None are applicable.
PO 4.4 Aquaculture operations incorporate measures for the removal and disposal of litter, disused material, shells, debris, detritus, dead animals and animal waste to prevent pollution of waters, wetlands, or the nearby coastline.	DTS/DPF 4.4 None are applicable.

## Beverage Production in Rural Areas

### Assessment Provisions (AP)

Desired Outcome	
DO 1	Mitigation of potential amenity and environmental impacts of value-adding beverage production facilities such as wineries, distilleries, cideries and breweries.

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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
Odour and Noise	
PO 1.1 Beverage production activities are designed and sited to minimise odour impacts on rural amenity.	DTS/DPF 1.1 None are applicable.
PO 1.2 Beverage production activities are designed and sited to minimise noise impacts on sensitive receivers.	DTS/DPF 1.2 None are applicable.
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	DTS/DPF 2.4 None are applicable.

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catchments and clean hard-paved surfaces) is diverted away from beverage production areas and wastewater management systems.	
Wastewater Irrigation	
PO 3.1 Beverage production wastewater irrigation systems are designed and located to not contaminate soil and surface and ground water resources or damage crops.	DTS/DPF 3.1 None are applicable.
PO 3.2 Beverage production wastewater irrigation systems are designed and located to minimise impact on amenity and avoid spray drift onto adjoining land.	DTS/DPF 3.2 Beverage production wastewater is not irrigated within 50m of any dwelling in other ownership.
PO 3.3 Beverage production wastewater is not irrigated onto areas that pose an undue risk to the environment or amenity such as:  (a) waterlogged areas (b) land within 50m of a creek, swamp or domestic or stock water bore (c) land subject to flooding (d) steeply sloping land (e) rocky or highly permeable soil overlaying an unconfined aquifer.	DTS/DPF 3.3 None are applicable.

## Bulk Handling and Storage Facilities

### Assessment Provisions (AP)

Desired Outcome	
DO 1	Facilities for the bulk handling and storage of agricultural, mineral, petroleum, rock, ore or other similar commodities are designed to minimise adverse impacts on transport networks, the landscape and surrounding land uses.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Bulk handling and storage facilities are sited and designed to minimise risks of adverse air quality and noise impacts on sensitive receivers.	DTS/DPF 1.1 Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers:



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	<p>(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</p> <p>(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</p> <p>(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</p> <p>(d) coal handling with:</p> <p>a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more</p> <p>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.</p>
Buffers and Landscaping	
<p>PO 2.1</p> <p>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.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
Access and Parking	
<p>PO 3.1</p> <p>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.</p>	<p>DTS/DPF 3.1</p> <p>Roadways and vehicle parking areas are sealed with an all-weather surface.</p>
Slipways, Wharves and Pontoons	
<p>PO 4.1</p> <p>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.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>

## Clearance from Overhead Powerlines

### Assessment Provisions (AP)

Desired Outcome	
DO 1	

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	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.
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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.</p>	<p>DTS/DPF 1.1</p> <p>One of the following is satisfied:</p> <ul style="list-style-type: none"> <li>(a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i></li> <li>(b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.</li> </ul>

## 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>
PO 1.2	DTS/DPF 1.2

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Where zero or minor setbacks are desirable, development provides shelter over footpaths ( <u>in the form of verandahs, awnings, canopies and the like, with adequate lighting</u> ) to positively contribute to the walkability, comfort and safety of the public realm.	None are applicable.
PO 1.3  Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3  None are applicable.
PO 1.4  Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:  (a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4  Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5  The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5  None are applicable.
Safety	
PO 2.1  Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1  None are applicable.
PO 2.2  Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2  None are applicable.
PO 2.3  Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3  None are applicable.
PO 2.4  Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4  None are applicable.
PO 2.5  Common areas and entry points of buildings (such as the foyer areas of residential buildings), and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5  None are applicable.
Landscaping	

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<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>
<p>PO 3.2</p> <p>Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
Environmental Performance	
<p>PO 4.1</p> <p>Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p> <p>Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
<p>PO 4.3</p> <p>Buildings incorporate climate-responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.</p>	<p>DTS/DPF 4.3</p> <p>None are applicable.</p>
Water Sensitive Design	
<p>PO 5.1</p> <p>Development is sited and designed to maintain natural hydrological systems without negatively impacting:</p> <ul style="list-style-type: none"> <li>(a) the quantity and quality of surface water and groundwater</li> <li>(b) the depth and directional flow of surface water and groundwater</li> <li>(c) the quality and function of natural springs.</li> </ul>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>
On-site Waste Treatment Systems	
<p>PO 6.1</p> <p>Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.</p>	<p>DTS/DPF 6.1</p> <p>Effluent disposal drainage areas do not:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) use an area also used as a driveway</li> <li>(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-</li> </ul>

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	Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
<p>PO 7.1</p> <p>Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as:</p> <ul style="list-style-type: none"> <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>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
<p>PO 7.2</p> <p>Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.</p>	<p>DTS/DPF 7.2</p> <p>None are applicable.</p>
<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 and reduce solar heat absorption and reflection.</p>	<p>DTS/DPF 7.4</p> <p>None are applicable.</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>None are applicable.</p>
<p>PO 7.6</p> <p>Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.</p>	<p>DTS/DPF 7.6</p> <p>None are applicable.</p>
<p>PO 7.7</p> <p>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.</p>	<p>DTS/DPF 7.7</p> <p>None are applicable.</p>
Earthworks and sloping land	
<p>PO 8.1</p> <p>Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.</p>	<p>DTS/DPF 8.1</p> <p>Development does not involve any of the following:</p> <ul style="list-style-type: none"> <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>

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PO 8.2	DTS/DPF 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).	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	DTS/DPF 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.	None are applicable.
PO 8.4	DTS/DPF 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.	None are applicable.
PO 8.5	DTS/DPF 8.5
Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.	None are applicable.
Fences and Walls	
PO 9.1	DTS/DPF 9.1
Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.	None are applicable.
PO 9.2	DTS/DPF 9.2
Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.	A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
Overlooking / Visual Privacy (in building 3 storeys or less)	
PO 10.1	DTS/DPF 10.1
Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following:  (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm  (b) have sill heights greater than or equal to 1.5m above finished floor level  (c) incorporate screening with a maximum of 25% openings,

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	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>PO 10.2</p> <p>Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.</p>	<p>DTS/DPF 10.2</p> <p>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 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 or</li> <li>(ii) 1.7m above finished floor level in all other cases</li> </ul> </li> </ul>
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> <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 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> <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</li> </ul> </li> </ul>



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	<p>dwelling to which it is ancillary or</p> <p>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</p> <p>(d) in the case of a garage or carport, the garage or carport:</p> <p>(i) is set back at least 5.5m from the boundary of the primary street</p> <p>(ii) when facing a primary street or secondary street, has a total door / opening not exceeding:</p> <p>A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser</p> <p>B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width</p> <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> <p>(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and</p> <p>(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent</p> <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</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> <p>(i) a total area as determined by the following table:</p> <table border="1"> <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> </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.		
Garage appearance			
PO 14.1  Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 14.1  Garages and carports facing a street:  (a) are situated so that no part of the garage or carport is in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening not exceeding 7m in width (d) have a garage door /opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.		
Massing			
PO 15.1  The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 15.1  None are applicable		
Dwelling additions			
PO 16.1  Dwelling additions are sited and designed to not detract from the streetscape or amenity of adjoining properties and do not impede on-site functional requirements.	DTS / DPF 16.1  Dwelling additions:  (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> <p>(iv) less Private Open Space than specified in Design Table 1 - Private Open Space</p> <p>(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</p> <p>(vi) upper level windows facing side or rear boundaries unless:</p> <p>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</p> <p>B. have sill heights greater than or equal to 1.5m above finished floor level or</p> <p>C. incorporate screening to a height of 1.5m above finished floor level</p> <p>(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:</p> <p>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</p> <p>B. 1.7m above finished floor level in all other cases.</p>
Private Open Space	
<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>
Water Sensitive Design	
<p>PO 18.1</p> <p>Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.</p>	<p>DTS/DPF 18.1</p> <p>Residential development creating a common driveway / access that services 5 or more dwellings achieves the following stormwater runoff outcomes:</p> <p>(a) 80 per cent reduction in average annual total suspended solids</p> <p>(b) 60 per cent reduction in average annual total phosphorus</p> <p>(c) 45 per cent reduction in average annual total nitrogen.</p>
<p>PO 18.2</p> <p>Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.</p>	<p>DTS/DPF 18.2</p> <p>Development creating a common driveway / access that services 5 or more dwellings:</p> <p>(a) maintains the pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 18.1% AEP 30-minute storm and the stormwater runoff time to peak is not increased</p>

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	<p>or captures and retains the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an 18.1% AEP 30-minute storm; and</p> <p>(b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.</p>
Car parking, access and manoeuvrability	
<p>PO 19.1</p> <p>Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.1</p> <p>Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):</p> <p>(a) single width car parking spaces:</p> <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> <p>(b) double width car parking spaces (side by side):</p> <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>
<p>PO 19.2</p> <p>Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> <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 19.3</p> <p>Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.</p>	<p>DTS/DPF 19.3</p> <p>Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.</p>
<p>PO 19.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 19.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> <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: <ul style="list-style-type: none"> <li>(i) is set back 6m or more from the tangent point of an intersection of 2 or more roads</li> <li>(ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing</li> <li>(iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.</li> </ul> </li> </ul>

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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:  (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1:4 on average (b) they are aligned relative to the street boundary so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the street boundary (c) if located to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site						
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:  (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 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):  (a) are not transportable or (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.						
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"><thead><tr><th>Number of bedrooms</th><th>Minimum internal floor area</th></tr></thead><tbody><tr><td>Studio</td><td>35m<sup>2</sup></td></tr><tr><td>1 bedroom</td><td>50m<sup>2</sup></td></tr></tbody></table>	Number of bedrooms	Minimum internal floor area	Studio	35m <sup>2</sup>	1 bedroom	50m <sup>2</sup>
Number of bedrooms	Minimum internal floor area						
Studio	35m <sup>2</sup>						
1 bedroom	50m <sup>2</sup>						

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	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.	
Communal Open Space		
PO 23.1  Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 23.1  None are applicable.	
PO 23.2  Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 23.2  Communal open space incorporates a minimum dimension of 5 metres.	
PO 23.3  Communal open space is designed and sited to:  (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 useable private open space of other dwellings  (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 23.5  None are applicable.	
Carparking, access and manoeuvrability		

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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.
Soft Landscaping	
PO 25.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 25.1 Other than where located directly in front of a garage or a building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 25.2 Soft landscaping is provided that improves the appearance of	DTS/DPF 25.2 Where a common driveway is located directly adjacent the side or



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common driveways.	rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 26.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 26.1 None are applicable.
PO 26.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 26.2 None are applicable.
PO 26.3 Provision is made for suitable household waste and recyclable material storage facilities which are:  (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 26.3 None are applicable.
PO 26.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 26.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 26.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 26.5 None are applicable.
PO 26.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 26.6 None are applicable.
Supported accommodation and retirement facilities	
Siting and Configuration	
PO 27.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 27.1 None are applicable.
Movement and Access	
PO 28.1 Development is designed to support safe and convenient access and movement for residents by providing:  (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40 and of sufficient area to provide for wheelchair manoeuvrability	DTS/DPF 28.1 None are applicable.

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(d) kerb ramps at pedestrian crossing points.	
Communal Open Space	
PO 29.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 29.1 None are applicable.
PO 29.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to:  (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 29.5 None are applicable.
PO 29.6 Communal open space is designed and sited to:  (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 29.6 None are applicable.
Site Facilities / Waste Storage	
PO 30.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.	DTS/DPF 30.1 None are applicable.
PO 30.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 30.2 None are applicable.
PO 30.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 28.3 None are applicable.
PO 30.4	DTS/DPF 30.4

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Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	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	
Water Sensitive Design	
PO 31.1 Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 31.1 None are applicable.
PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 32.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are:  (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 32.1 None are applicable.

**Table 1 - Private Open Space**

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Dwelling Type	Minimum Rate
Dwelling (at ground level)	<p>Total private open space area:</p> <p>(a) Site area &lt;301m<sup>2</sup>: 24m<sup>2</sup> located behind the building line.</p> <p>(b) Site area ≥ 301m<sup>2</sup>: 60m<sup>2</sup> located behind the building line.</p> <p>Minimum directly accessible from a living room: 16m<sup>2</sup> / with a minimum dimension 3m.</p>
Dwelling (above ground level)	<p>Studio (no separate bedroom): 4m<sup>2</sup> with a minimum dimension 1.8m</p> <p>One bedroom: 8m<sup>2</sup> with a minimum dimension 2.1m</p> <p>Two bedroom dwelling: 11m<sup>2</sup> with a minimum dimension 2.4m</p> <p>Three + bedroom dwelling: 15m<sup>2</sup> with a minimum dimension 2.6m</p>
Cabin or caravan (permanently fixed to the ground) in a residential park or a caravan and tourist park	<p>Total area: 16m<sup>2</sup>, which may be used as second car parking space, provided on each site intended for residential occupation.</p>

## Design in Urban Areas

### Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>Development is:</p> <p>(a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality</p> <p>(b) durable - fit for purpose, adaptable and long lasting</p> <p>(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</p> <p>(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.</p>

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1	DTS/DPF 1.1

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Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	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  Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2  None are applicable.
PO 2.3  Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3  None are applicable.
PO 2.4  Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4  None are applicable.
PO 2.5	DTS/DPF 2.5

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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.	None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to:	DTS/DPF 3.1 None are applicable.
<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> </ul>	
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting:	DTS/DPF 5.1 None are applicable.
<ul style="list-style-type: none"> <li>(a) the quantity and quality of surface water and groundwater</li> <li>(b) the depth and directional flow of surface water and groundwater</li> <li>(c) the quality and function of natural springs.</li> </ul>	
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: <ul style="list-style-type: none"> <li>(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</li> <li>(b) use an area also used as a driveway</li> <li>(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.</li> </ul>

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Car parking appearance	
<p>PO 7.1</p> <p>Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as:</p> <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>	<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> <ul style="list-style-type: none"> <li>(a) 1m along all public road frontages and allotment boundaries</li> <li>(b) 1m between double rows of car parking spaces.</li> </ul>
<p>PO 7.6</p> <p>Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.</p>	<p>DTS/DPF 7.6</p> <p>None are applicable.</p>
<p>PO 7.7</p> <p>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.</p>	<p>DTS/DPF 7.7</p> <p>None are applicable.</p>
Earthworks and sloping land	
<p>PO 8.1</p> <p>Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.</p>	<p>DTS/DPF 8.1</p> <p>Development does not involve any of the following:</p> <ul style="list-style-type: none"> <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</li> </ul>



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	or more.
<p>PO 8.2</p> <p>Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.</p>	<p>DTS/DPF 8.2</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):</p> <ul style="list-style-type: none"> <li>(a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway</li> <li>(b) are constructed with an all-weather trafficable surface.</li> </ul>
<p>PO 8.3</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):</p> <ul style="list-style-type: none"> <li>(a) do not contribute to the instability of embankments and cuttings</li> <li>(b) provide level transition areas for the safe movement of people and goods to and from the development</li> <li>(c) are designed to integrate with the natural topography of the land.</li> </ul>	<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 landslide or increase the potential for landslide or land surface instability.</p>	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>
Fences and walls	
<p>PO 9.1</p> <p>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.</p>	<p>DTS/DPF 9.1</p> <p>None are applicable.</p>
<p>PO 9.2</p> <p>Landscaping is incorporated on the low side of retaining walls that are 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>
Overlooking / Visual Privacy (low rise buildings)	
<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 in neighbourhood-type zones.</p>	<p>DTS/DPF 10.1</p> <p>Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone:</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 125mm</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 1.5 m above the finished floor level.</li> </ul>

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<p>PO 10.2</p> <p>Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.</p>	<p>DTS/DPF 10.2</p> <p>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>
Site Facilities / Waste Storage (excluding low rise residential development)	
<p>PO 11.1</p> <p>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.</p>	<p>DTS/DPF 11.1</p> <p>None are applicable.</p>
<p>PO 11.2</p> <p>Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.</p>	<p>DTS/DPF 11.2</p> <p>None are applicable.</p>
<p>PO 11.3</p> <p>Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.</p>	<p>DTS/DPF 11.3</p> <p>None are applicable.</p>
<p>PO 11.4</p> <p>Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.</p>	<p>DTS/DPF 11.4</p> <p>None are applicable.</p>
<p>PO 11.5</p> <p>For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.</p>	<p>DTS/DPF 11.5</p> <p>None are applicable.</p>
All Development - Medium and High Rise	
External Appearance	
<p>PO 12.1</p> <p>Buildings positively contribute to the character of the local area by responding to local context.</p>	<p>DTS/DPF 12.1</p> <p>None are applicable.</p>
<p>PO 12.2</p> <p>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.</p>	<p>DTS/DPF 12.2</p> <p>None are applicable.</p>
<p>PO 12.3</p> <p>Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.</p>	<p>DTS/DPF 12.3</p> <p>None are applicable.</p>

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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 access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment.
PO 12.8 Building services, plant and mechanical equipment are screened from the public realm.	DTS/DPF 12.8 None are applicable.
Landscaping	
PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the	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.

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appearance of multi-storey buildings.	<table><tr><th>Site area</th><th>Minimum deep soil area</th><th>Minimum dimension</th><th>Tree / deep soil zones</th></tr><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><tr><td colspan="4">Tree size and site area definitions</td></tr><tr><td>Small tree</td><td colspan="3">4-6m mature height and 2-4m canopy spread</td></tr><tr><td>Medium tree</td><td colspan="3">6-12m mature height and 4-8m canopy spread</td></tr><tr><td>Large tree</td><td colspan="3">12m mature height and &gt;8m canopy spread</td></tr><tr><td>Site area</td><td colspan="3">The total area for development site, not average area per dwelling</td></tr></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>	Tree size and site area definitions				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	DTS/DPF 13.3																																				
Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	None are applicable.																																				
PO 13.4	DTS/DPF 13.4																																				
Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.																																				
Environmental																																					
PO 14.1	DTS/DPF 14.1																																				
Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	None are applicable.																																				
PO 14.2	DTS/DPF 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.	None are applicable.																																				
PO 14.3	DTS/DPF 14.3																																				

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<p>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:</p> <ul style="list-style-type: none"> <li>(a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street</li> <li>(b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas</li> <li>(c) the placement of buildings and use of setbacks to deflect the wind at ground level</li> <li>(d) avoiding tall shear elevations that create windy conditions at street level.</li> </ul>	<p>None are applicable.</p>
Car Parking	
<p>PO 15.1</p> <p>Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.</p>	<p>DTS/DPF 15.1</p> <p>Multi-level vehicle parking structures within buildings:</p> <ul style="list-style-type: none"> <li>(a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages</li> <li>(b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.</li> </ul>
<p>PO 15.2</p> <p>Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.</p>	<p>DTS/DPF 15.2</p> <p>None are applicable.</p>
Overlooking/Visual Privacy	
<p>PO 16.1</p> <p>Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as:</p> <ul style="list-style-type: none"> <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>	<p>DTS/DPF 16.1</p> <p>None are applicable.</p>
All residential development	
Front elevations and passive surveillance	
<p>PO 17.1</p> <p>Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 17.1</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</li> </ul>

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	primary street.
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 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> <li>(d) in the case of a garage or carport, the garage or carport: <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> </li> <li>(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: <ul style="list-style-type: none"> <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> </li> <li>(f) if situated on a boundary of the allotment (not being a</li> </ul>

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	<p>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</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> <p>(i) a total area as determined by the following table:</p> <table border="1"> <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> <p>(ii) the amount of existing soft landscaping prior to the development occurring.</p>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <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										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										
<p>PO 19.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.</p>	<p>DTS/DPF 19.2</p> <p>Ancillary buildings and structures do not result in:</p> <p>(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space</p> <p>(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.</p>										
<p>PO 19.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.</p>	<p>DTS/DPF 19.3</p> <p>The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:</p> <p>(a) enclosed in a solid acoustic structure that is 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>										
Residential Development - Low Rise											



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External appearance	
<p>PO 20.1</p> <p>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>	<p>DTS/DPF 20.1</p> <p>Garages and carports facing a street:</p> <ul style="list-style-type: none"> <li>(a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling</li> <li>(b) are set back at least 5.5m from the boundary of the primary street</li> <li>(c) have a garage door / opening width not exceeding 7m</li> <li>(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.</li> </ul>
<p>PO 20.2</p> <p>Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.</p>	<p>DTS/DPF 20.2</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 wall is set back an additional 300mm from the building line</li> <li>(b) a porch or portico projects at least 1m from the building wall</li> <li>(c) a balcony projects from the building wall</li> <li>(d) a verandah projects at least 1m from the building wall</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 front building elevation, with a maximum of 80% of the building elevation in a single material or finish.</li> </ul>
<p>PO 20.3</p> <p>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</p>	<p>DTS/DPF 20.3</p> <p>None are applicable</p>
Private Open Space	
<p>PO 21.1</p> <p>Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.</p>	<p>DTS/DPF 21.1</p> <p>Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.</p>
<p>PO 21.2</p> <p>Private open space is positioned to provide convenient access from internal living areas.</p>	<p>DTS/DPF 21.2</p> <p>Private open space is directly accessible from a habitable room.</p>

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Landscaping											
<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:</li> </ul> <table border="1"> <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> <ul style="list-style-type: none"> <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%
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%										
Car parking, access and manoeuvrability											
<p>PO 23.1</p> <p>Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 23.1</p> <p>Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):</p> <ul style="list-style-type: none"> <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</li> </ul>										

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	<p>on the site</p> <p>(b) sites with a frontage to a public road greater than 10m:</p> <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>
<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>
<p>PO 23.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 23.5</p> <p>Driveways are designed and sited so that:</p> <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-in-4 on average</li> <li>(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.</li> <li>(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</li> </ul>
<p>PO 23.6</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 23.6</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> <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>

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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  Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.	DTS/DPF 26.1  Buildings:  (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.
PO 26.2  The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2  The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space	
PO 27.1  Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1  Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings	
PO 28.1  Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1  Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2  Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to:	DTS/DPF 28.2  Balconies utilise one or a combination of the following design elements:

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<p>(a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy</p> <p>(b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas.</p>	<p>(a) sun screens</p> <p>(b) pergolas</p> <p>(c) louvres</p> <p>(d) green facades</p> <p>(e) openable walls.</p>
<p>PO 28.3</p> <p>Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.</p>	<p>DTS/DPF 28.3</p> <p>Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.</p>
<p>PO 28.4</p> <p>Dwellings are provided with sufficient space for storage to meet likely occupant needs.</p>	<p>DTS/DPF 28.4</p> <p>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:</p> <p>(a) studio: not less than 6m<sup>3</sup></p> <p>(b) 1 bedroom dwelling / apartment: not less than 8m<sup>3</sup></p> <p>(c) 2 bedroom dwelling / apartment: not less than 10m<sup>3</sup></p> <p>(d) 3+ bedroom dwelling / apartment: not less than 12m<sup>3</sup>.</p>
<p>PO 28.5</p> <p>Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.</p>	<p>DTS/DPF 28.5</p> <p>Light wells:</p> <p>(a) are not used as the primary source of outlook for living rooms</p> <p>(b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms</p> <p>(c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.</p>
<p>PO 28.6</p> <p>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</p> <p>None are applicable.</p>
<p>PO 28.7</p> <p>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</p> <p>None are applicable.</p>
Dwelling Configuration	
<p>PO 29.1</p> <p>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</p> <p>Buildings containing in excess of 10 dwellings provide at least one of each of the following:</p> <p>(a) studio (where there is no separate bedroom)</p> <p>(b) 1 bedroom dwelling / apartment with a floor area of at least 50m<sup>2</sup></p> <p>(c) 2 bedroom dwelling / apartment with a floor area of at least 65m<sup>2</sup></p> <p>(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.</p>

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PO 29.2 Dwellings located on the ground floor of multi-level buildings with 3 or more bedrooms have the windows of their habitable rooms overlooking internal courtyard space or other public space, where possible.	DTS/DPF 29.2 None are applicable.										
Common Areas											
PO 30.1 The size of lifts, lobbies and corridors is sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.	DTS/DPF 30.1 Common corridor or circulation areas: (a) have a minimum ceiling height of 2.7m (b) provide access to no more than 8 dwellings (c) incorporate a wider section at apartment entries where the corridors exceed 12m in length from a core.										
Group Dwellings, Residential Flat Buildings and Battle axe Development											
Amenity											
PO 31.1 Dwellings are of a suitable size to provide a high standard of amenity for occupants.	DTS/DPF 31.1 Dwellings have a minimum internal floor area in accordance with the following table: <table border="1"> <thead> <tr> <th>Number of bedrooms</th><th>Minimum internal floor area</th></tr> </thead> <tbody> <tr> <td>Studio</td><td>35m<sup>2</sup></td></tr> <tr> <td>1 bedroom</td><td>50m<sup>2</sup></td></tr> <tr> <td>2 bedroom</td><td>65m<sup>2</sup></td></tr> <tr> <td>3+ bedrooms</td><td>80m<sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m<sup>2</sup> for every additional bedroom</td></tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	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
Number of bedrooms	Minimum internal floor area										
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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.										
Communal Open Space											
PO 32.1 Private open space provision may be substituted for communal	DTS/DPF 32.1 None are applicable.										

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open space which is designed and sited to meet the recreation and amenity needs of residents.	
PO 32.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 32.2 Communal open space incorporates a minimum dimension of 5 metres.
PO 32.3 Communal open space is designed and sited to:  (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 32.3 None are applicable.
PO 32.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 32.4 None are applicable.
PO 32.5 Communal open space is designed and sited to:  (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 32.5 None are applicable.
Car parking, access and manoeuvrability	
PO 33.1 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 33.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements:  (a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 33.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 33.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 33.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 33.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:  (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.

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PO 33.4	DTS/DPF 33.4
Residential driveways that service more than one dwelling or a dwelling on a battle-axe site are designed to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 33.5	DTS/DPF 33.5
Dwellings are adequately separated from common driveways and manoeuvring areas.	Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft landscaping	
PO 34.1	DTS/DPF 34.1
Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	Other than where located directly in front of a garage or building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 34.2	DTS/DPF 34.2
Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	Battle-axe or common driveways satisfy (a) and (b): <ul style="list-style-type: none"> <li>(a) are constructed of a minimum of 50% permeable or porous material</li> <li>(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).</li> </ul>
Site Facilities / Waste Storage	
PO 35.1	DTS/DPF 35.1
Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	None are applicable.
PO 35.2	DTS/DPF 35.2
Provision is made for suitable external clothes drying facilities.	None are applicable.
PO 35.3	DTS/DPF 35.3
Provision is made for suitable household waste and recyclable material storage facilities which are: <ul style="list-style-type: none"> <li>(a) located away, or screened, from public view, and</li> <li>(b) conveniently located in proximity to dwellings and the waste collection point.</li> </ul>	None are applicable.
PO 35.4	DTS/DPF 35.4
Waste and recyclable material storage areas are located away from dwellings.	Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5	DTS/DPF 35.5
Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to	None are applicable.



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accommodate the safe and convenient access, egress and movement of waste collection vehicles.	
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
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	DTS/DPF 39.2

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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.	None are applicable.
PO 39.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 39.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 39.4 Communal open space is designed and sited to:  (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 39.4 None are applicable.
PO 39.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 39.5 None are applicable.
PO 39.6 Communal open space is designed and sited to:  (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 39.6 None are applicable.
Site Facilities / Waste Storage	
PO 40.1 Development is designed to provide storage areas for personal items and 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	DTS/DPF 40.6

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Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	None are applicable.
PO 40.7  Services, including gas and water meters, are conveniently located and screened from public view.	DTS/DPF 40.7  None are applicable.
Student Accommodation	
PO 41.1  Student accommodation is designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents, including an internal layout and facilities that are designed to provide sufficient space and amenity for the requirements of student life and promote social interaction.	DTS/DPF 41.1  Student accommodation provides:  (a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units  (b) common or shared facilities to enable a more efficient use of space, including: (i) shared cooking, laundry and external drying facilities (ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space (iii) common storage facilities at the rate of 8m <sup>3</sup> for every 2 dwellings or students (iv) common on-site parking in accordance with Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas (v) bicycle parking at the rate of one space for every 2 students.
PO 41.2  Student accommodation is designed to provide easy adaptation of the building to accommodate an alternative use of the building in the event it is no longer required for student housing.	DTS/DPF 41.2  None are applicable.
All non-residential development	
Water Sensitive Design	
PO 42.1  Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 42.1  None are applicable.
PO 42.2  Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 42.2  None are applicable.
PO 42.3  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	DTS/DPF 42.3  None are applicable.

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increase peak flows in downstream systems.	
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 disposal to a sewer, private or Community Wastewater Management Scheme or</li> <li>(ii) a holding tank and its subsequent removal off-site on a regular basis.</li> </ul> </li> </ul>	<p>DTS/DPF 43.1</p> <p>None are applicable.</p>
Laneway Development	
Infrastructure and Access	
<p>PO 44.1</p> <p>Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where:</p> <ul style="list-style-type: none"> <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>	<p>DTS/DPF 44.1</p> <p>Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.</p>

**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)		<p>Total private open space area:</p> <ul style="list-style-type: none"> <li>(a) Site area &lt;301m<sup>2</sup>: 24m<sup>2</sup> located behind the building line.</li> <li>(b) Site area ≥ 301m<sup>2</sup>: 60m<sup>2</sup> located behind the building line.</li> </ul>

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		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 used as second car parking space, provided on each site intended for residential occupation.
Dwelling in a residential flat building or mixed use building which incorporate above ground level dwellings	Dwellings at ground level:	15m <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
	Two bedroom dwelling	11m <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	DTS/DPF 1.2 Commercial forestry plantations are not located on land with a slope

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stable to minimise the risk of soil erosion.	exceeding 20% (1-in-5).
PO 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are appropriately set back from any sensitive receiver to minimise fire risk and noise disturbance.	DTS/DPF 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from any sensitive receiver.
PO 1.4 Commercial forestry plantations are separated from reserves gazetted under the <i>National Parks and Wildlife Act 1972</i> and/or <i>Wilderness Protection Act 1992</i> to minimise fire risk and potential for weed infestation.	DTS/DPF 1.4 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from a reserve gazetted under the <i>National Parks and Wildlife Act 1972</i> and/or <i>Wilderness Protection Act 1992</i> .
Water Protection	
PO 2.1 Commercial forestry plantations incorporate artificial drainage lines (i.e. culverts, runoffs and constructed drains) integrated with natural drainage lines to minimise concentrated water flows onto or from plantation areas.	DTS/DPF 2.1 None are applicable.
PO 2.2 Appropriate siting, layout and design measures are adopted to minimise the impact of commercial forestry plantations on surface water resources.	DTS/DPF 2.2 Commercial forestry plantations:  (a) do not involve cultivation (excluding spot cultivation) in drainage lines (b) are set back 20m or more from the banks of any major watercourse (a third order or higher watercourse), lake, reservoir, wetland or sinkhole (with direct connection to an aquifer) (c) are set back 10m or more from the banks of any first or second order watercourse or sinkhole ( with no direct connection to an aquifer).
Fire Management	
PO 3.1 Commercial forestry plantations incorporate appropriate firebreaks and fire management design elements.	DTS/DPF 3.1 Commercial forestry plantations provide:  (a) 7m or more wide external boundary firebreaks for plantations of 40ha or less (b) 10m or more wide external boundary firebreaks for plantations of between 40ha and 100ha (c) 20m or more wide external boundary firebreaks, or 10m with an additional 10m or more of fuel-reduced plantation, for plantations of 100ha or greater.
PO 3.2 Commercial forestry plantations incorporate appropriate fire management access tracks.	DTS/DPF 3.2 Commercial forestry plantation fire management access tracks:  (a) are incorporated within all firebreaks (b) are 7m or more wide with a vertical clearance of 4m or more (c) are aligned to provide straight through access at junctions, or if they are a no through access track are appropriately signposted and provide suitable turnaround areas for fire-fighting vehicles

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	(d) partition the plantation into units of 40ha or less in area.																						
Power-line Clearances																							
PO 4.1  Commercial forestry plantations achieve and maintain appropriate clearances from aboveground powerlines.	DTS/DPF 4.1  Commercial forestry plantations incorporating trees with an expected mature height of greater than 6m meet the clearance requirements listed in the following table:																						
	<table><tr><th>Voltage of transmission line</th><th>Tower or Pole</th><th>Minimum horizontal clearance distance between plantings and transmission lines</th></tr><tr><td>500 kV</td><td>Tower</td><td>38m</td></tr><tr><td>275 kV</td><td>Tower</td><td>25m</td></tr><tr><td>132 kV</td><td>Tower</td><td>30m</td></tr><tr><td>132 kV</td><td>Pole</td><td>20m</td></tr><tr><td>66 kV</td><td>Pole</td><td>20m</td></tr><tr><td>Less than 66 kV</td><td>Pole</td><td>20m</td></tr></table>	Voltage of transmission line	Tower or Pole	Minimum horizontal clearance distance between plantings and transmission lines	500 kV	Tower	38m	275 kV	Tower	25m	132 kV	Tower	30m	132 kV	Pole	20m	66 kV	Pole	20m	Less than 66 kV	Pole	20m	
Voltage of transmission line	Tower or Pole	Minimum horizontal clearance distance between plantings and transmission lines																					
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## 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.	<p>DTS/DPF 1.1 Development comprises one or more of the following:</p>

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	<ul style="list-style-type: none"> <li>(a) detached dwellings</li> <li>(b) semi-detached dwellings</li> <li>(c) row dwellings</li> <li>(d) group dwellings</li> <li>(e) residential flat buildings.</li> </ul>
PO 1.2 Medium-density housing options or higher are located in close proximity to public transit, open space and/or activity centres.	DTS/DPF 1.2 None are applicable.
Building Height	
PO 2.1 Buildings generally do not exceed 3 building levels unless in locations close to public transport, centres and/or open space.	DTS/DPF 2.1 Building height (excluding garages, carports and outbuildings) does not exceed 3 building levels and 12m and wall height does not exceed 9m (not including a gable end).
PO 2.2 Medium or high rise residential flat buildings located within or at the interface with zones which restrict heights to a maximum of 2 building levels transition down in scale and height towards the boundary of that zone, other than where it is a street boundary.	DTS/DPF 2.2 None are applicable.
Primary Street Setback	
PO 3.1 Buildings are set back from the primary street boundary to contribute to an attractive streetscape character.	DTS/DPF 3.1 Buildings are no closer to the primary street (excluding any balcony, verandah, porch, awning or similar structure) than 3m.
Secondary Street Setback	
PO 4.1 Buildings are set back from secondary street boundaries to maintain separation between building walls and public streets and contribute to a suburban streetscape character.	DTS/DPF 4.1 Buildings are set back at least 900mm from the boundary of the allotment with a secondary street frontage.
Boundary Walls	
PO 5.1 Boundary walls are limited in height and length to manage visual impacts and access to natural light and ventilation.	<p>DTS/DPF 5.1</p> <p>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):</p> <ul style="list-style-type: none"> <li>(a) adjoin or abut a boundary wall of a building on adjoining land for the same length and height</li> <li>(b) do not: <ul style="list-style-type: none"> <li>(i) exceed 3.2m in height from the lower of the natural or finished ground level</li> <li>(ii) exceed 11.5m in length</li> <li>(iii) when combined with other walls on the boundary of the subject development site, a maximum 45% of the length of the boundary</li> <li>(iv) encroach within 3 metres of any other existing or proposed boundary walls on the subject land.</li> </ul> </li> </ul>



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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.
Rear Boundary Setback	
PO 7.1  Buildings are set back from rear 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 (c) private open space (d) space for landscaping and vegetation.	DTS/DPF 7.1  Dwellings are set back from the rear boundary:  (a) 3m or more for the first building level (b) 5m or more for any subsequent building level.
Buildings elevation design	
PO 8.1  Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.	DTS/DPF 8.1  Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:  (a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building elevation (c) a balcony projects from the building elevation (d) a verandah projects at least 1m from the building elevation (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm. (g) a minimum of two different materials or finishes are incorporated on the walls of the building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 8.2  Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 8.2  Each dwelling with a frontage to a public street:  (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room

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	dimension of 2.4m (b) has an aggregate window area of at least 2m <sup>2</sup> facing the primary street											
PO 8.3  The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 8.3  None are applicable.											
PO 8.4  Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.	DTS/DPF 8.4  None are applicable.											
PO 8.5  Entrances to multi-storey buildings are:  (a) oriented towards the street (b) visible and easily identifiable from the street (c) designed to include a common mail box structure.	DTS/DPF 8.5  None are applicable.											
Outlook and amenity												
PO 9.1  Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 9.1  A living room of a dwelling incorporates a window with an external outlook towards the street frontage or private open space.											
PO 9.2  Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 9.2  None are applicable.											
Private Open Space												
PO 10.1  Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 10.1  Private open space is provided in accordance with the following table: <table><tr><th>Dwelling Type</th><th>Dwelling / Site Configuration</th><th>Minimum Rate</th></tr><tr><td>Dwelling (at ground level)</td><td></td><td>Total area: 24m<sup>2</sup> located behind the building line  Minimum adjacent to a living room: 16m<sup>2</sup> with a minimum dimension 3m</td></tr><tr><td rowspan="2">Dwelling (above ground level)</td><td>Studio</td><td>4m<sup>2</sup> / minimum dimension 1.8m</td></tr><tr><td>One bedroom</td><td>8m<sup>2</sup> / minimum</td></tr></table>	Dwelling Type	Dwelling / Site Configuration	Minimum Rate	Dwelling (at ground level)		Total area: 24m <sup>2</sup> located behind the building line  Minimum adjacent to a living room: 16m <sup>2</sup> with a minimum dimension 3m	Dwelling (above ground level)	Studio	4m <sup>2</sup> / minimum dimension 1.8m	One bedroom	8m <sup>2</sup> / minimum
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Dwelling (above ground level)	Studio	4m <sup>2</sup> / minimum dimension 1.8m										
	One bedroom	8m <sup>2</sup> / minimum										

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		dwelling	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
PO 10.2  Private open space positioned to provide convenient access from internal living areas.	DTS/DPF 10.2  At least 50% of the required area of private open space is accessible from a habitable room.		
PO 10.3  Private open space is positioned and designed to:  (a) provide useable outdoor space that suits the needs of occupants; (b) take advantage of desirable orientation and vistas; and (c) adequately define public and private space.	DTS/DPF 10.3  None are applicable.		
Visual privacy			
PO 11.1  Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 11.1  Upper level windows facing side or rear boundaries shared with another residential allotment/site satisfy one of the following:  (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5m above the finished floor.		
PO 11.2  Development mitigates direct overlooking from upper level balconies and terraces to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 11.2  One of the following is satisfied:  (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases		
Landscaping			
PO 12.1	DTS/DPF 12.1		

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<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) 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>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="754 432 1337 651"> <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> <tr> <td>&gt;450</td><td>25%</td></tr> </tbody> </table> <ul style="list-style-type: none"> <li>(b) at least 30% of land between the road boundary and the 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%	<200	15%	200-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )	Minimum percentage of site										
<150	10%										
<200	15%										
200-450	20%										
>450	25%										
Water Sensitive Design											
<p>PO 13.1</p> <p>Residential development is designed to capture and use stormwater to:</p> <ul style="list-style-type: none"> <li>(a) maximise efficient use of water resources</li> <li>(b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded</li> <li>(c) manage runoff quality to maintain, as close as practical, pre-development conditions.</li> </ul>	<p>DTS/DPF 13.1</p> <p>None are applicable.</p>										
Car Parking											
<p>PO 14.1</p> <p>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.</p>	<p>DTS/DPF 14.1</p> <p>On-site car parking is provided at the following rates per dwelling:</p> <ul style="list-style-type: none"> <li>(a) 2 or fewer bedrooms - 1 car parking space</li> <li>(b) 3 or more bedrooms - 2 car parking spaces.</li> </ul>										
<p>PO 14.2</p> <p>Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 14.2</p> <p>Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area):</p> <ul style="list-style-type: none"> <li>(a) single parking spaces: <ul style="list-style-type: none"> <li>(i) a minimum length of 5.4m</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 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 5.5m</li> <li>(iii) minimum garage door width of 2.4m per space.</li> </ul> </li> </ul>										
<p>PO 14.3</p> <p>Uncovered car parking spaces are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 14.3</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> <li>(a) a minimum length of 5.4m</li> </ul>										

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	<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>PO 14.4</p> <p>Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.</p>	<p>DTS/DPF 14.4</p> <p>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.</p>
<p>PO 14.5</p> <p>Residential flat buildings provide dedicated areas for bicycle parking.</p>	<p>DTS/DPF 14.5</p> <p>Residential flat buildings provide one bicycle parking space per dwelling.</p>
Overshadowing	
<p>PO 15.1</p> <p>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.</p>	<p>DTS/DPF 15.1</p> <p>None are applicable.</p>
Waste	
<p>PO 16.1</p> <p>Provision is made for the convenient storage of waste bins in a location screened from public view.</p>	<p>DTS/DPF 16.1</p> <p>A waste bin storage area is provided behind the primary building line that:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul>
<p>PO 16.2</p> <p>Residential flat buildings provide a dedicated area for the on-site storage of waste which is:</p> <ul style="list-style-type: none"> <li>(a) easily and safely accessible for residents and for collection vehicles</li> <li>(b) screened from adjoining land and public roads</li> <li>(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.</li> </ul>	<p>DTS/DPF 16.2</p> <p>None are applicable.</p>
Vehicle Access	
<p>PO 17.1</p> <p>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.</p>	<p>DTS/DPF 17.1</p> <p>None are applicable.</p>
<p>PO 17.2</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street</p>	<p>DTS/DPF 17.2</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p>

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infrastructure or street trees.	<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>
<p>PO 17.3</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 17.3</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> <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 more than 1-in-4 on average</li> <li>(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.</li> <li>(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.</li> </ul>
<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> <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>
PO 17.6	DTS/DPF 17.6

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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.	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 17.7  Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 17.7  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.
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</u>

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	<p><u>use</u> on land at which <u>site contamination</u> does not exist (as demonstrated in a <u>site contamination declaration form</u>)</p> <p>(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 <u>site contamination declaration form</u>), and satisfies both of the following:</p> <p>(i) <u>a 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</p> <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	DTS/DPF 1.1



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Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.	None are applicable.
Visual Amenity	
<p>PO 2.1</p> <p>The visual impact of above-ground infrastructure networks and services (excluding high voltage transmission lines), renewable energy facilities (excluding wind farms), energy storage facilities and ancillary development is minimised from townships, scenic routes and public roads by:</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>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>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</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>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</p> <p>None are applicable.</p>
Rehabilitation	
<p>PO 3.1</p> <p>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</p> <p>None are applicable.</p>
Hazard Management	
<p>PO 4.1</p> <p>Infrastructure and renewable energy facilities and ancillary development located and operated to not adversely impact maritime or air transport safety, including the operation of ports, airfields and landing strips.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p>	<p>DTS/DPF 4.2</p>

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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.	None are applicable.
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	DTS/DPF 6.3

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<p>Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods:</p> <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>	<p>None are applicable.</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</p>	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>

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minimise potential for bird and bat strike.																										
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><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><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></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
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																						

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	100kW<1MW	0.5ha<1.6ha	10m	500m	100m
	<100kW	<0.5ha	5m	500m	25m
	Notes:  1. Does not apply when the site of the proposed ground mounted solar power facility is located within one of these zones.				
PO 9.4  Ground mounted solar power facilities incorporate landscaping within setbacks from adjacent road frontages and boundaries of adjacent allotments accommodating non-host dwellings, where balanced with infrastructure access and bushfire safety considerations.	DTS/DPF 9.4  None are applicable.				
Hydropower / Pumped Hydropower Facilities					
PO 10.1  Hydropower / pumped hydropower facility storage is designed and operated to minimise the risk of storage dam failure.	DTS/DPF 10.1  None are applicable.				
PO 10.2  Hydropower / pumped hydropower facility storage is designed and operated to minimise water loss through increased evaporation or system leakage, with the incorporation of appropriate liners, dam covers, operational measures or detection systems.	DTS/DPF 10.2  None are applicable.				
PO 10.3  Hydropower / pumped hydropower facilities on existing or former mine sites minimise environmental impacts from site contamination, including from mine operations or water sources subject to such processes, now or in the future.	DTS/DPF 10.3  None are applicable.				
Water Supply					
PO 11.1  Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	DTS/DPF 11.1  Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.				
PO 11.2  Dwellings are connected to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the intended use. Where this is not available an appropriate rainwater tank or storage system for domestic use is provided.	DTS/DPF 11.2  A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is:  (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.				
Wastewater Services					

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<p>PO 12.1</p> <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>DTS/DPF 12.1</p> <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</p> <p>Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.</p>	<p>DTS/DPF 12.2</p> <p>Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.</p>
Temporary Facilities	
<p>PO 13.1</p> <p>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</p> <p>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</p> <p>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</p> <p>None are applicable.</p>

## Intensive Animal Husbandry and Dairies

### Assessment Provisions (AP)

Desired Outcome	
DO 1	Development of intensive animal husbandry and dairies in locations that are protected from encroachment by sensitive receivers and in a manner that minimises their adverse effects on amenity and the environment.

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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 To avoid environmental harm and adverse effects on water resources, intensive animal husbandry operations are appropriately set back from:	DTS/DPF 3.1 Intensive animal husbandry operations are set back:  (a) 800m or more from a public water supply reservoir

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<p>(a) public water supply reservoirs</p> <p>(b) major watercourses (third order or higher stream)</p> <p>(c) any other watercourse, bore or well used for domestic or stock water supplies.</p>	<p>(b) 200m or more from a major watercourse (third order or higher stream)</p> <p>(c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.</p>
<p>PO 3.2</p> <p>Intensive animal husbandry operations and dairies incorporate appropriately designed effluent and run-off facilities that:</p> <p>(a) have sufficient capacity to hold effluent and runoff from the operations on site</p> <p>(b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.</p>	<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>Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive</p>	<p>DTS/DPF 2.1</p> <p>Development operating within the following hours:</p>



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<p>receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature of the development</li> <li>(b) measures to mitigate off-site impacts</li> <li>(c) the extent to which the development is desired in the zone</li> <li>(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.</li> </ul>	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
	<p>Shop, other than any one or combination of the following:</p> <ul style="list-style-type: none"> <li>(a) restaurant</li> <li>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</li> </ul>	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
Overshadowing		
<p>PO 3.1</p> <p>Overshadowing of habitable room windows of adjacent residential land uses in:</p> <ul style="list-style-type: none"> <li>a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight</li> <li>b. other zones is managed to enable access to direct winter sunlight.</li> </ul>	<p>DTS/DPF 3.1</p> <p>North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.</p>	
<p>PO 3.2</p> <p>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:</p> <ul style="list-style-type: none"> <li>a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight</li> <li>b. other zones is managed to enable access to direct winter sunlight.</li> </ul>	<p>DTS/DPF 3.2</p> <p>Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:</p> <ul style="list-style-type: none"> <li>a. for ground level private open space, the smaller of the following: <ul style="list-style-type: none"> <li>i. half the existing ground level open space</li> <li>or</li> <li>ii. 35m<sup>2</sup> of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)</li> </ul> </li> <li>b. for ground level communal open space, at least half of the existing ground level open space.</li> </ul>	
<p>PO 3.3</p> <p>Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:</p> <ul style="list-style-type: none"> <li>(a) the form of development contemplated in the zone</li> <li>(b) the orientation of the solar energy facilities</li> </ul>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>	

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(c) the extent to which the solar energy facilities are already overshadowed.	
PO 3.4 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.	DTS/DPF 3.4 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:  (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
PO 4.3 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).	DTS/DPF 4.3 The pump and/or filtration system ancillary to a dwelling erected on the same site is:  (a) enclosed in a solid acoustic structure 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.
PO 4.4 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.	DTS/DPF 4.4 Adjacent land is used for residential purposes.
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause	DTS/DPF 4.5 None are applicable.

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unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).					
PO 4.6  Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6  Development incorporating music includes noise attenuation measures that will achieve the following noise levels: <table border="1"> <thead> <tr> <th>Assessment location</th><th>Music noise level</th></tr> </thead> <tbody> <tr> <td>Externally at the nearest existing or envisaged noise sensitive location</td><td>Less than 8dB above the level of background noise (L<sub>90,15min</sub>) in any octave band of the sound spectrum (LOCT<sub>10,15</sub> &lt; LOCT<sub>90,15</sub> + 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 (LOCT <sub>10,15</sub> < LOCT <sub>90,15</sub> + 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 (LOCT <sub>10,15</sub> < LOCT <sub>90,15</sub> + 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: <ul style="list-style-type: none"> <li>(a) incorporating appropriate treatment technology before exhaust emissions are released</li> <li>(b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.</li> </ul>	DTS/DPF 5.2  None are applicable.				
Light Spill					
PO 6.1  External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1  None are applicable.				
PO 6.2  External lighting is not hazardous to motorists and cyclists.	DTS/DPF 6.2  None are applicable.				
Solar Reflectivity / Glare					
PO 7.1  Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.	DTS/DPF 7.1  None are applicable.				
Electrical Interference					

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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 the handling of these materials into or from vessels does not exceed 100 tonnes per day (c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres (d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes

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	(e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.
PO 9.6 Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.	DTS/DPF 9.6 None are applicable.
PO 9.7 Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.	DTS/DPF 9.7 None are applicable.
Interface with Mines and Quarries (Rural and Remote Areas)	
PO 10.1 Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.	DTS/DPF 10.1 Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the <i>Mining Act 1971</i> .

## Land Division

### Assessment Provisions (AP)

Desired Outcome	
DO 1	<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 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):

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	<p>(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</p> <p>(b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments.</p>
<p>PO 1.2</p> <p>Land division considers the physical characteristics of the land, preservation of environmental and cultural features of value and the prevailing context of the locality.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
Design and Layout	
<p>PO 2.1</p> <p>Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Land division maximises the number of allotments that face public open space and public streets.</p>	<p>DTS/DPF 2.3</p> <p>None are applicable.</p>
<p>PO 2.4</p> <p>Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.</p>	<p>DTS/DPF 2.4</p> <p>None are applicable.</p>
<p>PO 2.5</p> <p>Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.</p>	<p>DTS/DPF 2.5</p> <p>None are applicable.</p>
<p>PO 2.6</p> <p>Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.</p>	<p>DTS/DPF 2.6</p> <p>None are applicable.</p>
<p>PO 2.7</p> <p>Land division results in legible street patterns connected to the surrounding street network.</p>	<p>DTS/DPF 2.7</p> <p>None are applicable.</p>
<p>PO 2.8</p> <p>Land division is designed to preserve existing vegetation of value including native vegetation and regulated and significant trees.</p>	<p>DTS/DPF 2.8</p> <p>None are applicable.</p>
Roads and Access	
<p>PO 3.1</p> <p>Land division provides allotments with access to an all-weather public road.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>

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PO 3.2	DTS/DPF 3.2
Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	None are applicable.
PO 3.3	DTS/DPF 3.3
Land division does not impede access to publicly owned open space and/or recreation facilities.	None are applicable.
PO 3.4	DTS/DPF 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.	None are applicable.
PO 3.5	DTS/DPF 3.5
Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.	None are applicable.
PO 3.6	DTS/DPF 3.6
Road reserves accommodate stormwater drainage and public utilities.	None are applicable.
PO 3.7	DTS/DPF 3.7
Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.	None are applicable.
PO 3.8	DTS/DPF 3.8
Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	None are applicable.
PO 3.9	DTS/DPF 3.9
Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	None are applicable.
PO 3.10	DTS/DPF 3.10
Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	None are applicable.
PO 3.11	DTS/DPF 3.11
Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	None are applicable.
Infrastructure	
PO 4.1	DTS/DPF 4.1
Land division incorporates public utility services within road reserves or dedicated easements.	None are applicable.
PO 4.2	DTS/DPF 4.2
Waste water, sewage and other effluent is capable of being disposed of from each allotment without risk to public health or the	Each allotment can be connected to:

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environment.	<p>(a) a waste water treatment plant that has the hydraulic volume and pollutant load treatment and disposal capacity for the maximum predicted wastewater volume generated by subsequent development of the proposed allotment or</p> <p>(b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.</p>
<p>PO 4.3</p> <p>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.</p>	<p>DTS/DPF 4.3</p> <p>Development is not built on, or encroaches within, an area that is or will be, required for a sewerage system or waste control system.</p>
<p>PO 4.4</p> <p>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.</p>	<p>DTS/DPF 4.4</p> <p>None are applicable.</p>
<p>PO 4.5</p> <p>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.</p>	<p>DTS/DPF 4.5</p> <p>None are applicable.</p>
<p>PO 4.6</p> <p>Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape feature.</p>	<p>DTS/DPF 4.6</p> <p>None are applicable.</p>
Minor Land Division (Under 20 Allotments)	
Open Space	
<p>PO 5.1</p> <p>Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.</p>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>
Solar Orientation	
<p>PO 6.1</p> <p>Land division for residential purposes facilitates solar access through allotment orientation.</p>	<p>DTS/DPF 6.1</p> <p>None are applicable.</p>
Water Sensitive Design	
<p>PO 7.1</p> <p>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.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
<p>PO 7.2</p> <p>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.</p>	<p>DTS/DPF 7.2</p> <p>None are applicable.</p>



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Battle-Axe Development	
PO 8.1 Battle-axe development appropriately responds to the existing neighbourhood context.	DTS/DPF 8.1 Allotments are not in the form of a battle-axe arrangement.
PO 8.2 Battle-axe development designed to allow safe and convenient movement.	DTS/DPF 8.2 The handle of a battle-axe development:  (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)	
Open Space	
PO 9.1 Land division allocates or retains evenly distributed, high quality areas of open space to improve residential amenity and provide urban heat amelioration.	DTS/DPF 9.1 None are applicable.
PO 9.2 Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.	DTS/DPF 9.2 None are applicable.
PO 9.3 Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.	DTS/DPF 9.3 None are applicable.
Water Sensitive Design	
PO 10.1 Land division creating 20 or more residential allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.1 None are applicable.
PO 10.2	DTS/DPF 10.2

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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.	None are applicable.
PO 10.3 Land division creating 20 or more allotments includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 10.3 None are applicable.
Solar Orientation	
PO 11.1 Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.	DTS/DPF 11.1 None are applicable.

## Marinas and On-Water Structures

### Assessment Provisions (AP)

Desired Outcome	
DO 1	Marinas and on-water structures are located and designed to minimise the impairment of commercial, recreational and navigational activities and adverse impacts on the environment.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Navigation and Safety	
PO 1.1 Safe public access is provided or maintained to the waterfront, public infrastructure and recreation areas.	DTS/DPF 1.1 None are applicable.
PO 1.2 The operation of wharves is not impaired by marinas and on-water structures.	DTS/DPF 1.2 None are applicable.
PO 1.3 Navigation and access channels are not impaired by marinas and on-water structures.	DTS/DPF 1.3 None are applicable.

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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	DTS/DPF 1.2

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Open space areas include natural or landscaped areas using locally indigenous plant species and large trees.	None are applicable.
Design and Siting	
PO 2.1 Open space and recreation facilities address adjacent public roads to optimise pedestrian access and visibility.	DTS/DPF 2.1 None are applicable.
PO 2.2 Open space and recreation facilities incorporate park furniture, shaded areas and resting places.	DTS/DPF 2.2 None are applicable.
PO 2.3 Open space and recreation facilities link habitats, wildlife corridors and existing open spaces and recreation facilities.	DTS/DPF 2.3 None are applicable.
Pedestrians and Cyclists	
PO 3.1 Open space incorporates:  (a) pedestrian and cycle linkages to other open spaces, centres, schools and public transport nodes; (b) safe crossing points where pedestrian routes intersect the road network; (c) easily identified access points.	DTS/DPF 3.1 None are applicable.
Usability	
PO 4.1 Land allocated for open space is suitable for its intended active and passive recreational use taking into consideration its gradient and potential for inundation.	DTS/DPF 4.1 None are applicable.
Safety and Security	
PO 5.1 Open space is overlooked by housing, commercial or other development to provide casual surveillance where possible.	DTS/DPF 5.1 None are applicable.
PO 5.2 Play equipment is located to maximise opportunities for passive surveillance.	DTS/DPF 5.2 None are applicable.
PO 5.3 Landscaping provided in open space and recreation facilities maximises opportunities for casual surveillance throughout the park.	DTS/DPF 5.3 None are applicable.
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.

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PO 5.6 Pedestrian and bicycle movement after dark is focused along clearly defined, adequately lit routes with observable entries and exits.	DTS/DPF 5.6 None are applicable.
Signage	
PO 6.1 Signage is provided at entrances to and within the open space and recreation facilities to provide clear orientation to major points of interest such as the location of public toilets, telephones, safe routes, park activities and the like.	DTS/DPF 6.1 None are applicable.
Buildings and Structures	
PO 7.1 Buildings and car parking areas in open space areas are designed, located and of a scale to be unobtrusive.	DTS/DPF 7.1 None are applicable.
PO 7.2 Buildings and structures in open space areas are clustered where practical to ensure that the majority of the site remains open.	DTS/DPF 7.2 None are applicable.
PO 7.3 Development in open space is constructed to minimise the extent of impervious surfaces.	DTS/DPF 7.3 None are applicable.
PO 7.4 Development that abuts or includes a coastal reserve or Crown land used for scenic, conservation or recreational purposes is located and designed to have regard to the purpose, management and amenity of the reserve.	DTS/DPF 7.4 None are applicable.
Landscaping	
PO 8.1 Open space and recreation facilities provide for the planting and retention of large trees and vegetation.	DTS/DPF 8.1 None are applicable.
PO 8.2 Landscaping in open space and recreation facilities provides shade and windbreaks:  (a) along cyclist and pedestrian routes; (b) around picnic and barbecue areas; (c) in car parking areas.	DTS/DPF 8.2 None are applicable.
PO 8.3 Landscaping in open space facilitates habitat for local fauna and facilitates biodiversity.	DTS/DPF 8.3 None are applicable.
PO 8.4 Landscaping including trees and other vegetation passively watered with local rainfall run-off, where practicable.	DTS/DPF 8.4 None are applicable.

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## 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
<p>PO 1.1</p> <p>Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres:</p> <ul style="list-style-type: none"> <li>(a) as primary locations for shopping, administrative, cultural, entertainment and community services</li> <li>(b) as a focus for regular social and business gatherings</li> <li>(c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.</li> </ul>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities:</p> <ul style="list-style-type: none"> <li>(a) that support the needs of local residents and workers, particularly in underserved locations</li> <li>(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.</li> </ul>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>

## Resource Extraction

### Assessment Provisions (AP)

Desired Outcome	
DO 1	Resource extraction activities are developed in a manner that minimises human and environmental impacts.

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

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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Resource extraction activities minimise landscape damage outside of those areas unavoidably disturbed to access and exploit a resource and provide for the progressive reclamation and betterment of disturbed areas.	DTS/DPF 1.1 None are applicable.
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**

**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
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d):

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	<p>(a) does not involve a change in the use of land</p> <p>(b) involves a change in the use of land that does not constitute a change to a more sensitive use</p> <p>(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)</p> <p>(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:</p> <p>(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-</p> <p>A. site contamination does not exist (or no longer exists) at the land</p> <p>or</p> <p>B. the land is suitable for the proposed use or range of uses (without the need for any further remediation)</p> <p>or</p> <p>C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development)</p> <p>and</p> <p>(ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).</p>
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## Tourism Development

### Assessment Provisions (AP)

Desired Outcome	
DO 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
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Feature	
General	
<p>PO 1.1</p> <p>Tourism development complements and contributes to local, natural, cultural or historical context where:</p> <ul style="list-style-type: none"> <li>(a) it supports immersive natural experiences</li> <li>(b) it showcases South Australia's landscapes and produce</li> <li>(c) its events and functions are connected to local food, wine and nature.</li> </ul>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>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.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
Caravan and Tourist Parks	
<p>PO 2.1</p> <p>Potential conflicts between long-term residents and short-term tourists are minimised through suitable siting and design measures.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Occupants are provided privacy and amenity through landscaping and fencing.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Communal open space and centrally located recreation facilities are provided for guests and visitors.</p>	<p>DTS/DPF 2.3</p> <p>12.5% or more of a caravan park comprises clearly defined communal open space, landscaped areas and areas for recreation.</p>
<p>PO 2.4</p> <p>Perimeter landscaping is used to enhance the amenity of the locality.</p>	<p>DTS/DPF 2.4</p> <p>None are applicable.</p>
<p>PO 2.5</p> <p>Amenity blocks (showers, toilets, laundry and kitchen facilities) are sufficient to serve the full occupancy of the development.</p>	<p>DTS/DPF 2.5</p> <p>None are applicable.</p>
<p>PO 2.6</p> <p>Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.</p>	<p>DTS/DPF 2.6</p> <p>None are applicable.</p>
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972	
<p>PO 3.1</p> <p>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).</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
<p>PO 3.2</p> <p>Tourist accommodation is sited and designed in a manner that is</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>

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subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	
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	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial	DTS/DPF 1.2 None are applicable.

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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.	DTS/DPF 1.3  None are applicable.
PO 1.4  Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4  All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1  Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1  None are applicable.
PO 2.2  Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2  None are applicable.
Vehicle Access	
PO 3.1  Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1  The access is:  (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2  Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2  None are applicable.
PO 3.3  Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3  None are applicable.
PO 3.4  Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4  None are applicable.
PO 3.5	DTS/DPF 3.5


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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.	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 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.

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Vehicle Parking Rates	
<p>PO 5.1</p> <p>Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:</p> <ul style="list-style-type: none"> <li>(a) availability of on-street car parking</li> <li>(b) shared use of other parking areas</li> <li>(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</li> <li>(d) the adaptive reuse of a State or Local Heritage Place.</li> </ul>	<p>DTS/DPF 5.1</p> <p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</p> <ul style="list-style-type: none"> <li>(a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements</li> <li>(b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas</li> <li>(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.</li> </ul>
Vehicle Parking Areas	
<p>PO 6.1</p> <p>Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.</p>	<p>DTS/DPF 6.1</p> <p>Movement between vehicle parking areas within the site can occur without the need to use a public road.</p>
<p>PO 6.2</p> <p>Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>
<p>PO 6.3</p> <p>Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.</p>	<p>DTS/DPF 6.3</p> <p>None are applicable.</p>
<p>PO 6.4</p> <p>Pedestrian linkages between parking areas and the development are provided and are safe and convenient.</p>	<p>DTS/DPF 6.4</p> <p>None are applicable.</p>
<p>PO 6.5</p> <p>Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.</p>	<p>DTS/DPF 6.5</p> <p>None are applicable.</p>
<p>PO 6.6</p> <p>Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.</p>	<p>DTS/DPF 6.6</p> <p>Loading areas and designated parking spaces are wholly located within the site.</p>
<p>PO 6.7</p> <p>On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.</p>	<p>DTS/DPF 6.7</p> <p>None are applicable.</p>
Undercroft and Below Ground Garaging and Parking of Vehicles	
<p>PO 7.1</p> <p>Undercroft and below ground garaging of vehicles is designed to</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>

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enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	
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 secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	DTS/DPF 9.3 None are applicable.
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

**Table 1 - General Off-Street Car Parking Requirements**

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)
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	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>	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>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.</p>
<b>Group Dwelling</b>	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>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.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
<b>Residential Flat Building</b>	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>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.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
<b>Row Dwelling where vehicle access is from the primary street</b>	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>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.</p>
<b>Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)</b>	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>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.</p>
<b>Semi-Detached Dwelling</b>	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>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.</p>
<b>Aged / Supported Accommodation</b>	
<b>Retirement village</b>	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
<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.

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<b>Residential park</b>	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
<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>	<p>Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation.</p> <p>Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation.</p> <p>A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.</p>
<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.
<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>	<p>2.5 spaces per 100m<sup>2</sup> of gross leasable floor area</p> <p>1 space per 100m<sup>2</sup> of outdoor area used for display purposes.</p>
<b>Shop (no commercial kitchen)</b>	<p>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.</p> <p>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</p>



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	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>	<p>Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat.</p> <p>Premises with take-away service but with no seats - 12 spaces per 100m<sup>2</sup> of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point.</p> <p>Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.</p>
<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.
<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>	

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<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>	6.5 spaces per 100m <sup>2</sup> of total floor area for a Fitness Centre 4.5 spaces per 100m <sup>2</sup> of total floor area for all other Indoor recreation facilities.
<b>Industry/Employment Uses</b>	
<b>Fuel depot</b>	1.5 spaces per 100m <sup>2</sup> total floor area 1 spaces per 100m <sup>2</sup> of outdoor area used for fuel depot activity purposes.
<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>	1.5 spaces per 100m <sup>2</sup> of total floor area 1 space per 100m <sup>2</sup> of outdoor area used for display purposes.
<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.

<b>Class of Development</b>	<b>Car Parking Rate</b>	<b>Designated Areas</b>
	<b>Where a development comprises more than one development type, then the overall car parking rate will be taken to be the</b>	

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	sum of the car parking rates for each development type.		
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	<p>No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:</p> <p>1 space for each dwelling with a total floor area less than 75 square metres</p> <p>2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres</p> <p>3 spaces for each dwelling with a total floor area greater than 150 square metres.</p> <p>Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.</p>	<p>Capital City Zone</p> <p>City Main Street Zone</p> <p>City Riverbank Zone</p> <p>Adelaide Park Lands Zone</p> <p>Business Neighbourhood Zone (within the City of Adelaide)</p> <p>The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone</p>
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	5 spaces per 100m <sup>2</sup> of gross leasable floor area.	<p>City Living Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street ) Zone</p> <p>Urban Neighbourhood Zone</p>
Non-residential development excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	6 spaces per 100m <sup>2</sup> of gross leasable floor area.	<p>Strategic Innovation Zone</p> <p>Suburban Activity Centre Zone</p> <p>Suburban Business Zone</p> <p>Business Neighbourhood Zone</p> <p>Suburban Main Street Zone</p> <p>Urban Activity Centre Zone</p>
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	<p>City Living Zone</p> <p>Urban Activity Centre Zone</p>

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	over 100 bedrooms		Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street ) Zone Urban Neighbourhood Zone
<b>Residential development</b>			
<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 dwelling  1 bedroom dwelling - 0.75 spaces per dwelling  2 bedroom dwelling - 1 space per dwelling  3 or more bedroom dwelling - 1.25 spaces per dwelling  0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone  Urban Activity Centre Zone  Urban Corridor (Boulevard) Zone  Urban Corridor (Business) Zone  Urban Corridor (Living) Zone  Urban Corridor (Main Street ) Zone  Urban Neighbourhood Zone

Table 2 - 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
<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>  (a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public	(a) All zones in the City of Adelaide (b) Strategic Innovation Zone in the following locations: (i) City of Burnside (ii) City of Marion (iii) City of Mitcham  (c) Urban Corridor (Boulevard) Zone (d) Urban Corridor (Business) Zone

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transit service <sup>(2)</sup>	(e) Urban Corridor (Living) Zone
(b) is within 400 metres of a bus interchange <sup>(1)</sup>	(f) Urban Corridor (Main Street ) Zone
(c) is within 400 metres of an O-Bahn interchange <sup>(1)</sup>	(g) Urban Neighbourhood Zone
(d) is within 400 metres of a passenger rail station <sup>(1)</sup>	
(e) is within 400 metres of a passenger tram station <sup>(1)</sup>	
(f) is within 400 metres of the Adelaide Parklands.	

[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

**Table 3 - Off-Street Bicycle Parking Requirements**

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

Class of Development	Bicycle Parking Rate
	Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.
<b>Consulting Room</b>	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.
<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.

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<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.

**Schedule to Table 3**

<b>Designated Area</b>	<b>Relevant part of the State</b>
	<b>The bicycle parking rate applies to a designated area located in a relevant part of the State described below.</b>
All zones	City of Adelaide
Business Neighbourhood Zone	Metropolitan Adelaide
Strategic Innovation Zone	
Suburban Activity Centre Zone	
Suburban Business Zone	
Suburban Main Street Zone	
Urban Activity Centre Zone	
Urban Corridor (Boulevard) Zone	
Urban Corridor (Business) Zone	
Urban Corridor (Living) Zone	
Urban Corridor (Main Street ) Zone	
Urban Neighbourhood Zone	

## Waste Treatment and Management Facilities

### Assessment Provisions (AP)

<b>Desired Outcome</b>	
DO 1	

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	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	
<p>PO 1.1</p> <p>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.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
Soil and Water Protection	
<p>PO 2.1</p> <p>Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as:</p> <ul style="list-style-type: none"> <li>(a) containing potential groundwater and surface water contaminants within waste operations areas</li> <li>(b) diverting clean stormwater away from waste operations areas and potentially contaminated areas</li> <li>(c) providing a leachate barrier between waste operations areas and underlying soil and groundwater.</li> </ul>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Wastewater lagoons are set back from watercourses to minimise environmental harm and adverse effects on water resources.</p>	<p>DTS/DPF 2.2</p> <p>Wastewater lagoons are set back 50m or more from watercourse banks.</p>
<p>PO 2.3</p> <p>Wastewater lagoons are designed and sited to:</p> <ul style="list-style-type: none"> <li>(a) avoid intersecting underground waters;</li> <li>(b) avoid inundation by flood waters;</li> <li>(c) ensure lagoon contents do not overflow;</li> <li>(d) include a liner designed to prevent leakage.</li> </ul>	<p>DTS/DPF 2.3</p> <p>None are applicable.</p>
<p>PO 2.4</p> <p>Waste operations areas of landfills and organic waste processing facilities are set back from watercourses to minimise adverse impacts on water resources.</p>	<p>DTS/DPF 2.4</p> <p>Waste operations areas are set back 100m or more from watercourse banks.</p>
Amenity	
<p>PO 3.1</p> <p>Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>

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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.
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	DTS/DPF 7.2



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Organic waste processing facilities are located on land where the engineered liner and underlying seasonal water table cannot intersect.	None are applicable.
PO 7.3 Organic waste processing facilities are sited away from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 7.3 Organic waste processing facilities are set back 250m or more from a public open space reserve, forest reserve, national park or a Conservation Zone.
PO 7.4 Organic waste processing facilities are located on land that is not subject to land slip.	DTS/DPF 7.4 None are applicable.
PO 7.5 Organic waste processing facilities separated from areas subject to flooding.	DTS/DPF 7.5 Organic waste processing facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Major Wastewater Treatment Facilities	
PO 8.1 Major wastewater treatment and disposal systems, including lagoons, are designed to minimise potential adverse odour impacts on sensitive receivers, minimise public and environmental health risks and protect water quality.	DTS/DPF 8.1 None are applicable.
PO 8.2 Artificial wetland systems for the storage of treated wastewater are designed and sited to minimise potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 8.2 None are applicable.

## Workers' accommodation and Settlements

### Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Workers' accommodation and settlements are obscured from scenic routes, tourist destinations and areas of conservation significance or otherwise designed to complement the surrounding landscape.	DTS/DPF 1.1 None are applicable.

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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.

PLANNING REPORT 63 Mueller Rd Bugle Ranges

<b>PETER MELINE AND ASSOCIATES TOWN AND COUNTRY PLANNERS PLANNING REPORT</b>	
LOCATION	Lot 19 No 63 Mueller Close, Bugle Ranges SA 5251
APPLICANT	Susanna Verco
OWNER	Susanna Verco
NATURE OF DEVELOPMENT	Multi-faceted DA including; <ul style="list-style-type: none"><li>• Horse Keeping</li><li>• Training of Equestrian Students</li><li>• Retention of Existing Dwelling (old – not to be demolished), and Conversion to Occasional Student Accommodation</li><li>• Construction of Horse Keeping Yards and Associated Fencing</li></ul>
ZONES	Rural Zone
PLANNING AUTHORITY	DC MT BARKER

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INTRODUCTION -	page 2
THE LAND-	page 7
PLANNING ASSESSMENT-	page 7
CONCLUSION-	page 12
APPENDIX-	page 13

**REPORT PREPARED BY:**

**Peter Meline, RPIA, MAIBS, JP**  
**ACCREDITED PROFESSIONAL PLANNING LEVEL 1, 2 and 3**  
**ACCREDITED PROFESSIONAL BUILDING LEVEL 1**  
**G. Dip. Planning, G. Dip. Applied Science (Building), Health Inspection Certificate**

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**PLANNING REPORT 63 Mueller Rd Bugle Ranges**

**1.0 Introduction**

This Planning Report has been prepared pursuant to the PDI Act 2016. It supports development application which seeks approval for the land to be used for Horse Keeping (including the construction of Horse Keeping Yards and Associated Fencing) and Associated Training of Olympic Quality Able Bodied Equestrian Students with the Use of Existing Older Residence (not to be demolished – no building works required) as Occasional Accommodation of Equestrian Students or Expert Equestrian Training Officials , which is being processed as a performance assessed development application by the DC Mt Barker being the relevant authority under the PDI Act 2016.

This application is supported by:

- Site Plan and Car Parking Allocation by Royal Green House # 48819 dated 3/5/2019;
- Agronomist Report by Charles Kidd (undated) 11 pages;
- Waste Water Report – Amendment to Existing Onsite Waste Water System by Peter Goss # 1681 dated 9/11/2021;
- Native Vegetation and Electricity Declarations;
- Water Licence

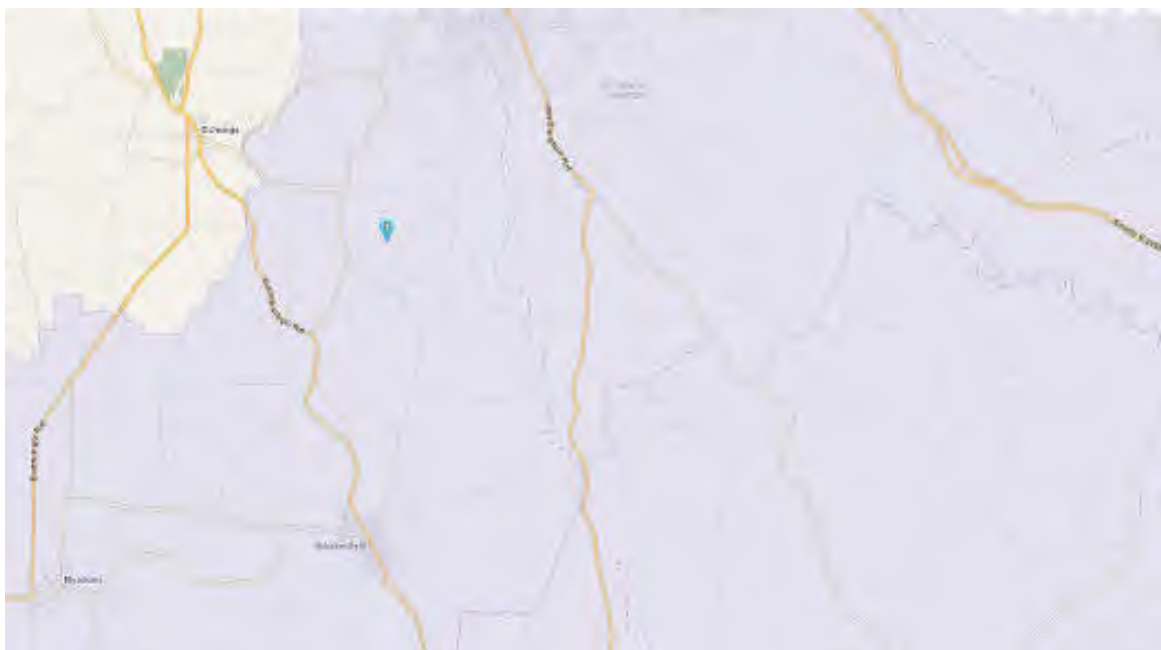
**1.1 The Zone**

The land is wholly within the Rural Zone of the Munt Barker District Council (see extracts of Maps and relevant Overlays below).

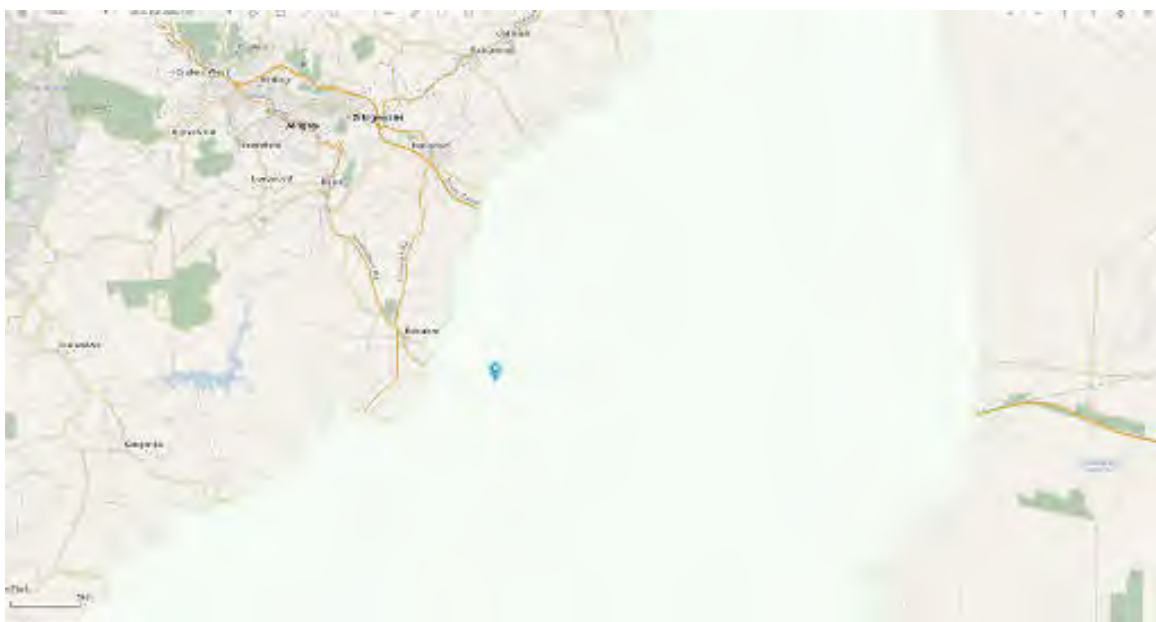


**Rural Zone Map DC Mt Barker – Site Identified.**

**PLANNING REPORT 63 Mueller Rd Bugle Ranges**



**Murray River Tributaries Overlay Map – Site Identified.**



**Murray River Protection Overlay Map.**

**PLANNING REPORT 63 Mueller Rd Bugle Ranges**



**Native Vegetation Overlay Map – Site Identified.**

**NATURE OF THE DEVELOPMENT AND THE NATURE OF THE LOCALITY.**

**The Proposal**

The development seeks consent to utilize the land holding for the purposes of Horse Keeping, Training of Olympic Quality Able Bodied Equestrian Students, and to Retain the Existing Old Dwelling (not to be demolished – no building works required) and convert it for the Occasional Accommodation Use by Equestrian Students or Equestrian Training Officials Attending the Property. Use of the land for Horse Keeping purposes will employ agricultural practices that ensure there is no damage to the agricultural quality of the land over in the immediate or extended periods of time. Central to this topic will be the catchment and use of water to facilitate the proposed changes to the site that safeguard the quality of water within the locale.

The proposed development pursues approval for the keeping of up to 15 horses on site at any one time. This will incorporate the construction of Horse Keeping Yards and Associated Fencing to meet the Horse Keeping Standards of South Australian Government as outlined in the attached documents (insert horse keeping docs). Furthermore the proposal is that no more than two equestrian students/trainers at any one time will be accommodated for on site. The existing buildings on the site comprise of the Owner's Residence, a Machinery Shed with Three Stables Attached, a Second Machinery Shed

**PLANNING REPORT 63 Mueller Rd Bugle Ranges**

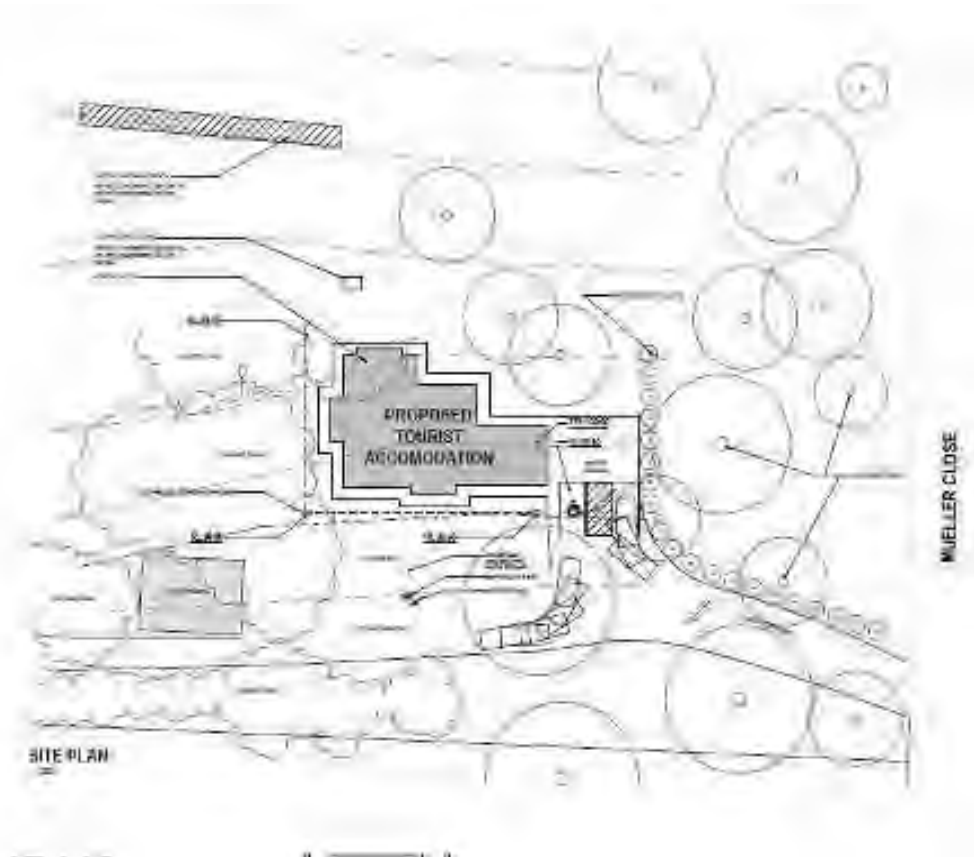
which incorporates Hay Storage, the Original Dwelling and Domestic Shed (proposed to be retained and converted for equestrian student accommodation – no building work required), Horse Arena, Horse Day Yards (x4), Fenced Paddocks (x5), Damns (fenced x 2), and Designated Fenced Re-Vegetation Belt – see Site Plan below. **NB:** It is important to note that there will be no internal refurbishment or building works required to retain the old dwelling for the use as Equestrian Trainer/Student Facilities and Accommodation. The facilities are for Olympic Quality able bodied persons to train with expert Equestrian Officials. Training will be during day time hours of operation only. There will be no application or installation of Lighting for the Equestrian Training Grounds.



**Site Map of Existing Land Holding – 63 Mueller Rd, Bugle Ranges**

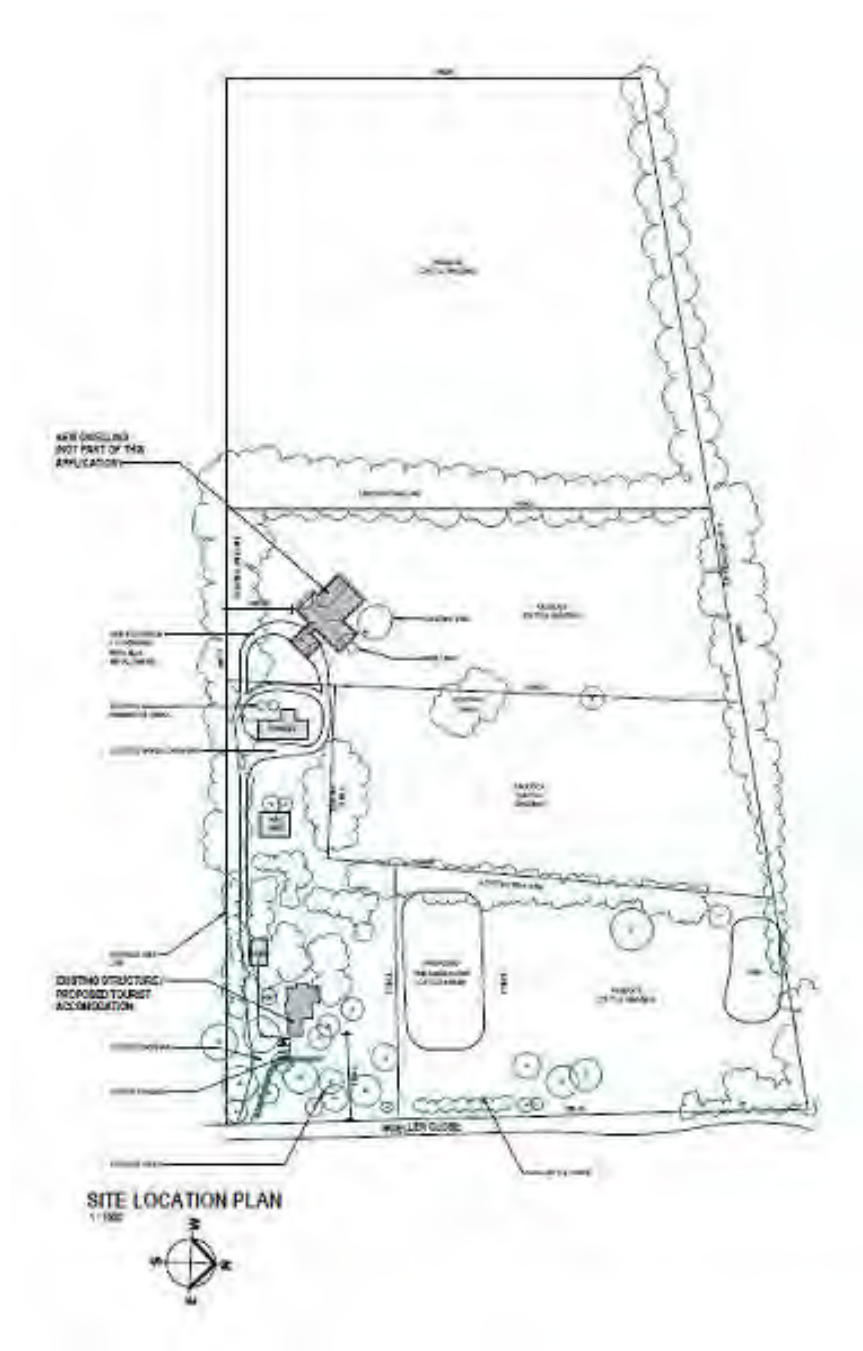
The Site Plans and Reports and a Copy of the CT have been Uploaded with this Planning Report to ensure the documents can be Sited and Interpreted correctly.

PLANNING REPORT 63 Mueller Rd Bugle Ranges



Car Parking and horse Float Movement Site Plan – 63 Mueller Rd Bugle Ranges



**PLANNING REPORT 63 Mueller Rd Bugle Ranges**

### The Locality

The area of the land is essentially used for grazing and horse keeping between the towns of Bugle Ranges, Macclesfield and Mount Barker. The subject allotment is large at 8.10 Ha. The Plans below show the locality of land.

**PLANNING REPORT 63 Mueller Rd Bugle Ranges**



**Street Parcel Map – Site Identified.**



**Topography Map of the Locality – Site Identified.**

**2.2 Background**

The land is a semi-rural parcel of 8.10 Ha which has existed in the locality of Bugle Ranges for many years.

**PLANNING REPORT 63 Mueller Rd Bugle Ranges**

The property has incorporated horse keeping for private use throughout this period of time. The locality accommodates rural activities, small rural holdings with grazing, forestry and native forest .


Horse Keeping for the subject landholding will involve sensitive environmental integrated agricultural practices associated with Horse Keeping and Equestrian training in order to ensure the quality of the land, watercourses, and native vegetation within the locale are cared for, sustained, and protected. Charles Kidd Agronomist Report (attached) has been prepared on request of the current land owner, to provide necessary advice and instruction for land and water management, upon commencement of the landholding incorporating Horse Keeping and Associated Equestrian Student Facilities. The proposal is further supported by the Effluent Report prepared by Peter Goss (attached) which details an amendment to the Onsite Waste Water Treatment System to accommodate the Old Dwelling being retained for Equestrian Trainer and Student Facilities and Accommodation.

**2.4 The Land**



The land fronts Mueller Close, which is located South East of Stamps Rd, a main thoroughfare to the township of Macclesfield and Echunga/Mt Barker, in the locale known as Bugle Ranges (see the attached CT below)

The land is described as lot 19 FP 159696 and is held in CT 5653/572.

PLANNING REPORT 63 Mueller Rd Bugle Ranges

		<b>Product</b> Register Search Plus (CT 5653/572)	
		<b>Date/Time</b> 15/05/2021 02:44PM	
		<b>Customer Reference</b> 804PL	
		<b>Order ID</b> 20210515000553	

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**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.**


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### Certificate of Title - Volume 5653 Folio 572

**Parent Title(s)** CT 5353/321  
**Creating Dealing(s)** RT 8571256A  
**Title Issued** 14/05/1999      **Edition** 4      **Edition Issued** 20/11/2014

### Estate Type

FEE SIMPLE

### Registered Proprietor

SUSANNA ELIZABETH VEROO  
OF 63 MUELLER CLOSE BUGLE RANGES SA 5251

### Description of Land

•  
ALLOTMENT 19 FILED PLAN 159696  
IN THE AREA NAMED BUGLE RANGES  
HUNDRED OF MACCLESFIELD

### Easements

NIL

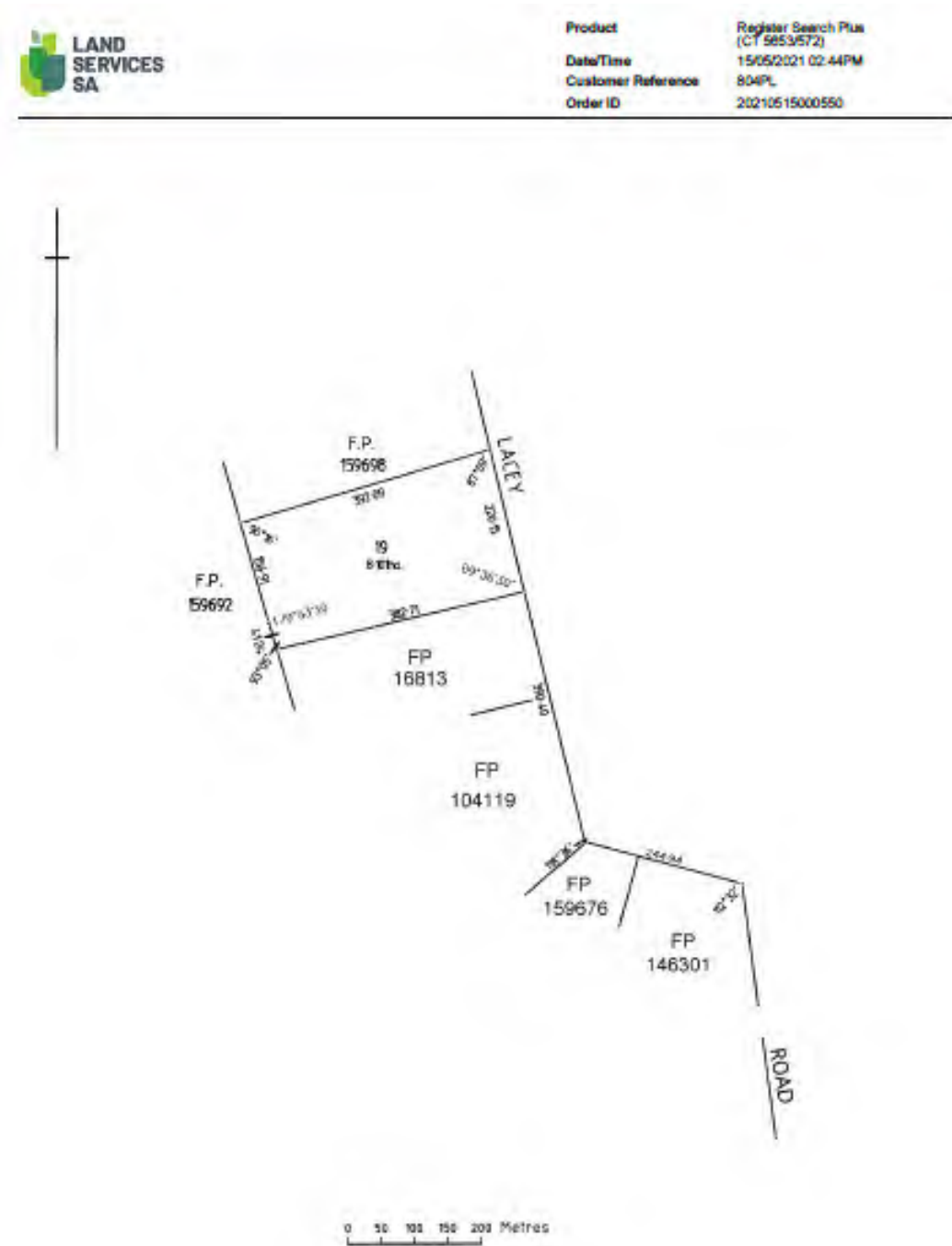
### Schedule of Dealings

Dealing Number	Description
13065347	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA (ACN: 123 123 124)

### Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
<b>Registrar-General's Notes</b>	
AMENDMENT TO DIAGRAM VIDE 35/2003	
Administrative Interests	NIL

PLANNING REPORT 63 Mueller Rd Bugle Ranges



PLANNING REPORT 63 Mueller Rd Bugle Ranges

## **2.5 Relevant Provisions of the PDI Code**

The following provisions of the PDI Code are considered to be relevant to the proposal.

### **RURAL ZONE**

It is clear that the proposal finds support in many of the Designated Performance Features of the RURAL Zone, see below.

#### **Desired Outcome**

- DO 1 A zone supporting the economic prosperity of South Australia primarily through the production, processing, storage and distribution of primary produce, forestry and the generation of energy from renewable sources.
- DO 2 A zone supporting diversification of existing businesses that promote value-adding such as industry, storage and warehousing activities, the sale and consumption of primary produce, tourist development and accommodation.

PLANNING REPORT 63 Mueller Rd Bugle Ranges

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
List of Deemed-to-Satisfy Criteria	
<p>PO 1.1</p> <p>The productive value of rural land for a range of primary production activities and associated value adding, processing, warehousing and distribution is supported, protected and maintained.</p>	<p>DEVELOPMENT 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) Agricultural building</li> <li>(c) Brewery</li> <li>(d) Carport</li> <li>(e) Cider</li> <li>(f) Dairy</li> <li>(g) Dam</li> <li>(h) Distillery</li> <li>(i) Dwelling</li> <li>(j) Dwelling addition</li> <li>(k) Farming</li> <li>(l) Horse keeping</li> <li>(m) Horsekeeping</li> <li>(n) Industry</li> <li>(o) Intensive animal husbandry</li> <li>(p) Low intensity animal husbandry</li> <li>(q) Outbuilding</li> <li>(r) Renewable energy facility</li> <li>(s) Shop</li> <li>(t) Small scale ground mounted solar power facility</li> <li>(u) Stock slaughter works</li> <li>(v) Tourist accommodation</li> <li>(w) Transport distribution</li> <li>(x) Verandah</li> <li>(y) Warehouse</li> <li>(z) Winery</li> <li>(aa) Workers accommodation</li> </ul>



Ping and Pong	
<p>80.21</p> <p>Development is provided with subshell write access.</p>	<p>80.21</p> <p>Development is serviced by an ill-willed &amp; effusive puter mind.</p>

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<p><b>POB 2</b></p> <p>Quilfs are generally located on flat land (lowland) and flat and the associated is a soil impact</p>	<p><b>OTB POB 2</b></p> <p>Quilfs are</p> <ul style="list-style-type: none"> <li>(a) are located on sites with a slope not greater than 10% (1:10)</li> <li>(b) do not result in excavation and filling of land greater than 1.5m from natural ground level</li> </ul>
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<p>bed 7</p> <p>Dwellings are built downwards if a slope (the residents are passive) and character and empty.</p>	<p>topography</p> <p>Dwellings:</p> <ul style="list-style-type: none"> <li>1. built on base from 40-60m with construction of 40-60m</li> <li>2. do not exceed a building level and the increased from the top of the building</li> <li>3. rows will be 10-12m or 15-20m (from 10m)</li> </ul>
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FOA 2	Category 2
<p>Trust/accommodation is associated with the primary use of the land for primary production or primary production related value adding industry to enhance and provide scientific visitor experiences.</p>	<p>Trust/accommodation</p> <ul style="list-style-type: none"> <li>(a) Ancillary to and located on the same allotment or an adjoining allotment used for primary production or primary production related value adding industry in relation to the green used for accommodation               <ul style="list-style-type: none"> <li>(i) where it is a new building, does not exceed a total floor area of 100m<sup>2</sup></li> <li>(ii) where it is an existing building, does not exceed a total floor area of 150m<sup>2</sup></li> </ul> </li> <li>(b) does not result in more than one facility being located on the same allotment.</li> </ul>



**PLANNING REPORT 63 Mueller Rd Bugle Ranges**

Purpose/Reason for Existing Building	
purpose:	circumstances:
Additional use of existing buildings for small-scale shops, offices, tourist accommodation or solitary rural activities	Development within an existing building is for one of the following:
	(a) a shop;
	(b) an office;
	(c) tourist accommodation.

Outbuilding: Attached/dependent of a main premises & present rural character and setting.	Outbuilding:
	(a) have a primary street setback that is at least as far back as the building to which it is auxiliary;
	(b) have a combined total floor area that does not exceed 100m <sup>2</sup> ;
	(c) have walls that do not exceed 3m in height measured from natural ground level (not including a usable roof);
	(d) have a roof of polycarbonate that does not exceed 6m measured from natural ground level;
	(e) be clad in sheet metal, fibreglass, copper-treated or painted in a non-reflective colour;
	(f) will not result in more than 2 outbuildings on the same allotment.

**7.0 CONCLUSION**

It is noted that pursuant to table 5 of the Rural Zone that HORSE KEEPING is exempt from the need to be publicly exhibited.

It is clear that this proposal should be processed as a performance assessed development vide the PDI (General Regulations) 2017.

The proposal is for a sensitive use of the land for the purposes of Olympic Standard equestrian training for able bodied persons, small scale horse keeping and the small scale use of the existing older dwelling for the occasional accommodation of equestrian students or equestrian training officials.

**Peter Meline**  
**RPIA, MAIBS, JP.**  
**Dated: 15/4/21**

**PLANNING REPORT 63 Mueller Rd Bugle Ranges**

**Enclosed-**

- Site Plan and Car Parking Allocation by Royal Green House # 48819 dated 3/5/2019;
- Agronomist Report by Charles Kidd (undated) 11 pages;
- Waste Water Report – Amendment to Existing Onsite Waste Water System by Peter Goss # 1681 dated 9/11/2021;
- Native Vegetation and Electricity Declarations;
- Water Licence.

**Report on:**

**Susanna Verco Equine Enterprise  
63 Mueller Close BUGLE RANGES**

***Charles Kidd***





ABN: 39 887 144 633

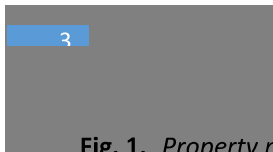
## 1. INTRODUCTION

- 1.1 Susanna Verco of 63 Mueller Close is intending to run an equine enterprise on her property which involves care and management of horse who are associated with the sport of horse jumps. Accordingly Ms Verco wishes to know what capacity (i.e. number) of horses she can keep on the property at any one time given the assets she maintains for the use of horses as well as the amount of land (acres/hectares) that will be available for them to use.
- 1.2 Overall she wishes to be able to maintain them to a standard of health and welfare that maximises their potential and doing this by utilising a system of land management that keeps the land at a sustainable level of production. Additionally, as this land forms part of a significant catchment for the Mt Bold Reservoir, she is acutely aware that she must avoid any activities that create potential for contamination of the waterways that lead from her property.

## 2. LAND AND PROPERTY ASSETS

- 2.1 Land that is available for pasture production and subsequent grazing of animals currently stands at 14.8 acres (6.0 ha) which are mainly located in the 4 paddocks to the North of the property (see Fig 1.)





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**Fig. 1.** *Property plan 63 Mueller Close Bugle Ranges*

- 2.2** To the South of the property adjacent to the existing residence there are stables for up to 3 horses contained within a building which is also a machinery and equipment shed. Immediately to the North of this building are day yards which can contain up to 5 horses and to the East of the property are another set of day yards which can keep up to 4 horses at any one time.
- 2.3** In the North Eastern and North Western corners of the property are two dams which catch the majority of the runoff from the property, and there is also a horse manège or outdoor riding arena located on the Eastern side of the property. The property is bordered in the main with established stands of mature trees with the exceptions being the Western and South Western boundaries. There is however new plantings established all of the Western border which will attain maturity in the next few years.
- 2.4** Currently, there is some land which is unused and lies mostly along the South side of the property and is in and around the existing residence, the proposed new residence and the horse manège area. This includes about 2-3 acres which contains a number of significant trees and there is some small amount of grazing material produced on this area and it does give more space for horses to wander if they desire. The owner has indicated this land could become available for the use of the horses once the main residence has been completed.

### **3. ENTERPRISE PROPOSAL**

- 3.1** At the present time Ms Verco is a member of the SA Elite Showjumping Squad, she is also a qualified Equestrian Australia Level 1 coach (moving towards Level 2) and has a Certificate III in Horsemanship. She is also a qualified Secondary teacher and has Bachelor Degree in Agricultural Science. As a consequence of these activities she maintains a team of up to 7 horses permanently on site which are at times resting between events, engaged in training or participating in competitive sporting events.
- 3.2** From time to time she has also hosted clinics for interstate Olympic riders, as well as bringing horses in for retraining and providing riding lessons for other interested individuals who are involved in the equine sporting events. In the future she wishes to continue providing these services with a view to expanding her enterprise to accommodate an increased volume of these activities.
- 3.3** In the future Ms Verco is hoping to increase the maximum number of horses that may be kept on the property, in order to accommodate those persons who wish to attend her clinics and enter her training programmes. Therefore, the requirement is to find a strategy of animal and land management that allow her to not only practise her professional career without constraints, but at the same time provide a suitable level of care for the environment in which these activities are taking place.



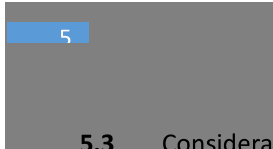
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## 4. HORSE NUMBERS

- 4.1 Ms Verco has indicated that for her proposed enterprise to operate effectively she may require to keep up to 15 horses on the property at any one time. It must be stressed though that this would not be the permanent population of horses to be kept here but that most likely it would vary from between 7-15 horses most of the time, up to the maximum 15 occasionally depending on what activities may be taking place.
- 4.2 It is also clear that of the permanent population of horses being kept there are always going to include some who are engaged in either training or competing. This means they will not be kept in paddocks, but will be rather housed in either stables or yards where their diets can be managed to keep them at the required level of fitness, and they are safe from accidental injuries caused by *ad hoc* interactions with other horses that are being kept on the property.
- 4.3 Consequently, it is anticipated that it is likely that only 7 horses at any one time will be free grazing on the pasture paddocks within the property, while the remainder are in training or work and are kept in stables or yards and do not have unfettered access to the pasture paddocks. Therefore, given this proposed structure there needs to be a strategy of how the animal manures are to be managed and also what management regimes could be instituted on the pasture paddocks to provide optimum nutrition whilst maintaining the quality of the plant species as well as the soil.

## 5. ANIMAL MANURE MANAGEMENT

- 5.1 Management of the horse manures is quite critical at this location as the property forms part of the Mt Bold Reservoir catchment area and so there is a requirement to protect the waterways from introducing contaminants and pathogens into the water supply as much as possible. There are two aspects to the management of manures within this proposed enterprise which includes how to deal with those faeces which are expelled onto pastures and those which are found in the yards and stables where the horse are kept.
- 5.2 For management of dung in the paddocks the easiest method of management is to ensure they are regularly broken up and dispersed over the paddocks in a relatively even layer. This can most effectively be done using a set of harrows (a leaf or two of heavy harrows typically used in cropping operations, or pasture or drag harrows, see Appendix 1) dragged behind a vehicle or tractor would suffice. These not only break up the segments and disperses them but it also brings a greater amount of the organic material in close contact with the soil where it can be decomposed by soil microbes and broken down more swiftly than if they were left untouched in the paddock.



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- 5.3** Consideration should also be given to the introduction of dung beetles to the property as these are extremely effective in breaking down the horse stools as soon as they are emitted from the animal and they then tend to work them into the soil below which greatly assists with their breakdown as well as their subsequent benefits to pasture plants in the form of available nutrients and organic carbon. Dung beetles tend to be somewhat seasonal and they are also sensitive to some of the drenches and other pharmaceutical treatments that are commonly given to horses. However, there are a number of guides available that detail how horses can be kept in conjunction with the use of the beetles. As mentioned, dung beetles are also somewhat seasonal, so the use of the harrows, particularly after rain events when the dung becomes softened and more easily broken up and dispersed is recommended for more effective management of the manure in pasture paddocks especially when the beetles are not active.
- 5.4** For those manures which are expelled into the stables or yards, there are a number of ways these can be dealt with to prevent them creating a health hazard with their build-up. At some times and in some locations it is possible to collect the dung off the floor of the stables (usually in conjunction with some sawdust that has been used for either bedding or feed) and bundled into bags and sold off as garden compost to either neighbours or residents within the closer regional area.
- 5.5** Where this is not possible or there is more volume than the market is willing to take, then it is recommended to adopt the following practise. Make available either a couple of 3 sided concrete bins or else two hard-packed open areas and put the collected material into a pile in one of the bins or areas. Accumulate the dung into a pile for about 6 months, while turning occasionally every 6-8 weeks using a tractor mounted front end loader or similar.
- 5.6** After about 6 months start a new pile with the collected material, whilst keeping the first pile in its bin or area for another 6 months whilst turning occasionally with the front end loader or similar as mentioned previously. After this time has elapsed the material can be sold as composted manure for pastures or spread on the existing pasture paddocks on the property as a pasture nutrition amendment.
- 5.7** There are a number of benefits to the composting of these manures which are that firstly it prevents building up in areas where horses are kept, which if left can at times pose a health hazard to the horses themselves if not managed properly. It is also true that by composting the manures and other plant material (e.g. hay) it makes it more available to the plants when dressed onto pastures. This results in a much swifter uptake by plants and minimisation of losses of nutrients into the waterways which is sometimes the case of natural or slow breakdown of manure in paddock situations.
- 5.8** Composting with microbiological agents also controls some of the more dangerous microbiological pathogens that are often associated with animal faeces in catchment areas that are subsequently found in water supplies including Giardia, Shigella, Hepatitis A, Norovirus, Cryptosporidium, Campylobacter, Salmonella and *E. coli*.
- 5.9** In summary, it is my opinion that by following these suggested strategies for dealing with the horse manures the animals themselves as well as the environment they are kept in will provide a safe and healthy situation for not only the horses but for also for the protection of the Mt Bold catchment area both on and after the water has left the enterprise.



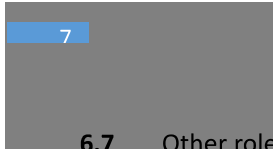


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## 6. PASTURE MANAGEMENT

- 6.1 Of the four main paddocks that are currently devoted to pastures, it appears they are mostly of an annual nature and likely would be a mixture of clovers (predominantly sub-clover) and annual grasses such as Annual Ryegrass (*Lolium rigidum*) and also some introduced Italian Ryegrass (*Lolium multiflorum*). In my view this is quite a productive system as ryegrasses that are annuals are very fast growing, especially in spring and provide a large amount of biomass that is both palatable and nutritious.
- 6.2 Annual ryegrass does have one shortcoming in that it must be resown quite frequently, although Italian ryegrass is more persistent in its nature than conventional Annual Ryegrass. However, judicious grazing strategies can prolong the persistence of annual ryegrasses for some years without having to constantly resow.
- 6.3 Another alternative which is under consideration is that of perennial grasses such as perennial ryegrass (*Lolium perenne*), Cocksfoot (*Dactylis glomerata*) and Phalaris (*Phalaris aquatica*). Whilst these can be planted and then can persist for up to 10 - 15 years without having to be resown, there are also some constraints associated with them.
- 6.4 Firstly perennials are not as productive on a seasonal basis as annuals as they cannot grow as fast and make use of available water and nutrients. They are also not quite as nutritious (in terms of their metabolisable energy rating) and some species (e.g Phalaris) contain alkaloids which can cause health issues in animals (Phalaris staggers) and so they must be managed properly to prevent these problems arising. They are also difficult to establish and for the first year of growth after sowing the paddock must not have any livestock on it else the fragile seedling and its emerging crown may be damaged and result in poor grass numbers.
- 6.5 On the other hand if perennials can be successfully established they can provide a good long term supply of useful herbage. One of their strengths is that instead of the somewhat lush flushes of annual grasses and legumes that can provide big biomass loads in spring and autumn, perennials provide a much more fibrous and harder pasture plant which rarely leads to issues such as bloat or foundering in grazing animals.
- 6.6 Grass pastures whether annual or perennial should be grown with a legume pasture species. Typically in the Adelaide Hills region there is strong background of sub-clover (*Trifolium subterraneum*) with an extensive seed bank that has been built up over many decades. What the pasture legumes do is provide a source of Nitrogen for the grasses that are growing with it thus ensuring productive growth. As an additional benefit it also negates the introduction of fertiliser N typically in the form of urea which is expensive and must be judiciously applied to ensure it is fully utilised (i.e. during the correct climatic conditions).





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- 6.7** Other roles that pasture legume fulfil is that of being a useful competitor to some broadleaf and grass weeds during the autumn and winter periods, as well as providing nutritious grazing which helps fill the feed gap during the relatively unproductive winter months.
- 6.8** Where sub-clover is not in significant numbers it is worth considering the introduction of pasture legumes such as Balansa Clover (*Trifolium michelianum*) which has all the benefits of production that is gained from being an annual species, but is capable of self-regeneration due to its high level of seed production.
- 6.9** Where a good stand of grass and legume is established it is relatively productive without requiring the addition of excessive amounts of fertiliser, particularly N. In fact, for many of these pasture systems that have been successfully established the only fertiliser requirement is occasionally the application of some P (phosphorus) every 3 – 5 years and even more occasionally (5 - 8 years) the application of some Potassium (K).
- 6.10** Good weed control needs to be observed, but where strong stands of pasture legumes are present then an early winter spray of something like Tigrex (diflufenican plus MCPA) will control the vast majority of broadleaf weeds that are commonly found in the Adelaide Hills. It is also a very benign chemical which does not have an S (poison) rating and a short withholding period from grazing or cutting for hay after application of only 7 days.
- 6.11** Control of the grass weeds commonly found in the Adelaide Hills environment such as Barley Grass (*Hordeum vulgare*) and Brome grass (*Bromus diandrus*) can usually be managed by grazing them through the winter months when they are relatively palatable and then letting aggressive annual and/or perennial pasture grasses outcompete them in spring.

## 7. GRAZING MANAGEMENT

- 7.1** It is anticipated that the business model being considered by Ms Verco calls for no more than 7 horses being allowed to graze on the pastures at any one time, and this would vary depending on what activities (i.e. competition training, workshops, etc.) were taking place on the property.
- 7.2** However, there would be present another cohort of horses of up to 8 at any one time who would be engaged in training and/or other work. These horses though would normally be kept in the stables and yards as part of that process and would not be free to range on the pastures.
- 7.3** In addition to having the 6.0 hectares of pasture land available there may also be some additional land made available for horses which are those areas most closely around the buildings and the horse manège arena. While much of this area is close to trees and does not

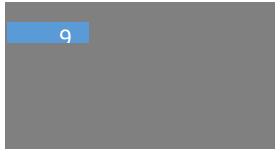
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expand the productive pasture area to any great extent, it may have some use as a rest area for the pastures when they are under stress such as wet winter periods.

- 7.4** At some locations in the wetter Adelaide Hills environment, the soil becomes soft and quite often waterlogged during winter, and hard hooved animals walking on it can cause significant damage to the soil due to pugging. Therefore, by opening up the land under the trees which is drier and less prone to pugging, some of the vulnerability to damage of the pasture areas from horse traffic can be relieved.
- 7.5** It is not anticipated that opening up of this area would lead to an increase of the number of animals that would be kept free ranging on the pasture areas, but is more an effort to institute a more sustainable management programme aimed at protecting the environment from damage.
- 7.6** As is also well known horses trend to be spot grazers and will return to the same areas over and over again to graze. This can result in bared off or pugged areas where all vegetation is removed and the quality of the soil quite degraded with compaction and slaking. Consequently, it may be advisable at times to consider some grazing management using solar electric tapes, these are very cheap to buy and install (a couple of hundred dollars) and can be readily moved. Using these to keep horses off sensitive areas of some paddocks for some periods of time until they can revive the vegetation would be recommended if bare spots start to develop. Alternatively, mowing or slashing the taller grass from time to time will produce the same result.
- 7.7** Another aspect which was previously noted was the susceptibility of some horses to founder on lush, rich pastures which are commonly seen with annual grass and legume mixes. While this is most common in autumn or spring, it can be alleviated by having available some hard feed in the form of something like a meadow hay or a cereal straw hay, which are both high in fibre and low in protein. Mixing this hard feed with the luxury amounts of green biomass which are available in some parts of the year can protect the animals from these issues and maintain their health.
- 7.8** When a suitable supply of hay is not available, then during the critical parts of the season when too much green feed is present animals should be removed from the pasture back to the yards and only allowed out for set periods in order to prevent them from gross feeding on those pastures. Once again cereal straw or meadow hay should be available in the yards during these times for the horses to pick at when they require.



## 8. SUMMARY

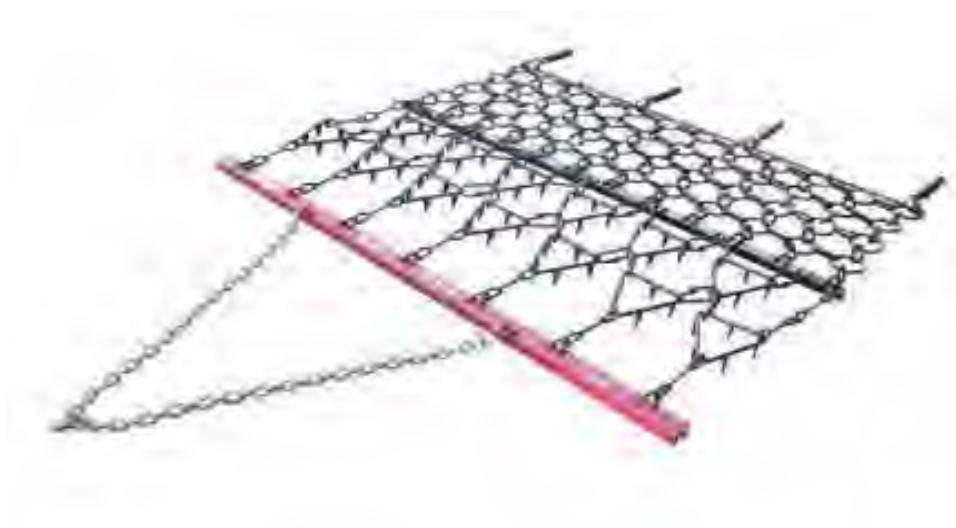
- 8.1** It is my view that if the programme outlined in this document is adopted then it would be possible to maintain the number of horses on the property which Ms Verco requires to fulfil her business requirements. These have been recommended as a maximum of 15 horses at any one time and which would comprise up to 7 horses free ranging on the paddocks, with the remainder being kept in the yards and stables whilst undergoing training and other working schedules (See Appendix 2).
- 8.2** Practices have been recommended which not only care for the environment (both vegetative and soil) on the property but also take into consideration what leaves the property and what may flow through the waterways of the catchment of the Mt Bold reservoir. These are not difficult to institute and relatively easy to maintain and by doing them the long term nature of the enterprise can be achieved.
- 8.3** Another advantage of the property includes the fact that there are significant paddock borders of tree stands on all sides with the exception of the far Western boundary (See fig. 1). These form a valuable role in not only providing shade and shelter for animals but also in minimising dust contamination of neighbouring properties that may arise from animals being worked. At this time the Western boundary has established a stand of young trees on it and when they breach maturity in the next 2-3 years they will be as effective in their role as the other stands.
- 8.4** Therefore, this document describes a management and operational strategy for an equine enterprise in the Adelaide Hills which should fit in well with all the values of land ownership that are the recommended policies of the local government in that area.



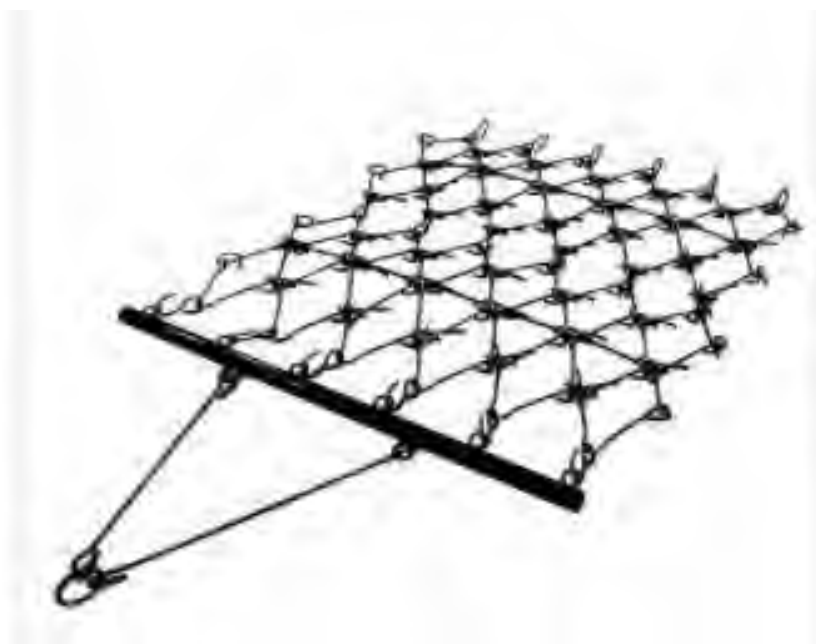
ABN: 39 887 144 633

## APPENDIX 1

### HARROW PHOTOS:



**Photo:** Pasture Harrows



**Photo:** Drag Harrows

APPENDIX 2  
SITE DIAGRAM



**APPENDIX 3**  
**CHARLES KIDD**

**QUALIFICATIONS:**

Dip. App. Sci. (Agric.)  
Grad. Cert. App. Sci. (Agric.)  
Masters App. Sci. (Agric)

**PROFESSIONAL ROLES:**

- 1980-1991 Research Officer, Agricultural Research Institute, NSW Agric. Weeds Unit
- 1992-1994 Research Agronomist, Contract Trials Company (ARMS) SA
- 1995-2006 Manager, IAMA/Landmark R & D Group
- 2007 - Agricultural Education and Training, AusKnowledge NetWork
- 2007 – 2019 Product complaints officer for all Landmark broadacre and horticultural crops
- 2008 - External reviewer APVMA
- 2015 – Expert witness/consultant for various Adelaide Hills and adjacent environs local government administrations and residents

**RELEVANT EXPERIENCE:**

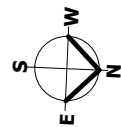
From 1980 until 2009 I undertook or was involved in multiple experiments/trials which were conducted to investigate all issues (protection and nutrition) relating to production of broadacre and horticultural crops. These trials were carried out in all agricultural production areas over Australia including Tasmania.

Involvement in the National Dryland Salinity project overseen by Land and Water Australia which ran from 1993 – 2004.

From 2007 – 2019 I was the principal contact for product complaints for the rural merchant Landmark. This involved resolving many crop production issues from all across Australia including interactions with crop protection products, climate and soil types.

Since 2015 I have acted as an expert witness or consultant for both a number of Adelaide Hill's councils as well as residents. These have included issues around zoning, classification of land, issues surrounding various agricultural activities carried out in those areas and the agricultural capacity of various areas of land in the Hills region.





### Horse Yards

Red squares are yards to put horses in, to ease pressure on paddocks. Blue squares are shelters. Horse keeping recommends a base in yards. We are going beyond this by having base, Geohex then dolomite sand to eliminate erosion risk.







**ADELAIDE HILLS  
DEVELOPMENT SERVICES**  
**PO BOX 1508, Mt. BARKER, SA, 5251**  
**8391 3954 mobile 0448 395 299**  
**Email: [petermeline@bigpond.com](mailto:petermeline@bigpond.com)**

20/10/2022

Mr R. Richards  
PO Box 54  
Mount Barker  
SA 5251

Dear Randall,

**Development Application - 21017282**  
**63 Mueller Rd Bugle Ranges**

In response to the RFI dated 7/07/2022 and 19/10/2022 and 20/210/2022 please be advised that:

**Proposed Hours of Operation:**

To Match Daylight Hours (as per bom.gov.au statistics) and with consideration to EPA Noise Levels Assessment Criteria.

November to March: 7am – 8.30pm  
March to April: 7am – 6pm  
May to August: 7am – 5.30pm  
September to October: 7am – 7pm

**Proposed Equine Activities:**

Private Lessons:

1 x Student at any one time 10 x per week.

Event Lessons:

2 x Students at any one time 3 x per week.

**NB: No private and event lessons will overlap, there will only be one private or one event lesson taking place at any one time.**

Private Lessons:

Tuition lessons in horse management and skills development between one student and one instructor.

#### Event Lessons:

Focused lessons between two students and one instructor; to refine skills for attending Horse Dressage, Horse Showjumping, Horsemanship, and Trail events etc.

**It is noted that predominately Suzie Verco will perform the Horse Instruction. However, during the lead up to major horse events guest instructors and students will have the option of utilizing the Student/Horse Instructor accommodation as per the proposed development application. This will in no way change the configuration of proposed hours or clientele numbers associated with the operation of the Equine Activities on the subject land.**

#### **Equine Management and Strategies:**

##### **Grazing and Pasture Production:**

6.0ha of Land is available for pasture production and subsequent grazing.

##### **Horse Numbers:**

7 permanent horses residing on the land with use of 6.0ha (though not unfettered access to pastures to maintain environmental sustainability).

An additional 4-8 horses on occasion will be onsite (housed in holding /feeding yard) or in training on the Equestrian Arena, specifically related to training and events training as described earlier in this letter of advice.

##### **Manure and Organic Material Management:**

Paddock manure to be dispersed evenly over the land with harrow or similar (process will encourage microbial activity and promote healthy soils and agriculture).

Stables, Holding Yard and Arena manure will be composted in large bins and once decomposed will be utilized for border gardens on the land holding.

##### **Pasture Management:**

Rotation of permanent horses on paddocks and tree lined land border areas to avoid overgrazing.

Provide fodder seasonally to horses residing permanently on the land to avoid overgrazing the land to maintain healthy soils, waterways and horses.

Seeding practices involve slashing plant growth and fallow land periods and perennial seeding to ensure seed bank build up for sustainable land care and agricultural practices.

Weed control is via benign chemical application of Tigrex or similar with no land disturbance or use (no horse grazing) for a fortnight annually.

**Horse Management for Lesson Riders and Instructors to the Site:**

All horses entering the site for lessons will be kept in the horse yards and treed area associated with the arena. Visiting horses will receive dry fodder only or be able to lightly graze the treed area associated with the arena, or along designated horse trails within the locale. Water will be supplied by the existing Rain Water provisions on site. The owner's of visiting horses are required to bring their own vessel for drinking water for their horses to ensure there is no spread of bio-organic materials and organisms associated with the visit to the site to minimize potential environmental, water, or horse health quality issues.

**Further Information:**

**Proposed Student/Horse Instructor Accommodation:**

There are no modifications to the internal layout of the existing building to be retained for Student/Horse Instructor Accommodation. However, it is noted that all ESP's required for the building will be installed to satisfy compliance with the NCC 2022.

**Traffic Management:**

The land holding has sufficient area for the entry and exit of vehicles and horse floats. No more than 2 private vehicles will enter and exit the site at any given time.

**Water Management:**

The proposed development does not include a variation to the water license that is associated with the subject land holders neighbouring property as outlined in the Report by Daniel Walton from the Department of Environment and Water Resources. Daniel addresses this in his email dated 20/10/2022 (attached with this letter of advice).

On behalf of the land owners and applicants:  
Suzie Verco  
And  
Nick Wyntie

Sincerely,

Adelaide Hills Development Services  
Peter Meline Planning level 1# APP 20200063

20/10/2022

WHAT BOUT THE NEW ONES?  
BUILT?

Item 5.2.1 - Attachment 2

Site photos 63 Mueller Road, Bugle Ranges

Horse Arena



Proposed Tourist Accommodation



View of site – towards the existing dwelling (in the background)



View of existing shed.





Existing Dwelling



View across the Dressage area with paddocks in the background.



View of entrance form Mueller Road





## Details of Representations

### Application Summary

Application ID	21017282
Proposal	Horse keeping, Training of equestrian students, Tourist accommodation, construction of horse keeping yards and associated fencing.
Location	63 MUELLER CL BUGLE RANGES SA 5251

### Representations

#### Representor 1 - Kerrie Clements

Name	Kerrie Clements
Address	PO Box 140 ECHUNGA SA, 5153 Australia
Submission Date	15/08/2022 03:33 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

#### Reasons

Lot 63 Equestrian Proposal The Road: Mueller Close We purchased lot 89 Mueller Close (previously Lot 21 Lacey Road) 25 years ago. The privacy, tranquility and rural aspect of our property and the surrounding properties were important factors in the purchase of this land and home. We value the quiet life style that this no through road provides for our family. The proposed commercial equestrian establishment at 63 Mueller Close (next door to our property) will result in increased activity and traffic on a quite no through road. The proposal of the old dwelling to be made available as "tourist accommodation" is in conflict with this lifestyle. There is also ambiguity in the stated use of the old dwelling to accommodate equestrian students. How is this tourism? We are concerned that the proposed venture will reduce the value of our own property due to the increase in traffic and activity. If this application is granted, where does the commercial development of the property end? Does this provide a platform for further proposals and developments that may lead to the need for the horse arena to be upgraded into an indoor arena? Would the facilities then be made available to the public to hire and is there then a natural progression towards equestrian competitions being conducted on the property? These are all scenarios that we would strongly oppose as they detract from the value, lifestyle and privacy of our property which has been our home for the past 25 years. Mueller Close is currently a one way, sub-standard road. The road does not cope with local traffic. A commercial equestrian establishment will result in a significant increase in traffic; in particular horse floats and trucks which are heavier and will damage and break up the road surface more rapidly. The road would need to be upgraded, stabilised and maintained to a suitable standard to service this venture (and the current residents). Any cost associated with this and also the future maintenance of the road should not be imposed upon the current residents. How are the Council proposing to achieve this and what is the impact on the current residents? Mueller Close is essentially a one way road in many sections. Vegetation along the road and the changing gradient of the road make it difficult to navigate approaching vehicles. What provisions would be provided to improve the road so that it safely copes with an increase in heavy vehicles and trucks? The disposal of manure and waste from horses that do not reside at Lot 63 are of significant concern to us. Our property is located downhill of Lot 63 and receives significant runoff. We don't want manure and feed wastage entering our property as this is a significant

biosecurity concern. We recently euthanized an extremely valuable horse who had contracted salmonella (without leaving our property). To reduce the risk of contamination from unknown horses entering our property we would request that no manure and feed wastage is spread in the vicinity of our property such as along tree runs and adjoining fence lines. I have sought veterinary advice on the potential risks of contamination from runoff from the manure and wastage of outside horses and have been informed that these concerns are valid. It should also be noted that runoff from Lot 63 enters the creek that transgresses our property, and that this is carried downstream to the wider environment.

### **Attached Documents**

## Representations

### Representor 2 - Geoffry - Dianne Bowden

Name	Geoffry - Dianne Bowden
Address	P O Box 814 MT BARKER SA, 5251 Australia
Submission Date	15/08/2022 05:56 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

#### Reasons

We purchased 62 Mueller Close (was Private Rd off Stamps Rd at time of purchase) 31 years ago as we were drawn to the area for its outlook and quiet no through road. We now find 63 Mueller Close are submitting a proposal for a commercial development in horse keeping, training of students & tourist accommodation. We envisaged seeing out our final years in retirement in peaceful solitude. If this proposal is to go ahead it would not only change the aesthetics of this rural area and will without doubt cause devaluation of our place of residence. Other major concerns are as stated below: - 1. DUST "Insight report" 8.3 indicates the tree stands provide to minimise dust to neighbouring properties. We do not totally agree with this as we have experienced an increase of sand/dust in our pool and surrounds since the horse arena was first established. It is stated in the Waste Water Proposal that the old dwelling is going to be used up to 200 days per annum by up to 2 persons per day for Equestrian/Student Facilities and Accommodation, this would suggest to us the arena would be used substantially more creating higher volumes of dust coming into our property especially during the drier months. In rectifying the dust that enters our property while the arena is being used for the purpose of this application, we would strenuously oppose the erection of an enclosed (indoor) arena as the rural outlook from our home will be totally destroyed. Other measures must be sort to mitigate dust contamination.

2. ROAD CONDITION & MAINTENENCE (Part Lacey Rd and Mueller Close) If 63 Mueller Close is to operate as an equestrian business vehicle traffic movement will inevitably increase. Mueller Close is a No Through Road, formally Lacey Road and prior to that "Private Rd" it has always been poorly maintained. With the proposal for an Equestrian and Trainer Facility to be established at 63 Mueller Close our expectations for traffic (trucks/cars/car & horse floats) will definitely increase. This will mean that the road from Stamps Road through Lacey Road to the end of Mueller Close will deteriorate even more (quickly and severely) to an unsafe standard. In places along North South sections of Mueller Close it is impossible for two cars to pass each other (at the same section of road) due to the narrow road, vegetation and trees overhanging the roadway, along with the rise and fall of the road gradient and one way traffic it is dangerous to see oncoming traffic. For the proposal to go ahead Mueller Close requires to be consistently maintained at a safer standard all weather road of two lanes. This is only necessary due to the increased traffic that will occur if the proposed equestrian business is approved and should not result in the other residents of Mueller Close bearing any initial or ongoing costs.

3. CAR, CAR & FLOAT & TRUCK PARKING We oppose any car, car & horse float and trucks being parked on verges while training schools are being conducted for the purpose of this proposal.

## Attached Documents

## Representations

### Representor 3 - Hugh Fair

Name	Hugh Fair
Address	52 Mueller Close BUGLE RANGES SA, 5251 Australia
Submission Date	22/08/2022 02:58 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
<b>Reasons</b> We support the application for the development with the but with the concerns listed below. 1, Noise from the tourist accommodation at night. As a shift worker noise after 10pm would affect my well being. 2. The extra wear and tare on the roads, Lace Road and Mueller Close. These roads barely handle the current traffic volumes and rapidly deteriorate after been graded by the council.	

### Attached Documents

## Representations

### Representor 4 - Norman Thomas

Name	Norman Thomas
Address	PO Box 713 MOUNT BARKER SA, 5251 Australia
Submission Date	23/08/2022 11:16 AM
Submission Source	Over Counter
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> See attachment	

## Attached Documents

RepresentationOnApplication_BugleRanges-NormanThomas-3636071.pdf
--

REPRESENTATION ON APPLICATION -  
PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

RECEIVED

Applicant: SUSANNA VERCO  
Development Number: 1221017282  
Nature of Development: HORSE KEEPING TRAINING & EQUESTRIAN, TOURS etc  
Zone/Sub-zone/Overlay:  
Subject Land: 63 MUELLER CLOSE BUCKLE RANGES SA 5251  
Contact Officer:  
Phone Number:  
Close Date: 23 August 2022

My name: MR NORMAN THOMAS My phone number: 044 7126650

My postal address: Click here to enter text My email: tvt

10 BOX 713 MOUNT BARKER  
SA 5251  
58 MUELLER CLOSE BUCKLE RANGES SA 5251

My position is: ☐ I support the development  
☐ I support the development with some concerns (detail below)  
☒ I oppose the development

15/08/2022

FOL/21/875

The specific reasons I believe that planning consent should be granted/refused are:

- 1) IF COUNCIL HAD BEEN IN ITS RECORDS, MANY YEARS AGO I APPLIED TO COUNCIL FOR HORSE KEEPING TRAINING, ONE NEIGHBOUR DID NOT WANT THEM SO WAS TOLD BY COUNCIL TO GET A PETITION WITH THE NEIGHBOUR'S SIGNED. THE ROAD WAS NOT OFF A STANDARD FOR EXTRA TRAFFIC AND MY APPLICATION WAS DENIED. THE ROAD IS LITTLE IMPROVED SINCE, SO THOSE GROUNDS THAT APPLIED SHOULD STILL BE IMPROVED ALTHOUGH COUNCIL GRADED THE ROAD A SHORT TIME AGO. COUNCILORS SHOULD SEE THE STATE OF THE ROAD NOW LARGE 4 WHEEL DRIVE PULLING SINGLE DOUBLE HORSE FEELS PLUS HOUSE TRUCKS CAUSE CONSIDERABLE WEAR AND DAMAGE WHICH LEAVES TERRIBLE CORROSIONS IN SUMMER.
- 2) MY GARDEN IS A TRANQUIL SETTING WHERE PEOPLE WOULD SIT AND LISTEN TO THE BIRDS, PASSING OFF THE TREES. THIS HAS NOW BEEN DESTROYED, BY THE INSTRUCTORS.

(attach supporting evidence if provided)

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



Government of South Australia  
Planning Services Department

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

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

- By: ☐ appearing personally  
☐ being represented by the following person: Click here to enter text.

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

Signature:



22<sup>nd</sup> August 2022  
Date: Click here to enter text.

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

Email:

Complete online submission:

[plan.sa.gov.au/have\\_your\\_say/notified\\_developments/current\\_notified\\_developments](http://plan.sa.gov.au/have_your_say/notified_developments/current_notified_developments)

17 24017282 CONTINUED

(2)

CONTINUED

CALLING OUT THEIR COMMANDS TO THE PUALS, THIS CAN BE HEARD QUITE CLEARLY IN MY GARDEN. BROAD WARREN GARDENS ITS LIKE THEY ARE ACTUALLY IN MY GARDEN EVEN WITH ALL THE TREES & SCRUBS AROUND, DOES NOT ALLOW THIS OUT, USUALLY I THOUGHT THESE TYPE OF ARGUMENTS, DOING, TALKING ARE INCLOSED TO KEEP THE NOISE ON THEIR PROPERTY.

- (3) THEY THE APPLICANT, I WAS TOLD WERE TOLD BY COUNCIL THAT IF THE NEW DWELLING HAD TO BE WITHIN A CERTAIN DISTANCE OFF THE OLD DWELLING, THEN THE OLD DWELLING HAD TO BE DEMOLISHED THIS RULING HAS BEEN APPLIED TO SEVERAL OTHERS ON THIS SUBDIVISION SO WHY SHOULD THIS VERCO BE TREATED ANY DIFFERENTLY, SURVEY FOR THE OLD DWELLING, IS NOW TO REMAIN, THEN THE APPLICANT SHOULD APPLY TO COUNCIL TO SPLIT OFF SOME LAND WITH THE OLD DWELLING, UNDER A SEPARATE TITLE, PAYING RATES AS A SEPARATE PROPERTY, LIKE THE ADJACENT BLOCK TO THEM THE SAME RULES SHOULD APPLY TO EVERYONE.

(4)

THE APPLICANT STATES 7 HORSES TO 6 HECTAIRS IF YOU START WITH 8-2 HECTARE TAKE AWAY THE AREA OF TWO DWELLINGS TWO DAMS, HORSE UTILITY, LOAD RAMP AND YARDS, AREA FOR THE OTHER HORSE YARDS, FOR 8 HORSES, TREE AREA NOW I AM DO MATHEMATICAL BUT I FAIL TO SEE HOW THEIR WILL BE ANYWHERE NEAR THE 6 HECTAIRS AVAILABLE FOR THE SEVEN FULL TIME HORSELS.

THIS MAKES THIS AN INTENCE FARMING, REQUIRING LARGE AMOUNTS OF FEED TO BE BROUGHT IN INTRODUCING MORE WEEDS INTO THE DISTRICT THIS LEADS TO MORE SPRAYING TO CONTROL WITH RUN OFF TO THE WESTERN FLAT CREEK.

- (5) THIS PROPERTY IS SUBJECT TO LARGE VOLUMES OF RUN OF WATER FROM THE HIGHER SLOPES THAT ARE HIGHER THIS PROPERTY SITS AT THE BOTTOM LIKE BASIN AND WITH CLIMATE CHANGE WE ARE SUBJECT TO MANY MORE HEAVY DOWNPOURS CAUSING LARGER VOLUMES OF RUN OFF CONTINUED



in 21017282

(3)

(5) CONTINUED

THROUGH THIS PROPERTY SO FAIL TO SEE EVEN UNDER  
NORMAL RAINS FOR THIS AREA, HOW IT WILL NOT CAUSE  
POLLUTION TO THE WATER COURSE  
WHICH SHOULD BE OF GREAT CONCERN TO COUNCIL.

(6) WITH ALL THE HOUSES NOW BEING BUILT ON WHAT WAS  
RURAL THERE IS VERY LITTLE RURAL LAND LEFT  
I HAVE LIVED HERE FOR ALMOST FIFTY YEARS AND  
UNDERSTOOD UNDER THE LONG TERM PLAN, THIS AREA  
HAS TO REMAIN RURAL. THIS APPLICATION IS TO BASICALLY  
CHANGE IT FROM RURAL TO INDUSTRIAL THE RUNNING  
OF A FULL TIME BUSINESS, THIS WOULD SET A  
PRECEDENT, THERE ARE MANY HORSE PROPERTIES  
HERE NOW ALL WITH THEIR ARENAS, SO LATER ON  
THEY COULD ALL APPLY TO COUNCIL TO TURN  
THEIRS INTO A BUSINESS.

PLEASE I APPEAL COUNCIL TO LET WHAT LITTLE  
AMOUNT OF RURAL LAND WE HAVE LEFT TO  
REMAIN JUST THAT RURAL AND NOT INTRODUCE  
POLLUTION INTO THE WATERWAYS THIS TYPE  
OF RESULT IS NOT SUITED TO THIS AREA  
JUST A FEW METERS FROM THE WATER WAY.  
I THANK COUNCIL FOR ITS TIME, SORRY FOR  
THE WRITING BUT I HAVE BAD ARTHRITIS

Yours

*N. Thomas*

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**21017282 RESPONSE TO REPRESENTATIONS**

---

**PETER MELINE & ASSOCIATES**  
**TOWN AND COUNTRY PLANNERS**  
**PO BOX 1508, MT. BARKER, SA, 5251.**  
**MOBILE 0448 395 299**  
**petermeline@bigpond.com**

26/09/2022

Mr R Richards,  
DC Mt Barker,  
6 Dutton Rd,  
Mt Barker SA 5251

Dear Randall,

**21017282**  
**63 Mueller Rd, Bugle Ranges**  
**RESPONSE TO WRITTEN REPRESENTATIONS (amended)**

I have reviewed the written representations as sent to Council in response to the public exhibition process for the above DA as prescribed in Section 107(3) of the PDI Act 2016 and I have summarised them in the table below.

<b>REPRESENTOR</b>	<b>SUMMARY OF ISSUES</b>
Kerrie Clements	<ul style="list-style-type: none"><li>• Loss of amenity</li><li>• Opposes tourist accommodation</li><li>• Considers that the proposal is a form of commercial development</li><li>• Traffic concerns</li><li>• Biosecurity and water pollution concerns</li></ul>
Geoffrey and Diane Bowden	<ul style="list-style-type: none"><li>• Dust concerns</li><li>• Road safety issues</li><li>• On road parking concerns</li></ul>
Hugh Fair	<ul style="list-style-type: none"><li>• Supports the application with some concerns about road safety and noise</li></ul>
Norman Thomas	<ul style="list-style-type: none"><li>• Road and Traffic concerns</li><li>• Acoustic amenity concerns</li><li>• Draws attention to a recent DA for the land for a new dwelling</li><li>• Concerns regarding overstocking</li><li>• Water runoff concerns</li><li>• Concerns re the development of rural lands</li></ul>

It is noted that four valid representations have been received (three opposed and one supportive) regarding the proposal. The issues raised by the representor's are addressed below in turn:

**21017282 RESPONSE TO REPRESENTATIONS**

---

• **TRAFFIC AND PARKING**

The proposal is minimal in scale and only marginally different to the current use of the land. Ms Verco is a qualified equestrian instructor and usually instructs one student at a time.

The intent of the proposed accommodation is to allow for a specialist equestrian instructor to stay over night with perhaps occasionally one or two equestrian students.

There is no proposal to operate this building as a BNB.

**It should be appreciated that horse riding instruction has been undertaken on the land for many years. Susie Verco is an accredited riding instructor and this activity is very small in scale. The fact that it is of very small scale and an activity that might be considered routine on any farm is likely to point to the conclusion that it is of itself not development pursuant to the act in its own right.**

The current use is as follows:

- The farm has for many years had a horse truck which on average has return trips 3 times per week. This is a 12 tonne single axle truck. This arrangement will not vary with this DA.
- Currently on average Susie Verco would give up to 2 lessons per week to paying pupils. This has been happening on the property for 5 years or more. Susie is a level 1 Qualified Equestrian Australia coach, soon to be accredited as Level 2 (the highest level being 3). Typically, the pupils come in a car and float. The only variation to this activity with the DA is that pupils may stay overnight in the former dwelling – this will actually lessen travel on the road as pupils coming from further afield that wish to have instruction over a course of several days will stay on sight rather than coming and going.

**It should to be noted that on Mueller Close and in Bugle Ranges generally many owners have been keeping horses for many years, the horse keeping component of this DA represents nothing more than “a drop in the bucket” of the horse keeping that currently exists in the locality.**

**NOISE**

The noise produced by this proposal will be minimal with nothing more than verbal instructions and the sound of horses galloping as is the case with the current land use.

Ms Verco is a teacher who works a regular teaching job off site, so the intensity of use will be very low.

• **POLLUTION**

The proposal includes augmentation of the existing Waste Control System that has been approved by Councils Health Section vide WW197/19 amended 17/2/22.

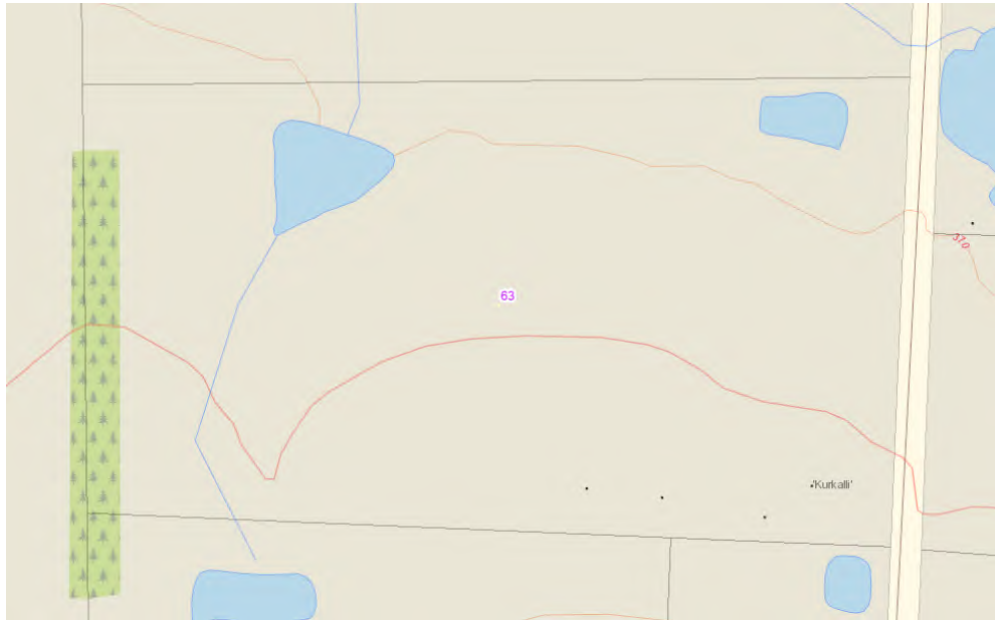
## **21017282 RESPONSE TO REPRESENTATIONS**

---

All manure produced on the land is collected and placed in manure bins for composting.

The land is of very gentle grades and well vegetated so that nutrients are easily held in the soil and do not run off easily. The potential for the pollution of adjacent water courses is very low.

See the contour plan below.



- **INCREMENTAL DEVELOPMENT**

The proposal will not entail any additional building works, it will be entirely ancillary to the existing residential and agricultural uses which are longstanding on this land. It will create an appropriate use for an existing dwelling on the land which is in good condition.

- **CONCLUSION**

The proposal is minimal in scale and largely reflects the existing use of the land. It will be entirely ancillary to the existing residential and farming use of the land which has existed for many decades.

The proposal is not considered to offend any relevant Performance Objectives of the PDI Code, indeed it demonstrates ample merit in the pragmatic use of this existing rural allotment.

It is therefore recommended that the application should be submitted to the Council Assessment Panel for grant of Planning Consent subject to conditions.

I respectfully request that I be permitted to address the Mt Barker CAP when it considers this DA.

**21017282 RESPONSE TO REPRESENTATIONS**

---

Regards,

A handwritten signature in blue ink, appearing to read 'Peter Meline', with a large, stylized initial 'P'.

Peter Meline  
RPIA, MAIBS, JP.

Item 5.2.1 - Attachment 5



South Australian  
**Country  
Fire Service**

cfs.sa.gov.au

**DEVELOPMENT ASSESSMENT SERVICE**

Date: 09/06/2022  
Your reference: 21017282  
Our reference: Mount Barker DA  
20220609-05ap

## BUSHFIRE HAZARD PROTECTION RESPONSE

<b>Application</b>	Development Application Schedule 9 Referral Body Response
<b>Development</b>	Change of use – residential to tourist accommodation
<b>Location</b>	63 Mueller Close, BUGLE RANGES
<b>Applicant</b>	Susanna Verco
<b>Owner</b>	Susanna Verco

## LEGISLATIVE FRAMEWORK

<b>Instrument</b>	The 'Planning and Design Code' under the <i>Planning, Development and Infrastructure Act 2016</i>
<b>Overlay</b>	The Hazards (Bushfire – High Risk)

## DECISION

The SA Country Fire Service has no objection to the proposed development with conditions.

'The Planning and Design Code' details various requirements as part of the assessment of each development application, and where applicable, these are reinforced through conditions of consent, which are hereby directed to apply to any consent issued in respect of this development application, as detailed below:

## CONDITIONS OF CONSENT

### SITING

'The Planning and Design Code' Hazards (Bushfire – High Risk) Overlay (Performance Outcomes 2.1, 4.1, & 4.2) details the mandatory requirements for buildings and structures to be located away from areas that pose an unacceptable bushfire risk, in order to provide sufficient defensible space for occupants and fire fighters; ensure radiant heat levels at the buildings are minimised in line with the assessed bushfire attack level & construction level; whilst maintaining reduced fuel loads and ensuring it can be maintained in perpetuity by the occupants.

- Outbuildings and other ancillary structures shall be sited no closer than 6m from the habitable building, unless built to relevant building standards for associated structures in Bushfire Prone Areas.



Office Emergency Services Headquarters 'Kumatpi Trruku', 37 Richmond Road, KESWICK SA 5035  
Development Assessment Service Phone (08) 81153372 Fax (08) 81153301  
Post GPO Box 2468 ADELAIDE SA 5001 Email [das@cfs.sa.gov.au](mailto:das@cfs.sa.gov.au) ABN 97 677 077 835 DX 666

### ACCESS TO HABITABLE BUILDING

'The Planning and Design Code' Hazards (Bushfire – High Risk) Overlay (Performance Outcome 6.2) details the mandatory requirements for 'Private' roads and driveways to facilitate safe and effective use, operation and evacuation for firefighting and emergency personnel and evacuation of residents, occupants and visitors where required. These requirements apply when the furthest point of the building is more than 60m from the nearest public road.

**SA CFS has no objection to utilising the existing access driveway as detailed on drawing named SITE PLAN dated at last revision 23/02/2022 and upgraded, where necessary, to comply with the following conditions:**

- The driveway shall be connected to a formed, all-weather public road with the transition area between the road and driveway having a gradient of not more than 7 degrees (1-in-8).
- Access to the building site shall be of all-weather construction, with a minimum formed road surface width of 3 metres and must allow forward entry and exit for large fire-fighting vehicles, to within 60m of the furthest point of the building.
- The all-weather road shall allow fire-fighting vehicles to safely enter and exit the allotment in a forward direction by incorporating either –
  1. A loop road around the building, OR
  2. A turning area with a minimum radius of 12.5 metres, OR
  3. A 'T' or 'Y' shaped turning area with a minimum formed length of 11 metres (for each 'leg') and minimum internal radii of 9.5 metres OR
  4. A 'U' shaped 'drive-through' option.
- Private access shall have minimum internal radii of 9.5 metres on all bends.
- Private access shall provide overhead clearances of not less than 4.0m horizontally and vertically between the driveway surface and overhanging branches or other obstructions, including buildings and/or structures.

### WATER SUPPLY & ACCESS (to dedicated water supply)

Ministerial Building Standard MBS008 "Designated bushfire prone areas – additional requirements" July 2020, as published under the *Planning, Development and Infrastructure Act 2016*, provides the technical details of the dedicated water supply for bushfire fighting for the bushfire zone. The dedicated bushfire fighting water supply shall also incorporate the installation of a pumping system, pipe-work and fire-fighting hose(s) in accordance with MBS008.

'The Planning and Design Code' Hazards (Bushfire – High Risk) Overlay (Performance Outcome 4.3) details the mandatory requirements for the site to provide a dedicated hardstand area in a location that allows fire fighting vehicles to safely access the dedicated water supply.

**SA CFS has no objection to the proposed location for the dedicated water supply as detailed on drawing named SITE PLAN dated at last revision 23/02/2022, providing the outlet is positioned to comply with the following conditions:**

- The water supply outlet shall be easily accessible and clearly identifiable from the access way and is no greater than 60m path of travel to the furthestmost point of the building, to enable fire services to reach all parts of the building with no more than two lengths of hose from the hardstand area.
- The dedicated water supply and its location should be identified with suitable signage (i.e. blue sign with white lettering "FIRE WATER").



- Access to the dedicated water supply shall be of all-weather construction, with a minimum formed road surface width of 3 metres.
- Provision shall be made adjacent the water supply for a nominally level hardstand area (capable of supporting fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes) that is a distance equal to or less than 6 metres from the water supply outlet.
- SA CFS appliance's inlet is rear mounted; therefore the outlet/water storage shall be positioned so that the SA CFS appliance can easily connect to it rear facing.
- A gravity fed water supply outlet may be remotely located from the above ground tank to provide adequate access.
- All non-metal water supply pipes for bushfire fighting purposes (other than flexible connections and hoses for fire-fighting) shall be buried below ground to a minimum depth of 300mm with no non-metal parts above ground level.
- All water supply pipes for draughting purposes shall be capable of withstanding the required pressure for draughting.

**Please note that where the water supply is an above-ground water tank, the tank (including any support structure) must be constructed of non-combustible material, such as concrete or metal.**

#### MAINTAIN AN ASSET PROTECTION ZONE (APZ) - VEGETATION MANAGEMENT

'The Planning and Design Code' Hazards (Bushfire – High Risk) Overlay (Performance Outcome 4.2) details the mandatory requirements to establish and maintain an asset protection zone. As such, landscaping shall include bushfire protection features that will prevent or inhibit the spread of bushfires and minimise the risk to life and/or damage to buildings and property and maintain a fuel reduced zone for safe movement of occupants and fire fighters.

- Vegetation management shall be established and maintained within 20 metres of the habitable building (or to the property boundaries – whichever comes first) as follows:
  1. The number of trees and understorey plants existing and to be established within the VMZ shall be reduced and maintained such that when considered overall a maximum coverage of 30% is attained, and so that the leaf area of shrubs is not continuous. Careful selection of the vegetation will permit the 'clumping' of shrubs where desirable, for diversity, and privacy and yet achieve the 'overall maximum coverage of 30%'.
  2. Reduction of vegetation shall be in accordance with SA Native Vegetation Act 1991 and SA Native Vegetation Regulations 2017.
  3. Trees and shrubs shall not be planted closer to the building(s) than the distance equivalent to their mature height.
  4. Trees and shrubs must not overhang the roofline of the building, touch walls, windows or other elements of the building.
  5. Shrubs must not be planted under trees and must be separated by at least 1.5 times their mature height from the trees' lowest branches.
  6. Grasses within the zone shall be reduced to a maximum height of 10cm during the Fire Danger Season.
  7. No understorey vegetation shall be established within 2 metres of the habitable building (understorey is defined as plants and bushes up to 2 metres in height).
  8. Flammable objects such as plants, mulches and fences must not be located adjacent to vulnerable parts of the building such as windows, decks and eaves
  9. The VMZ shall be maintained to be free of accumulated dead vegetation.

### TOURIST ACCOMMODATION - BUSHFIRE SURVIVAL PLAN

CFS further recommends:

- The applicants to prepare and display a BUSHFIRE SURVIVAL PLAN (BSP) designed specifically for the purpose of any guests that may be in residence during a bushfire event, especially during the Fire Danger Season. The BSP:
  1. should provide clear directions to persons that may be unfamiliar with the area/locality and unfamiliar with what protective actions they may need to take to protect their lives during a bushfire event, including when to take such protective actions; and
  2. should address the possibility that the owners may not be present at the time of the bushfire event; and
  3. should not expect guests to be involved in fire-fighting operations.

The SA CFS 'Bushfire Safety Guide for Business' document (refer to CFS website) should be utilised as a basis for information and the drafting of the (GUEST) BSP.

The applicant should consider reducing operating hours and restrictions on days of heightened bushfire danger and/or bushfire events and consider including any alterations to bookings and services offered due to actual or predicted conditions during the Fire Danger Season in any booking/refund policy.

### MANIFEST BOX (or similar)

Given the complexities that the subject site presents, SA CFS further recommends the installation of a Manifest Box at the entrance of the property. This box (which looks a bit like a small meter box), should be red with white writing 'Fire Protection system' or similar, and clearly visible to fire crews as they access the property. Information contained should include, but is not limited to, a list of emergency contact phone numbers and a site plan highlighting vehicle access, turning ability, building location, water i.e. fill locations, all fire protection equipment, and any on-site hazards or storage of dangerous materials i.e. LPG, fuels or chemicals.

Assessing Officer: <b>ANNIE POMEROY</b> <i>BUSHFIRE SAFETY OFFICER</i> DEVELOPMENT ASSESSMENT SERVICE	Signature: 	Date: 09/06/2022
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South Australian  
**Country  
Fire Service**

cfs.sa.gov.au

**DEVELOPMENT ASSESSMENT SERVICE**

Date: 09/06/2022  
Your reference: 21017282  
Our reference: Mount Barker DA  
20220609-05ap

**BUILDING ADVISORY & BUSHFIRE ATTACK LEVEL (BAL) ASSESSMENT**

<b>Application</b>	Development Application Schedule 9 Referral Body Response
<b>Development</b>	Change of use – residential to tourist accommodation
<b>Location</b>	63 Mueller Close, BUGLE RANGES
<b>Applicant</b>	Susanna Verco
<b>Owner</b>	Susanna Verco

**LEGISLATIVE FRAMEWORK**

<b>Instrument</b>	Ministerial Building Standard MBS 008, Designated Bushfire prone areas – additional requirements July 2020 as published under the <i>Planning, Development and Infrastructure Act 2016</i>
<b>Overlay</b>	The Hazards (Bushfire – High Risk)

**DECISION**


<b>Asset:</b>	<b>Category of Bushfire Attack Level (BAL)</b>
<b>Tourist accommodation</b>	<b>BAL 12.5</b> This BAL rating is conditional upon the establishment and maintenance of a 20 metre Asset Protection Zone, in accordance with the Asset Protection Zone – Vegetation Management condition of consent placed on the planning consent with the same application reference.

This report is considered relevant at the date of assessment with respect to the elevations and site plan dated at last revision 23/02/2022 and shall not be considered as SA CFS endorsement of any subsequent development.

This report is prepared in accordance with National Construction Code of Australia (NCC) and Australian Standard™ 3959:2018 (AS3959) "Construction of Buildings in Bushfire Prone Areas".

Please refer to the NCC, relevant standards and state provisions for construction requirements and performance provisions.

Compliance with the fire protection requirements is not a guarantee the dwelling will not burn, but its intent is to provide a 'measure of protection' from the approach, impact and passing of a bushfire.

Assessing Officer: <b>ANNIE POMEROY</b> BUSHFIRE SAFETY OFFICER DEVELOPMENT ASSESSMENT SERVICE	Signature: 	Date: 09/06/2022
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[www.environment.sa.gov.au](http://www.environment.sa.gov.au)

24 May 2022

Randall Richards  
Senior Planner  
Mount Barker District Council  
PO Box 54  
**MOUNT BARKER SA 5251**

Dear Randal

<b>Development Application No:</b>	21017282
<b>Applicant:</b>	S. Verco
<b>Proposal:</b>	Horse keeping, training of equestrian students, tourist accommodation, construction of horse keeping yards and associated fencing
<b>Location:</b>	63 Mueller Close, Bugle Ranges, CT 5653/572, F159696 A19
<b>Relevant Authority:</b>	Mount Barker District Council
<b>Date received by DEW:</b>	10 May 2022

Thank you for referring the above mentioned development application to the Minister for the time being administering the *River Murray Act 2003* ('the Minister') in accordance with Section 122(1)(a) of the *Planning, Development and Infrastructure Act 2016* and Schedule 9(3)(16) of the *Planning, Development and Infrastructure (General) Regulations 2017*.

**ASSESSMENT**

The subject land is within the Eastern Mount Lofty Ranges Prescribed Water Resources Area (EMLR PWRA), which requires the use of surface water (including roof runoff), underground water and watercourse water to be authorised pursuant to the *Landscape South Australia Act*.

The development application proposes the keeping of up to 15 horses at any one time, including accommodating horses and students attending clinics and training programs on site. The Department for Environment and Water (DEW) Water Licensing Branch has determined that any water taken from the EMLR PWRA for use in the commercial activities on site constitutes an 'industry' use and must be licensed.

Whilst the applicant holds water licence 115767 authorising the taking of underground water, it is the responsibility of the licensee to ensure that the allocation is sufficient to service all uses on site, including the proposed horse keeping and tourist accommodation activities, so as to not exceed the allocation.

As the water licence currently only endorses the adjacent property (CT 5653/559), a variation to the licence will be required to include the property details of the subject land (CT 5653/572).

Should the applicant require a higher allocation, and/or use a well other than that which is currently endorsed on the licence, the applicant should consult the DEW Water Licensing Branch to ascertain relevant requirements of the Landscape South Australia Act.

#### **RESPONSE**

The Minister is not opposed to the approval of the development application, subject to the applicant holding the appropriate authorisation(s) under the Landscape South Australia Act with regard to the taking of surface water, underground water or watercourse water from the Eastern Mount Lofty Ranges Prescribed Water Resources Area for horse keeping activities.

No conditions are directed, however it is advised that the following advisory notes be attached to any approval for the benefit of the applicant.

#### **Notes**

1. The applicant is advised of their general duty of care under the *River Murray Act 2003* to take all reasonable measures to prevent any harm to the River Murray through his or her actions or activities.
2. It is important to note that the following applies to the subject land:
  - The *Prescription of the Water Resources in the Eastern Mount Lofty Ranges*, which requires those that are or are proposing to use surface, watercourse and/or underground water for any purpose – other than stock and domestic use – at any time in the future, to apply for a water licence with the Department for Environment and Water (DEW);
  - The *Notice of Authorisation to Take Water* (Government Gazette 27 June 2019, p2287) permits up to 1500 kilolitres of roof runoff to be taken per annum for commercial purposes within surface water prescribed areas;
  - If there is a proposal to take surface water, watercourse water or underground water (including additional to any quantity currently authorised) or if there are any existing water uses that may be impacted by the development, the interested parties should contact the DEW Water Licensing Branch (Berri office) on (08) 8595 2053 or visit: <http://www.environment.sa.gov.au/topics/water/water-licences-and-permits>.
3. **The holder of Water Licence 115767 will be required to apply to the Department for Environment and Water to vary the licence such that it endorses the subject land (i.e. CT 5653/572).** Any intention to use a well other than that currently endorsed on the licence, or roof runoff in excess of 1500 kilolitres per annum, will also require an application to vary the licence. For further information contact the DEW Water Licensing Branch on (08) 8463 6876 or visit: <http://www.environment.sa.gov.au/topics/water/water-licences-and-permits>.
4. Section 119 of the *Landscape South Australia Act 2019* requires the occupier of the land on which a well is situated to ensure that the well (including the casing, lining and screen of the well and any mechanism used to cap the well) is properly maintained. A permit is required from the Department for Environment and Water (DEW) for any work to be carried out on a well or for new wells to be drilled. Information on specific wells can be obtained from [www.waterconnect.sa.gov.au](http://www.waterconnect.sa.gov.au). For information regarding permit applications contact the DEW Water Licensing Branch on telephone (08) 8735 1134 or visit: <http://www.environment.sa.gov.au/topics/water/water-licences-and-permits>.

In determining this response I have had regard to, and have sought to further, the Objects and Objectives of the *River Murray Act 2003*.

These conditions and notes include consideration of social and cultural issues and they are applied in order to help achieve the balance between the economic and environmental sustainability of the regions that include the River Murray system.

Any comments or queries relating to the contents of this correspondence, and a copy of the decision notification form, may be directed to: [DEW.RiverMurrayReferrals@sa.gov.au](mailto:DEW.RiverMurrayReferrals@sa.gov.au).

Yours sincerely



Daniel Walton  
Coast and River Planner, Coast and Marine Branch  
Delegate for the  
**Minister for the time being administering the *River Murray Act 2003***

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- 6. REVIEW OF ASSESSMENT MANAGER DECISIONS**  
Nil
- 7. INFORMATION REPORTS**  
Nil.
- 8. CONFIDENTIAL REPORTS**  
Nil.
- 9. POLICY MATTERS ARISING FROM THIS AGENDA**
- 10. OTHER BUSINESS**
- 11. CLOSE**