



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 15 March 2023.

9.30am

Council Assessment Panel

A handwritten signature in black ink, appearing to be "A. Houlihan", with a long horizontal line extending to the right.

A. Houlihan

ASSESSMENT MANAGER

8 March 2023

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MOUNT BARKER DISTRICT COUNCIL

COUNCIL ASSESSMENT PANEL

Wednesday 15 March 2023, 9.30 am

AGENDA TABLE OF CONTENTS

PAGE

1.	APOLOGIES	5
2.	CONFLICT OF INTEREST DECLARATION	5
3.	CONFIRMATION OF MINUTES <i>CAP Meeting Minutes Wednesday 15 February 2023.</i>	5
4.	BUSINESS DEFERRED Nil.	5
5.	REPORTS BY OFFICERS	5
5.1.	DEVELOPMENT ACT APPLICATIONS	5
5.1.1.	NON-COMPLYING APPLICATIONS Nil	5
5.1.2.	CATEGORY 3 APPLICATIONS Nil	5
5.1.3.	CATEGORY 2 APPLICATIONS Nil	5
5.1.4.	CATEGORY 1 APPLICATIONS Nil	5
5.2.	PLANNING, DEVELOPMENT AND INFRASTRUCTURE ACT APPLICATIONS	7
5.2.1.	22028256 - Norsworthy Super Pty Ltd (HPE CM AF23/5) 56 Wellington Road MOUNT BARKER SA 5251 Change in use to motor repair station, including conversion of consulting rooms to ancillary office and store, construction of a new workshop building and associated signage, car parking and infrastructure	7
5.2.2.	22000732 – Beyond Ink (HPE CM AF23/6) Lot 15 Mount Barker Road TOTNESS SA 5250 8 Mount Barker Road TOTNESS SA 5250 22 Mount Barker Road TOTNESS SA 5250 30 Mount Barker Road TOTNESS SA 5250	273

Expansion of storage facility comprising seven storage buildings incorporating 30 shipping containers, maintenance shed, two caravan storage shelters and associated landscaping

6.	REVIEW OF ASSESSMENT MANAGER DECISIONS	327
	Nil	
7.	INFORMATION REPORTS	327
	Nil	
8.	CONFIDENTIAL REPORTS	327
	Nil	
9.	OTHER BUSINESS	327
	Nil	
10.	CLOSE	327

1. APOLOGIES

Councillor Seager

2. CONFLICT OF INTEREST DECLARATION

3. CONFIRMATION OF MINUTES

- 3.1. That the minutes of the meeting held on 15 February 2023 as circulated to members be confirmed as a true and accurate record of proceedings.

4. BUSINESS DEFERRED

Nil.

5. REPORTS BY OFFICERS

5.1. DEVELOPMENT ACT APPLICATIONS

5.1.1. NON-COMPLYING APPLICATIONS

Nil.

5.1.2. CATEGORY 3 APPLICATIONS

Nil.

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 22028256 – NORSWORTHY PTY LTD

Application ID	22028256
Applicant	Norsworthy Pty Ltd
Subject Land	56 Wellington Road, Mount Barker
Nature of Development	Change in use to motor repair station, including conversion of consulting rooms to ancillary office and store, construction of a new workshop building and associated signage, car parking and infrastructure
Lodgement Date	22 November 2022
Relevant Authority	Council Assessment Panel
Zone	Local Activity Centre
Sub Zone	N/A
Planning and Design Code	2022.21
Version	10 November 2022
Categorisation	Performance Assessed
Notification	Yes
Representations	One (1)
Persons to be heard	One (1)
Referrals - Statutory	<ul style="list-style-type: none"> Commissioner of Highways
Referrals – Non-Statutory	<ul style="list-style-type: none"> Development Engineering Officer
Responsible Officer	Steven Conn – Planner
Recommendation	Grant planning consent subject to conditions and advisory notes

APPENDIX 1: Relevant Planning and Design Code Policies

ATTACHMENT 1: Application Documents
ATTACHMENT 2: Site Photos
ATTACHMENT 3: Representations
ATTACHMENT 4: Response to Representations
ATTACHMENT 5: Referrals – Statutory

1. **PROPOSAL**

The proposal can be summarily described as, “Change in use to motor repair station, including conversion of consulting rooms to ancillary office and store, construction of a new workshop building and associated signage, car parking and infrastructure”.

Summary of the proposal:

- proposed use of the site for the purposes of ‘motor repair station’, incorporating servicing and repair of domestic vehicles only (no panel beating, wrecking or storage of unserviceable vehicles on the site) with five (5) staff, one (1) office/ administration staff and four (4) mechanics
- pylon sign fronting Wellington Road of approximately 5m² x 2 (double sided) and removal of the two fascia signs currently on the eastern and western elevations of the building
- hours of operation, 8am – 5pm, Monday to Friday (no out of hours service operation)
- use of existing building as an office/ administration building
- new workshop building to the rear of the site to accommodate three (3) service bays
- workshop has an area of 443m², heights of 4.2m to the walls and approximately 5.7 metres to the peak.
- A total of 13 car parking spaces

Refer to **Attachment 1** for details of the application documents.

2. **SUBJECT LAND**

The subject land (**the land**) is identified as 56 Wellington Road, Mount Barker. It also carries the legal description of Lot 11 in deposited plan 13195, certificate of title volume 5746, folio 931.

The land provides frontage and single access point to Wellington Road, a State maintained road. It is irregular in shape and provides a total area of 1,490m².

A single building exists towards the front of the site and appears residential in nature, however recently received approval for the purposes of a dental consulting room. A shed of approximately 70m² also exists to the rear of the site.

The site has a gentle slope from the southeast to the northwest. It contains no easement and little vegetation. Stormwater and wastewater infrastructure exist to the front of the site, along Wellington Road.

The site contains approximately 370m² of sealed area and approximately 700m² of rubbled area.

Figure 1. Location of the subject land (highlighted in blue), with the location of the representor also shown (indicated by orange circle and no. 1)



Refer to **ATTACHMENT 2** for site photos.

3. THE LOCALITY

The land is centrally located within a line of properties in the Local Activity Centre (LAC) zone along the southern side of Wellington Road, otherwise in proximity to a number of other zones (Housing Diversity Neighbourhood and Neighbourhood) and sits approximately 1km to the south of the Mount Barker town centre. The site is adjacent to residential zones on the northern side of Wellington Road, in the Housing Diversity Neighbourhood zone, and abutting to the south in the Neighbourhood zone.

There is a mix of commercial forms and developments in proximity along Wellington Road, while the site adjoins single dwellings in the Neighbourhood zone to the south (i.e. properties on Alberg Avenue).

To the west is the Mount Barker Church of Christ (54 Wellington Road), with the IGA supermarket immediately to the west of that. To the east is a small grouping of semi-industrial/ commercial tenancies (56A Wellington Road). Directly opposite is a motor repair station. To the rear are established low rise residential properties.

3.1. Locality Plan

Figure 2. Locality Plan



3.2. Zoning

The site is wholly in the Local Activity Centre zone, with a number of zones in proximity, as outlined below.

Figure 3. Map of zoning



Abbreviation	Zone
HDN	Housing Diversity Neighbourhood
LAC	Local Activity Centre
N	Neighbourhood
SN	Suburban Neighbourhood

The subject land is wholly located within the Local Activity Centre zone, and is covered by the following overlays and technical and numerical variations (TNVs):

Overlays

- Hazards (Bushfire – Medium Risk)
- Hazards (Flooding – General)
- Murray-Darling Basin
- Native Vegetation
- Prescribed Water Resources Area
- River Murray Tributaries Protection Area
- Regulated and Significant Tree
- Traffic Generating Development
- Urban Transport Routes.

Variations

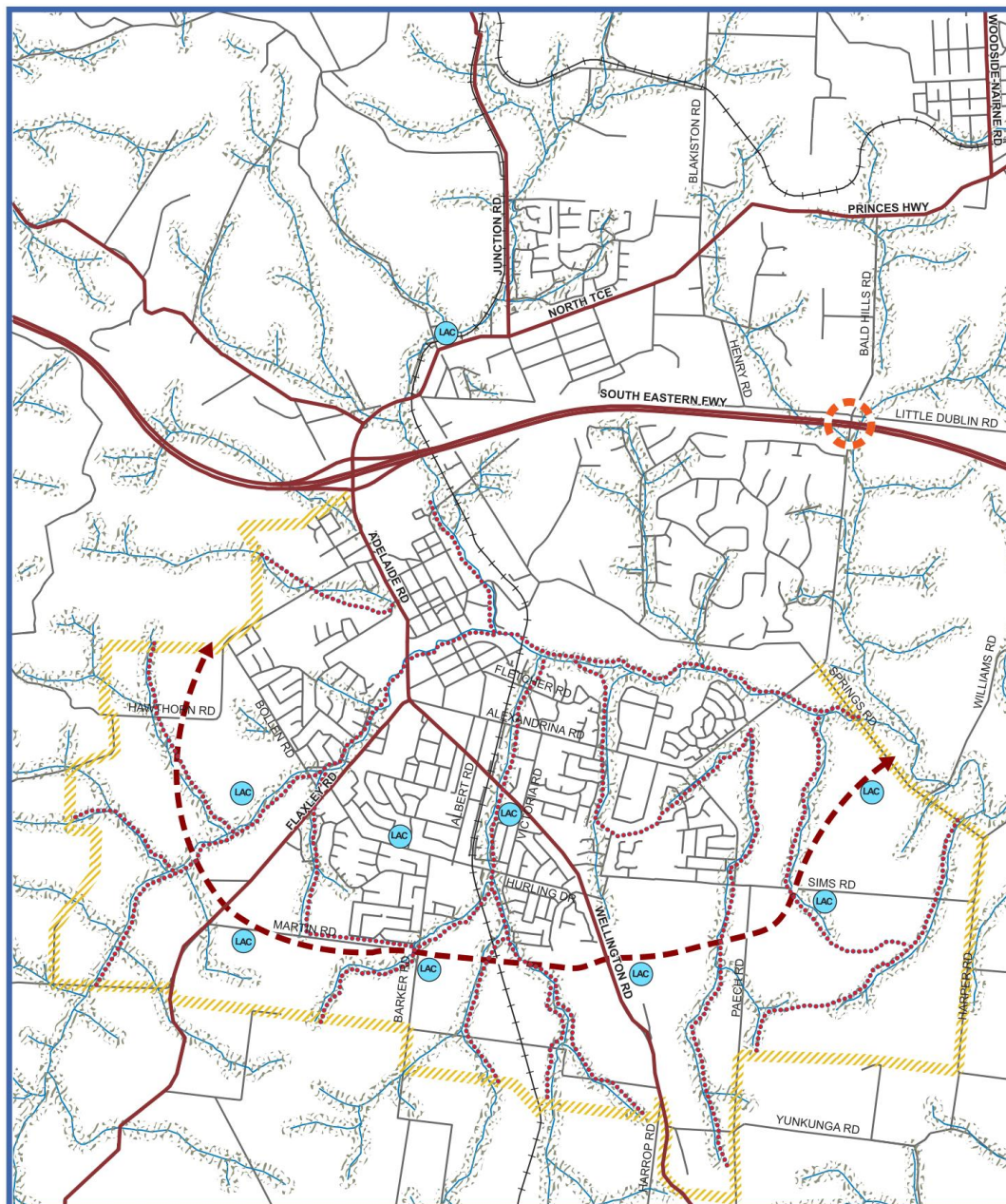
- Concept Plan 2 – Hurling Drive, Mount Barker
- Concept Plan 3 – Mount Barker and Littlehampton



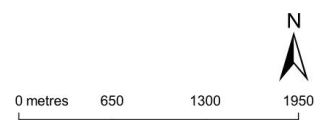
- Concept Plan Boundary
- ▨ Stormwater Control
- ... Open Space Linkage
- ▨ Open Space Areas and Drainage Reserve
- ⊙ Appropriate Intersection Treatment to a Standard Suitable for the Anticipated Traffic Volumes
- ↔ Development of land to provide ability to interconnect with safe and convenient pedestrian and bicycle access achievable between all Residential land.
- ↔ Primary Pedestrian, Bicycle and Vehicle Access Route
- - - No direct allotment access to Martin Rd and Wellington Rd
- ~ Creek
- + + + + Railway



Concept Plan 2 HURLING DRIVE, MOUNT BARKER



- Concept Plan Boundary
- Open Space / Stormwater Management
- Proposed Freeway Interchange
- Rural/Urban Interface Treatment
- LAC Local Activity Centres
- Proposed Major Local Road
- Key Pedestrian/Bicycle Network
- Primary Roads
- Secondary Roads
- Other Roads
- WaterCourses
- Railways



Concept Plan 3

MOUNT BARKER AND LITTLEHAMPTON

4. **PROCEDURAL MATTERS**

4.1. **Categorisation**

The proposed development is not categorised as an *accepted development*, *impact assessed development* or *code assessed development* (deemed-to-satisfy), 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*.

4.2. **Notification**

All Performance Assessed development requires notification unless, pursuant to Section 107(6) of the *Planning Development and Infrastructure Act 2016*, the class of development is excluded from notification by virtue of Table 5 – Procedural Matters (PM) of the relevant Zone of the Planning and Design Code.

The proposed development is not identified as a class of development that is excluded from the requirement of notification of the Local Activity Centre Zone and was therefore publicly notified.

Notification of the Application was undertaken in accordance with 107(3) of the *Planning, Development and Infrastructure Act 2016* and Section 47 *Planning, Development and Infrastructure (General) Regulations 2017*.

4.2.1. **Representations**

One (1) representation was received as a result of the public notification, and is summarised as follows.

	Representor	Address	Summary of Issues	Request to be heard
1	Helen White	27 Alberg Avenue, Mount Barker	<ul style="list-style-type: none">• Suitability with the Local Activity Centre zoning• Noise pollution• Amenity (health, lifestyle, property value, liveability).	Yes

Map of Representor

Refer to Figure 1 on page 3 of this report.

Refer to **Attachment 3** for a copy of the representation received.

4.2.2. Response to Representations

Refer to **Attachment 4** for a copy of the applicant's response to the representation.

5. REFERRALS - STATUTORY

5.1. Department for Infrastructure and Transport (DIT)

As per the procedural matters for the Urban Transport Routes overlay, and as the proposal will result in a change to the nature of vehicular movements or frequency of movements through an existing access the application was referred to the Commissioner of Highways.

The Department for Infrastructure and Transport (DIT) did not object to the proposal subject to three (3) conditions, which have been included in the recommendation on the following pages. Condition 1, listed in the comments from DIT, will require the existing sign board along the Wellington Road frontage to be moved 2m to the southwest, out of the driveway access in order to improve visibility for traffic accessing/ egressing the land.

Refer to **Attachment 5** for a copy of the response.

6. REFERRALS - NON-STATUTORY

6.1. Council's Development Engineering Officer

The application was referred to Council's development engineer to provide commentary on vehicular manoeuvring and stormwater management.

Car parking and manoeuvring

The car parking layout and dimensions comply with Australian Standard AS 2890.1. The parking layout will necessitate one way movement for the extent adjacent the existing building, i.e. between spaces 2 and 5, which are all at a 45 degree angle. At the car park beyond this, there is sufficient space to allow for two way movement and the more practical 90 degree angled parking. Turn paths have been provided to demonstrate safe turn around, showing vehicles able to enter and exit in a forward direction.

Movement for waste removal vehicles has been addressed. Appropriate turn paths have been provided for both small rigid vehicles (SRV's) and medium rigid vehicles (MRV's), with the former expected on site approximately once per year to remove steel waste and the latter approximately once per week to deliver broken down cars. Council's engineer was satisfied that turn paths provided are sufficient, with the space demonstrated to comply with AS 2890.1 and AS 2890.6.

From a useability point of view, this one way section is not ideal but is largely the only available option with the existing building, which is slightly offset, to remain in place. As it extends for a distance of approximately 15 metres and has been shown to satisfy AS 2890, this aspect is supported.

Stormwater

The proposed 'Drain warden and oil absorbent pillow' is a solution which Council has limited information on. Comments from Council's engineer were to the effect that an oil and water separator with a coalescer will be required to treat oils from the car park itself. It was also noted that the use of a 'CRC Smartwasher', to clean oil contaminants from car parts, did not account for spills and excess oil likely to drain to the stormwater grates.

On provision of additional details, Council's engineer confirmed that the stormwater management solution shown would function appropriately and was satisfied in this regard. Council's engineers did caution that they were not familiar with the operation of the 'Drain warden' and 'Smartwasher' options, with this best discussed with environmental health officers.

In this regard, a condition to ensure management of stormwater in line with the stormwater report provided by DBN Consulting Engineers Pty Ltd will suffice, subject to confirmation from environmental officers.

6.2. Council's Environmental Health Officer

Comment was also obtained, from Council's Environmental Health team regarding the management of trade waste and use of the measures described above.

Council's Environmental Health team confirmed that the 'Drain warden and absorbent pillow' is something commonly used to address the management of contaminants within car parking areas. Additionally, the 'CRC Smartwasher' was recognised as a way of addressing management of on site trade waste for motor repair or similar uses. It is noted that there is no requirement for a trade waste application and that Environmental Health is only involved in the event that it is made aware of a possible breach, if a trade waste permit is sought or if there are floor drains in the workshop, none of which appear to apply to the subject proposal.

The submitted planning report states that "a trade waste application has been lodged with Council's EHO" and goes on to say that, "oils and fuels associated with mechanical maintenance of domestic vehicles on site will be stored inside the workshop in two x bulk steel tanks". The waste oil is then transferred to a collection truck such that no unessential exposure or movement of noxious substances is required. The related waste removal truck will visit the site and remove waste every 3 months. The waste is stored internally, both within steel tanks and inside the proposed workshop. It is considered appropriate to condition this.

7. KEY ISSUES

The following matters are considered relevant for the performance assessment of this proposal and are discussed below in detail within section 8 of this report:

- Local Activity Centre Desired Outcome, Land Use and Intensity
- Building Height and Setbacks
- Advertising
- Interface between Land Uses
- Transport, access and parking.

8. ASSESSMENT

All provisions of the Planning and Design Code applicable to the proposal are specified in **APPENDIX 1**. The provisions of most relevance, or those where a variance is sought, are discussed in detail below.

8.1. Local Activity Centre Desired Outcome, Land Use and Intensity

The desired outcome (DO) and relevant performance outcomes (PO) for the Local Activity Centre (LAC) zone are identified below.

DO 1, A range of small scale shops, offices, business, health and community facilities to provide daily services to and support walkable neighbourhoods.

PO 1.1, Retail, office, health and community facilities, services and other businesses provide a range of goods and services to the local community.

PO 1.4, Development sited and designed to achieve vibrant and interesting streetscapes.

PO 1.5, PO 1.5, Changes in the use of land encourage the efficient reuse of commercial premises to maintain and enhance vibrancy within activity centres.

The proposed land use is not listed in Designated Performance Feature (DPF) 1.1 as an envisaged use in the zone. However, as per PO 1.1, the proposed use is considered to be small in scale, utilising an existing structure (former dwelling) and with three service bays available, and will provide a motor repair service to the surrounding neighbourhood. While it cannot be said to promote walkability, the proposal will see an alternative commercial use of the site and is similar in terms of activation to the currently approved use of consulting rooms. The proposal will see reuse of the existing building on the site, which should improve commercial activity through the locality. The reuse of the consulting rooms to an office building is appropriate and satisfies DPF 1.5 criteria.

The general appearance of the site from the street is to be relatively unchanged, with the workshop to be sited at the rear of the site and no alteration to the building at the front of the site. Street trees will remain and the existing signage seen from the street should slightly reduce in impact as it is moved slightly into the site to satisfy the comments from DIT, and the prominent fascia signage on the eastern and western elevations of the existing building is to be removed.

The proposal is considered to be suitably in line with the expectations of the zone and its related performance outcomes and to result in a development and land use that will have minimal detrimental amenity impacts on the locality, subject to all recommendations of the associated reports and accompanying recommended conditions.

8.2. Building Height and Setbacks

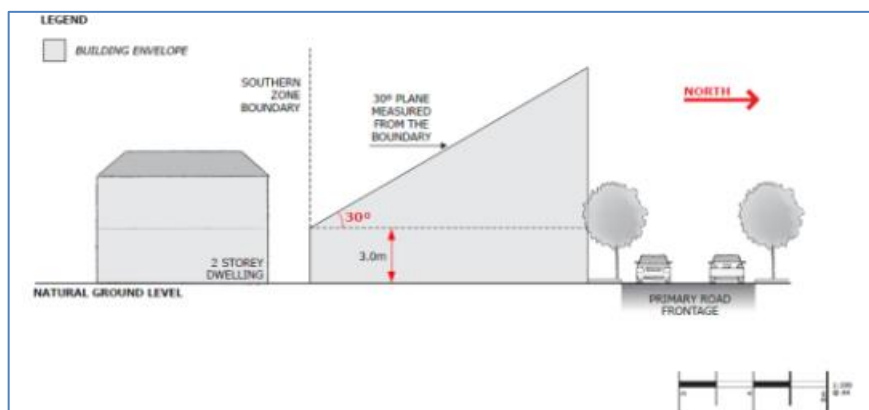
PO 2.1, Development complements adjacent development within the zone, and mitigates interface impacts on adjoining residential uses in a neighbourhood type zone, through appropriate building siting, scale and design.

PO 2.2, Buildings are sited and designed to create pedestrian, vehicular and visual linkages between the various built form elements within the zone and adjoining main roads.

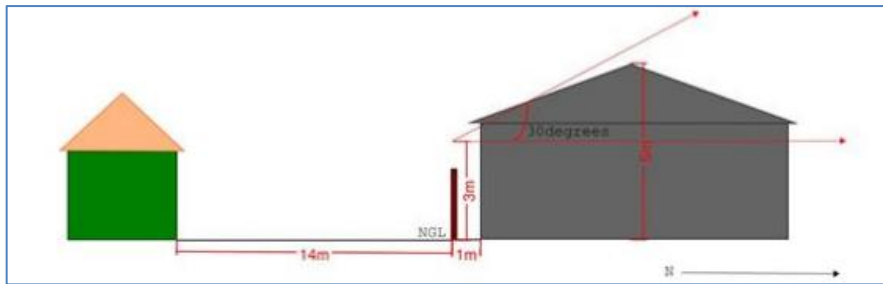
The proposed use is similar in terms of scale, level of activation and impact to several of the proximate uses along Wellington Road, e.g. Auto Masters Mount Barker (32 Wellington Road), Automotive Doctor (55 Wellington Road) and Custom Upholstery and Trim (56A Wellington Road). The proposed development does not noticeably alter the built form elements as seen from the street (slight movement to advertising signage required only).

The appropriateness of the proposed workshop building to properties in the adjacent Neighbourhood zone is discussed and assessed below.

PO 3.3, Buildings mitigate overshadowing of residential development within a neighbourhood type zone. DPF 3.3, Buildings on sites with a southern boundary adjoining an allotment used for residential purposes in a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram.



This provision result in a height limit of 3.57m at a 1m setback, 4.15m at a 2m setback and so on. As shown on the image on p.20 of the applicant's planning report, the proposal presents a minor variation, which is considered to be negligible and not to result in any overshadowing impact.



The setback for this portion of the development is 1m at a minimum, with the bulk of the workshop with a greater setback due to the angled nature of the allotment boundary and fact that the 'machinery shed and parts wash' section of the workshop, which extends for 9m, has a considerably lower height (3.1m to the wall and approximately 3.8m to the peak).

Visual amenity impacts resulting from the proposed workshop are mitigated by landscaping within the rear setback space as per the 'Proposed vegetation site map', with medium sized trees and an under planting of grevilleas and banksias.

8.3. Advertising

PO 4.1, Advertisements are sited and designed to achieve an overall consistency of appearance along individual street frontages.

PO 4.2, Freestanding advertisement (a) identify the associated business(es), (b) are of a size that is commensurate with the scale of the centre and the street frontage, (c) avoid visual clutter, (d) positively respond to the context without dominating the locality. DPF 4.2, Freestanding advertisements (a) do not exceed 5m in height, the adjacent building wall height, or the zone's height allowance (whichever is the lesser), and (b) do not have a sign face that exceeds 4m² per side.

Part 4 – General development policies – Advertisements

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.

PO 1.1, Advertisements are compatible and integrated with the design of the building and/ or land they are located on.

PO 4.1, Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers. DPF 4.1, Advertisements do not incorporate any illumination.

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. 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. DPF 5.2, No illumination is proposed.

The signage that is currently across the site is unapproved. The signage to the street has an area of approximately 5m² x 2 (double sided). It appears to match that on the other side of the road (to 55 Wellington Road) and is considered to be appropriate and not excessive (even though it exceeds the 4m² per side listed in DPF 4.2 (b)). The remainder of signage is proposed to be removed.

In terms of potential distraction to motorists, not only is the signage existing with no apparent impact on traffic movements, it is to be moved approximately 2m further to the southwest, as per requirement from DIT, to move out of 2m x 2.5m space adjacent the access for improved sight lines.

Although no illumination is proposed or mentioned in the planning report, there is currently external illumination directing downwards to each side of the freestanding sign. As the operating hours are restricted to daylight hours, and to avoid any possible distraction, a condition has been included to ensure that there is no illumination. Night time illumination is uncommon through this part of Mount Barker and may compromise the amenity of sensitive receivers, noting proximity of Neighbourhood-type zones and their proximity to the road. This will also ensure that the advertising meets PO 4.1, PO 5.2 and PO 5.6 (and related DPF's) of Part 4 of the Planning and Design Code.

The freestanding advertising will not impact on vehicular or pedestrian movements, is similar in scale and presentation to many of the commercial signs in the vicinity, presents a minor variance to the area control listed in DPF 4.2 and is supported as satisfying the related desired outcomes and performance outcomes. The 'Proposed vegetation site map' also shows a mixture of natives and other vegetation to the front setback space to improve the visual appearance of the existing building from the street and ensure this is not used for car parking, which currently appears to be the case.

The existing unauthorised fascia signage on the eastern and western elevations is considered excessive and highly visible from Wellington Road. The fascia signage is not compatible or integrated with the design of the building or land on which they are located and result in an unnecessary proliferation, against PO 1.1 and PO 2.1 of Part 4 of the Planning and Design Code. This aspect was relayed to the applicant, who agreed via email confirmation included in the documentation at **Attachment 1** to remove this fascia signage.

8.4. Interface between Land Uses

Interface between land uses, General land use and compatibility, PO 1.2, Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.

Hours of operation, PO 2.1, Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation, having regard to (a) the nature of the development, (b) measures to mitigate off-site impacts, (c) the extent to which the development is desired in the zone, and (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.

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). DPF 4.1, Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.

Activities generating noise or vibration, PO 4.2, Areas for the on-site manoeuvring of service and delivery vehicles ... designed and sited to not unreasonably impact the amenity of adjacent 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 receiver.

As given through this report, the proposed use and development are considered to be contextual and to sufficiently respond to the other matters of durability, inclusivity and sustainability.

With regard to the interface between land uses, proper compliance with the submitted reports and recommended conditions should see an appropriate interface that gives regard to the Local Activity Centre zone and surrounding Neighbourhood zone. The office will exceed the hours of operation listed in the DPF 2.1, while the motor repair station component is kept to 8am to 5pm, Monday to Friday (as is the related office), which is considered fairly conservative for a commercial use and to give due consideration to residential amenity.

There are no openings from the workshop to the south (interface with residential). Service and other deliveries are considered infrequent enough so as not to cause a nuisance. Landscaping to the rear and satisfaction of the EPA's Environment Protection (Noise) Policy 2007 will address this.

All noise measures and land use assumptions of the acoustic report are required to be implemented.

8.5. Transport, access and parking

The following provisions of the Transport, access and parking section of the Code seek to ensure that the site can properly accommodate the anticipated type and volume of traffic expected.

DO 1, A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

PO 5.1, Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as (a) availability of on-street car parking, (b) shared use of other parking areas, (c) in relation to a mixed use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared, (d) the adaptive reuse of a State or local heritage place. DPF 5.1, Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant, (a) Transport, access and parking Table 1 – General off-street car parking requirements.

Car parking appearance, PO 7.2, Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.

Vehicle parking areas, PO 6.2, Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.

Note that, 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 – see assessment below:

Class of development	Car parking rate of the Planning and Design Code	Car parking requirement for subject application	Car parking provided
Motor repair station	3 spaces per service bay	3 services bays = 9 spaces	
Office	4 spaces per 100m ² of gross leasable floor space	142m ² of gross leasable floor area (as per definition in the Code, excluding verandahs), therefore $142 / 100 \times 4 = 5.68$	
Total		14.68 = 15 spaces	13 spaces (including one disabled space)

The planning report states that the use will employ 5 staff, being one (1) office administration person and four (4) mechanics. The car parking shortfall is fairly minor (two spaces rounded up) and technical and noting that the floor area of the office is already set and unchangeable.

The car parking provided on the site is considered reasonable and, as per PO 5.1, seen to meet the needs of the development noting the number of expected staff and cross utilisation of spaces, i.e. staff in the workshop will use the facilities in the administration building (e.g. toilets and staff lunch room). For clarity around function and to avoid conflict along the one way section, it is suggested that spaces 1 to 5, towards the front of the site, could be designated as staff parking. The parking area is not visible from nearby residential areas and is shielded by the workshop building and a degree of landscaping.

9. CONCLUSION

It is considered that the proposal is suitably located within the Local Activity Centre zone and the locality and gives sufficient consideration to the provisions of the Planning and Design Code and impacts that may result from built form, massing and overshadowing, noise and other amenity impacts, and transport, access and parking.

The Local Activity Centre zone seeks to establish a range of commercial activities that provide daily services and promote walkability. The proposal is broadly in line with this expectation and is seen as similar in scale and intensity to a number of similar uses in the vicinity along Wellington Road, and to be no less suitable or compliant with the desired outcome for the zone than the most recently approved land use over the site, being consulting rooms for the purposes of a dentist's office.

Access to/ from the site and manoeuvrability within the site have been appropriately considered through provided traffic report, addendum and review by Council's engineer. The Department for Transport and Infrastructure has no concerns subject to the advertising sign at the front of the site being moved outside the 2m x 2.5m space adjacent the entrance to allow for proper sight lines.

The key interface with respect to the proposal is considered to be noise and the proper management of on-site procedures. In this regard, the applicant has provided an environmental noise assessment by Marshall Day Acoustics, and a response to the representation that refers back to this report, which concludes that expected noise levels are reasonable subject to the implementation of a number of achievable items. The applicant has confirmed that he has no objection to fulfilling the recommendations/ requirements of the acoustic report and DIT.

The applicant has agreed to remove the fascia signage on the eastern and western elevations, which was considered to be excessive, highly visible from Wellington Road, incompatible with the design of the building, and to result in an unnecessary proliferation, against PO 1.1 and PO 2.1 of Part 4 of the Planning and Design Code. The remaining signage is considered appropriate and supportable subject to satisfying the requirements of DIT as outlined earlier in this report.

Overall, the proposal is not considered to be seriously at variance with the provisions of the Planning and Design Code and although the fascia signage is of concern, on balance has sufficient merit to warrant the issue of planning consent.

10. RECOMMENDATION

It is recommended that the Council Assessment Panel:

DETERMINE that the proposed development is not seriously at variance with the provisions of the Planning and Design Code, in accordance with Section 126(1) of the *Planning, Development and Infrastructure Act 2016*; and

GRANT Planning Consent to the application by Norsworthy Pty Ltd to a change in use to motor repair station, including conversion of consulting rooms to ancillary office and store, construction of a new workshop building and associated signage, car parking and infrastructure at 56 Wellington Road, Mount Barker as detailed in (Application ID: 22028256) subject to the following conditions, reserved matters and advisory notes:

CONDITIONS

Council conditions

1. The development herein approved is to be carried out in accordance with the stamped plans and details accompanying this application, except where amended by the following conditions, including:
 - a. Site plan, MWM Drafting, dated 28/07/2022, job ref. WEL_11-1, version 9
 - b. Floor plan, MWM Drafting, dated 28/07/2022, job ref. WEL_11-3, version 7
 - c. Elevation plan, MWM Drafting, dated 28/07/2022, job ref. WEL_11-2, version 6
 - d. Car park layout plan, Phil Weaver & Associates, ref. 21-227, 05/08/2022
 - e. Planning report, Peter Meline & Associates, DA# 22028256
 - f. Acoustic report, Marshall Day Acoustics Pty Ltd, Rp 001 R01 20210748, 19/10/2022
 - g. Stormwater management plan, DBN Consulting Engineers Pty Ltd, 03/08/2022, revision 1
 - h. Traffic report, Phil Weaver & Associates, File 21-227, 19/01/2022 and traffic addendum, File 21-227, 05/08/2022
 - i. Email correspondence dated 02/03/2023 confirming agreement to remove the fascia signs on the eastern and western elevations of the existing building.
2. The development and use is to:
 - a. Not operate or be open to the public outside the hours of 8am – 5pm, Monday to Friday
 - b. Have no illumination of signage
 - c. See all deliveries occur wholly on site and within the hours listed above
 - d. Offer mechanical repair and tyre change services only, as specified in the stamped planning report (Peter Meline & Associates, DA# 22028256)
 - e. Not include any panel beating, spray painting, restoration works, wrecking or storage of unserviceable vehicles, roadside assistance services, and/ or the storage of vehicles or parts for any of these purposes
 - f. See the signage to the front of the site moved out of the driveway access, as per the plan produced by MWM Drafting, Proposed industrial shed plan job ref. WEL_11-1, version 9 dated 21/12/2022
 - g. Have oil and trade waste removed from the site by a sealed tanker as required, with no unessential storage of such waste outside of the workshop building.

3. All recommendations and assumptions within the environmental noise assessment by Marshall Day Acoustics Pty Ltd, Rp 001 R01 20210748, 19/10/2022 shall be implemented prior to the operation of the development:
 - a. Workshop shed constructed from profiled sheet metal to minimum BMT (base metal thickness) of 0.48mm, and is to achieve a minimum sound rating of Rw18, as per the EPA's Environment Protection (Noise) Policy 2007
 - b. Ensure that the fence to the western and southern boundaries is sealed at the base to the ground, rear and sides of the property and double skinned (i.e. supply additional sheet metal to the inside of the property)
 - c. Openings to the western side of the workshop are to be kept closed while car maintenance is being undertaken, tools being used or the like
 - d. No pneumatic or air tools or compressors are to be used on the site.
4. Rubbish collection shall only occur between:
 - 9 am and 7 pm on a Sunday or public holiday;
 - 7 am and 7 pm on any other day.
5. The fascia signage currently shown on the eastern and western elevations of the building to the front of the site is to be removed.
6. The entirety of the car parking area, including vehicle manoeuvring area and car parking spaces, is to be hard surfaced (asphalt or concrete) and line marked prior to occupation of the new building (workshop).
7. Staff and customer vehicle parking is to occur wholly within the subject land.
8. All car parking spaces must remain available for staff and customer parking at all times.
9. All stormwater infrastructure is to be installed in accordance with the stamped plan (prepared by DBN Consulting Engineers Pty Ltd, dated 29.07.2022, job no. ADL0327, revision C) and is to be completed prior to occupation of the new building.
10. Landscaping is to be planted as per the Vegetation Site Map within three (3) months of occupation of the new building (workshop). This vegetation is to be nurtured and maintained in a tidy and healthy state, with any dead, dying or diseased plants replaced in a timely manner, all to the reasonable satisfaction of Council.

Department for Infrastructure and Transport conditions:

11. All access to/from the development shall be gained in accordance with the plan produced by MWM Drafting, Proposed Industrial Shed Plan Job Ref WEL_11-1, Version 9 dated 21/12/2022.
12. All vehicles shall enter and exit the site in a forward direction and all manoeuvring shall be clear of impediments.

13. Stormwater run-off shall be collected on-site and discharged without impacting the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Council Advisory notes

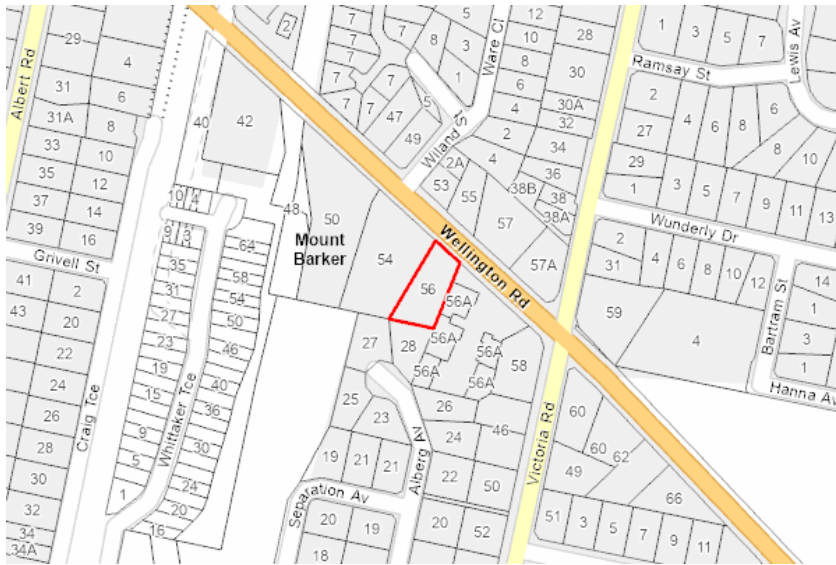
1. No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development 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 applicant is reminded of their general environmental duty, as required by Section 25 of the Environment Protection Act, to take all reasonable and practical measures to ensure that any activities on the site do not pollute the environment.
6. 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.

56 WELLINGTON RD MOUNT BARKER SA 5251

Address:

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

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



Property Zoning Details

Local Variation (TNV)

Concept Plan (Concept Plan 2 - Hurling Drive, Mount Barker)

Concept Plan (Concept Plan 3 - Mount Barker and Littlehampton)

Overlay

Hazards (Bushfire - Medium Risk)

Hazards (Flooding - General)

Murray-Darling Basin

Native Vegetation

Prescribed Water Resources Area

River Murray Tributaries Protection Area

Regulated and Significant Tree

Traffic Generating Development

Urban Transport Routes

Zone

Local Activity Centre

Development Pathways

■ Local Activity Centre

1. Accepted Development

Means that the development type does not require planning consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

- Brush fence
- Building work on railway land
- Consulting room
- Internal building work
- Office
- Partial demolition of a building or structure
- Shade sail
- Shop
- Solar photovoltaic panels (roof mounted)
- 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
- Consulting room
- Office
- Shop
- Temporary accommodation in an area affected by bushfire

3. Code Assessed - Performance Assessed

Performance Assessed development types listed below are those for which the Code identifies relevant policies. Additional development types that are not listed as Accepted, Deemed to Satisfy or Restricted default to a Performance assessed Pathway. Please contact your local council for more information.

- Advertisement
- Consulting room
- Demolition
- Dwelling
- Fence
- Land division
- Office
- Retaining wall
- Shop
- Store
- Telecommunications facility
- Verandah

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

Local Activity Centre Zone

Assessment Provisions (AP)

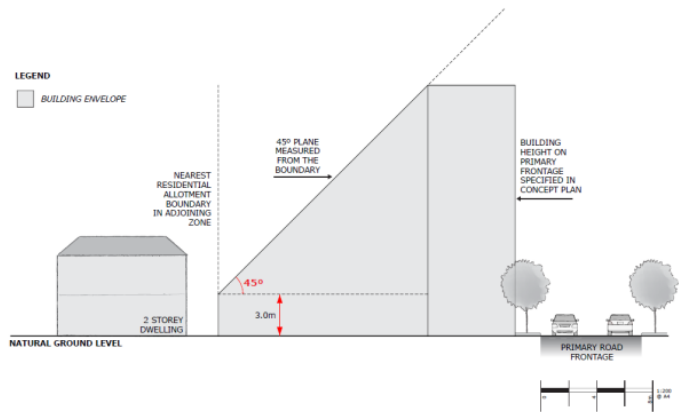
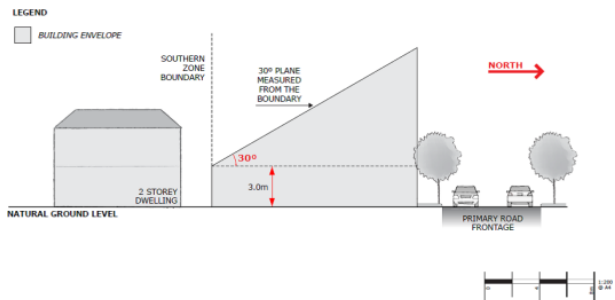
Desired Outcome	
DO 1	A range of small-scale shops, offices, business, health and community facilities to provide daily services to and support walkable neighbourhoods.

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 Retail, office, health and community facilities, services and other businesses provide a range of goods and services to the local community.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Advertisement (b) Community facility (c) Consulting room (d) Dwelling (e) Office (f) Pre-school (g) Shop
PO 1.2 Residential development does not prejudice the operation of retail, office, or community facilities and services related activity within the zone.	DTS/DPF 1.2 None are applicable.
PO 1.3 Residential development supports the vitality of underperforming centres.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development sited and designed to achieve vibrant and interesting streetscapes.	DTS/DPF 1.4 None are applicable.
PO 1.5 Changes in the use of land encourage the efficient reuse of commercial premises to maintain and enhance vibrancy within activity centres.	DTS/DPF 1.5 A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved: (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses (b) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, areas used for the storage and collection of refuse are sited at least 10m from the site of a dwelling (other than a dwelling directly associated with the proposed shop) (c) if the proposed change of use is for a shop that primarily involves heating and cooking of foodstuffs in a commercial kitchen and is within 30m of any neighbourhood-type zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions (d) if the change in use involves a gross leasable floor area greater than 250m ² and has direct frontage to an arterial road, it achieves: (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) from a road that is not an arterial road or (ii) the development is located on a site that

	<p>operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared</p> <p>(e) off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number, except where:</p> <p>(i) the building is a local heritage place</p> <p>or</p> <p>(ii) the required contribution will be made into a relevant car parking offset scheme (other than where a relevant contribution has previously been made)</p> <p>or</p> <p>(iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.</p>
Built Form and Character	
<p>PO 2.1</p> <p>Development complements adjacent development within the zone, and mitigates interface impacts on adjoining residential uses in a neighbourhood type zone, through appropriate building siting, scale and design.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Buildings are sited and designed to create pedestrian, vehicular and visual linkages between the various built-form elements within the zone and adjoining main roads.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
Building height and setbacks	
<p>PO 3.1</p> <p>Building height is consistent with the form expressed in any relevant <i>Maximum Building Height Levels Technical and Numeric Variation</i> and <i>Maximum Building Height Metres Technical and Numeric Variation</i>, and otherwise generally of a low rise that complements the established streetscape and local character.</p>	<p>DTS/DPF 3.1</p> <p>Building height is not greater than:</p> <p>(a) the following:</p> <p>(b) in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)) - 2 building levels up to a height of 8m.</p> <p>In relation to DTS/DPF 3.1, in instances where:</p> <p>(c) more than one value is returned in the same field for DTS/DPF 3.1(a), refer to the <i>Maximum Building Height (Metres) Technical and Numeric Variation</i> layer or <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer in the SA planning database to determine</p>

	<p>the applicable value relevant to the site of the proposed development</p> <p>(d) only one value is returned for DTS/DPF 3.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.</p>
<p>PO 3.2</p> <p>Buildings mitigate visual impacts of massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 3.2</p> <p>Buildings are constructed within a building envelope provided by a 45 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes in a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary or where this boundary is the primary street boundary):</p> 
<p>PO 3.3</p> <p>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 3.3</p> <p>Buildings on sites with a southern boundary adjoining an allotment used for residential purposes in a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram:</p> 
<p>PO 3.4</p> <p>Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.</p>	<p>DTS/DPF 3.4</p> <p>None are applicable.</p>
Advertisements	
<p>PO 4.1</p> <p>Advertisements are sited and designed to achieve an overall</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>

consistency of appearance along individual street frontages.				
<p>PO 4.2</p> <p>Freestanding advertisements:</p> <p>(a) identify the associated business(es)</p> <p>(b) are of a size that is commensurate with the scale of the centre and the street frontage</p> <p>(c) avoid visual clutter</p> <p>(d) positively respond to the context without dominating the locality.</p>	<p>DTS/DPF 4.2</p> <p>Freestanding advertisements:</p> <p>(a) do not exceed 5m in height, the adjacent building wall height, or the zone's height allowance (whichever is the lesser)</p> <p>(b) do not have a sign face that exceeds 4m² per side.</p>			
Concept Plans				
<p>PO 5.1</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 5.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <table><tr><th>Description</th></tr><tr><td>Concept Plan 2 - Hurling Drive, Mount Barker</td></tr><tr><td>Concept Plan 3 - Mount Barker and Littlehampton</td></tr></table> <p>In relation to DTS/DPF 5.1, 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 5.1 is met.</p>	Description	Concept Plan 2 - Hurling Drive, Mount Barker	Concept Plan 3 - Mount Barker and Littlehampton
Description				
Concept Plan 2 - Hurling Drive, Mount Barker				
Concept Plan 3 - Mount Barker and Littlehampton				

Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
------------------------------------	--------------------------

1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: <ol style="list-style-type: none"> the demolition of a State or Local Heritage Place the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): <ol style="list-style-type: none"> advertisement air handling unit, air conditioning system or exhaust fan building work on railway land community facility consulting room deck dwelling fence land division office retaining wall shade sail shop solar photovoltaic panels (roof mounted) verandah water tank. 	Except development that exceeds the maximum building height specified in Local Activity Centre Zone DTS/DPF 3.1 or does not satisfy any of the following: <ol style="list-style-type: none"> Local Activity Centre Zone DTS/DPF 3.2 Local Activity Centre Zone DTS/DPF 3.3.
4. Any development involving any of the following (or of any combination of any of the following): <ol style="list-style-type: none"> internal building works replacement building temporary accommodation in an area affected by bushfire tree damaging activity. 	None specified.
5. Demolition.	Except any of the following: <ol style="list-style-type: none"> the demolition of a State or Local Heritage Place the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Hazards (Bushfire - Medium Risk) Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development, including land division responds to the medium level of bushfire risk and potential for ember attack and radiant heat by siting and designing buildings in a manner that mitigates the threat and impact of bushfires on life and property taking into account the increased frequency and intensity of bushfires as a result of climate change.
DO 2	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
Siting	
PO 1.1 Buildings and structures are located away from areas that pose an unacceptable bushfire risk as a result of vegetation cover and type, and terrain.	DTS/DPF 1.1 None are applicable.
Built Form	
PO 2.1 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.	DTS/DPF 2.1 None are applicable.
PO 2.2 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.	DTS/DPF 2.2 Outbuildings and other ancillary structures are sited no closer than 6m from the habitable building.
Habitable Buildings	
PO 3.1	DTS/DPF 3.1

<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>None are applicable.</p>
<p>PO 3.2</p> <p>Residential, 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 3.2</p> <p>Residential, 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> <ul style="list-style-type: none"> (i) 50 metres to unmanaged grasslands (ii) 100 metres to hazardous bushland vegetation <p>(b) the asset protection zone is contained wholly within the allotment of the development.</p>
<p>PO 3.3</p> <p>Residential, 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 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>DTS/DPF 3.3</p> <p>None are applicable.</p>
<p>Land Division</p>	
<p>PO 4.1</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 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p> <p>Land division is designed to provide a continuous street pattern to facilitate the safe movement and evacuation of emergency vehicles, residents, occupants and visitors.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
<p>PO 4.3</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 4.3</p> <p>None are applicable.</p>
<p>PO 4.4</p> <p>Land division incorporates perimeter roads of adequate design in conjunction with bushfire buffer zones to achieve adequate separation between residential allotments and areas of unacceptable bushfire risk and to support safe access for the purposes of fire-fighting.</p>	<p>DTS/DPF 4.4</p> <p>None are applicable.</p>
<p>Vehicle Access - Roads, Driveways and Fire Tracks</p>	

<p>PO 5.1</p> <p>Roads are designed and constructed to facilitate the safe and effective:</p> <ul style="list-style-type: none"> (a) access, operation and evacuation of fire-fighting vehicles and emergency personnel (b) evacuation of residents, occupants and visitors. 	<p>DTS/DPF 5.1</p> <p>Roads:</p> <ul style="list-style-type: none"> (a) are constructed with a formed, all-weather surface (b) have a gradient of not more than 16 degrees (1-in-3.5) at any point along the road (c) have a cross fall of not more than 6 degrees (1-in-9.5) at any point along the road (d) have a minimum formed road width of 6m (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) (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) (g) incorporating cul-de-sac endings or dead end roads do not exceed 200m in length and the end of the road has either: <ul style="list-style-type: none"> (i) a turning area with a minimum formed surface radius of 12.5m (Figure 3) or (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) (h) incorporate solid, all-weather crossings over any watercourse that support fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes.
<p>PO 5.2</p> <p>Access to habitable buildings is designed and constructed to facilitate the safe and effective:</p> <ul style="list-style-type: none"> (a) access, operation and evacuation of fire-fighting vehicles and emergency personnel (b) evacuation of residents, occupants and visitors. 	<p>DTS/DPF 5.2</p> <p>Access is in accordance with (a) or (b):</p> <ul style="list-style-type: none"> (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 (b) driveways: <ul style="list-style-type: none"> (i) do not exceed 600m in length (ii) are constructed with a formed, all-weather surface (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) (iv) have a gradient of not more than 16 degrees (1-in-3.5) at any point along the driveway (v) have a crossfall of not more than 6 degrees (1-in-9.5) at any point along the driveway (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 buildings and/or structures (Figure 1) (vii) incorporate passing bays with a minimum width of 6m and length of 17m every 200m (Figure 5) (viii) provide overhead clearance of not less than 4.0m between the driveway surface and

	<p>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>A. a loop road around the building or</p> <p>B. a turning area with a minimum radius of 12.5m (Figure 3) or</p> <p>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 5.3</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 5.3</p> <p>None are applicable.</p>

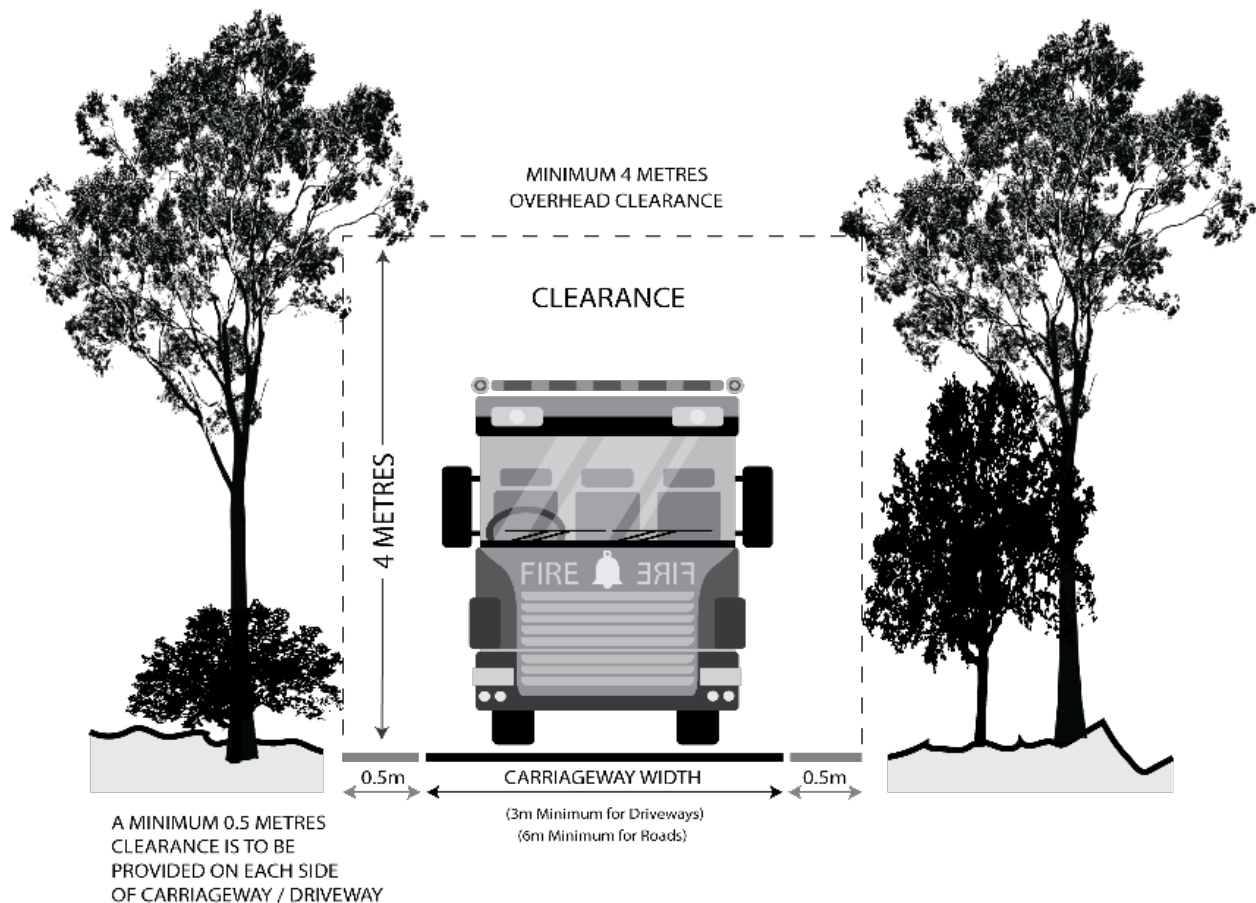
Procedural Matters (PM) - Referrals

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
None	None	None	None

Figures and Diagrams

Fire Engine and Appliance Clearances
Figure 1 - Overhead and Side Clearances



Roads and Driveway Design

Figure 2 - Road and Driveway Curves

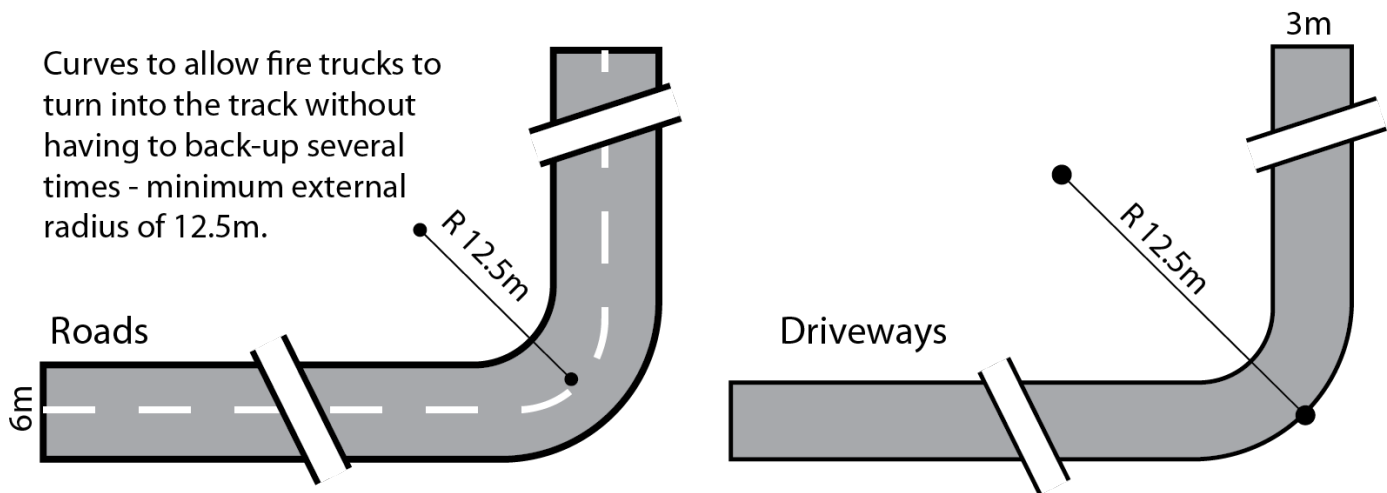


Figure 3 - Full Circle Turning Area

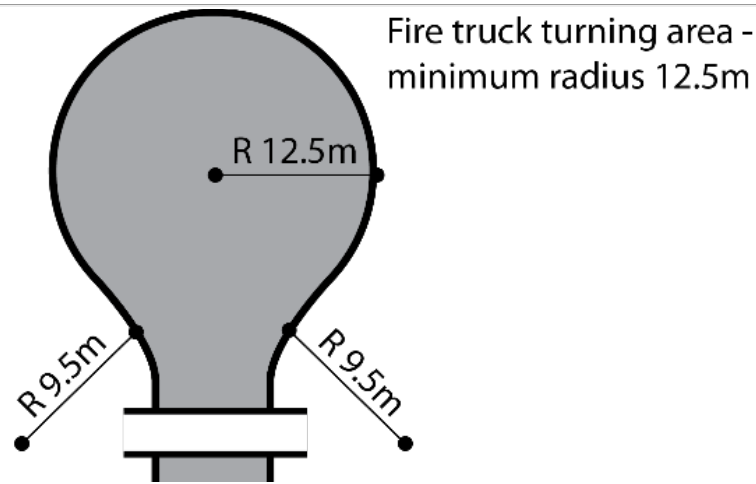
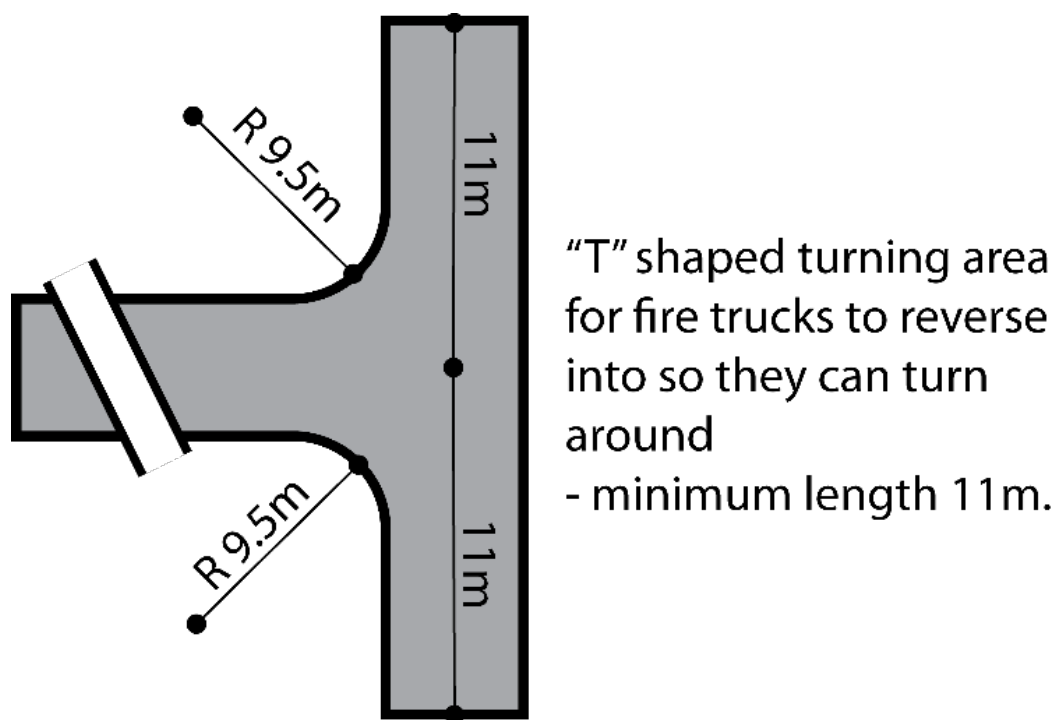


Figure 4 - 'T' or 'Y' Shaped Turning Head



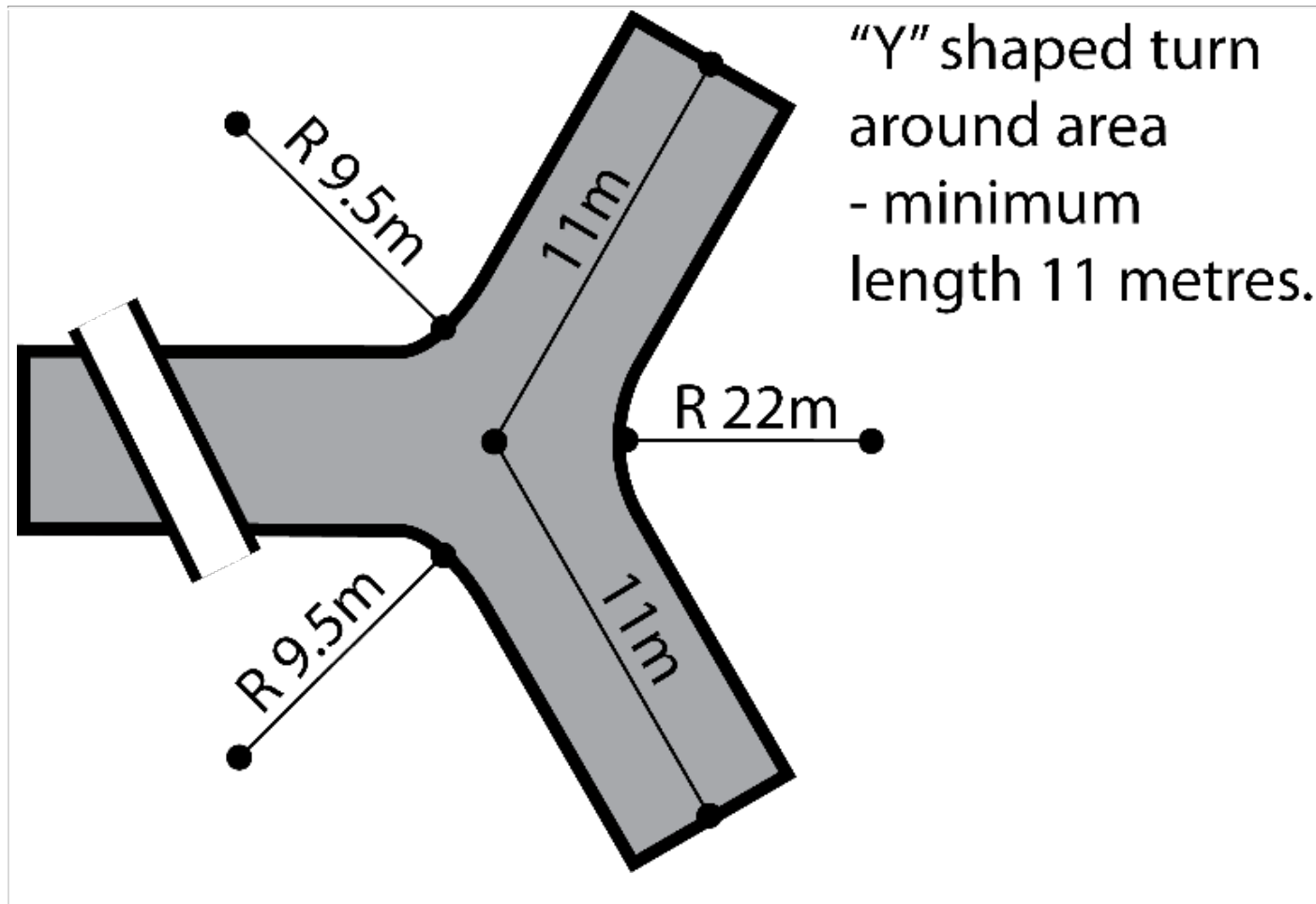
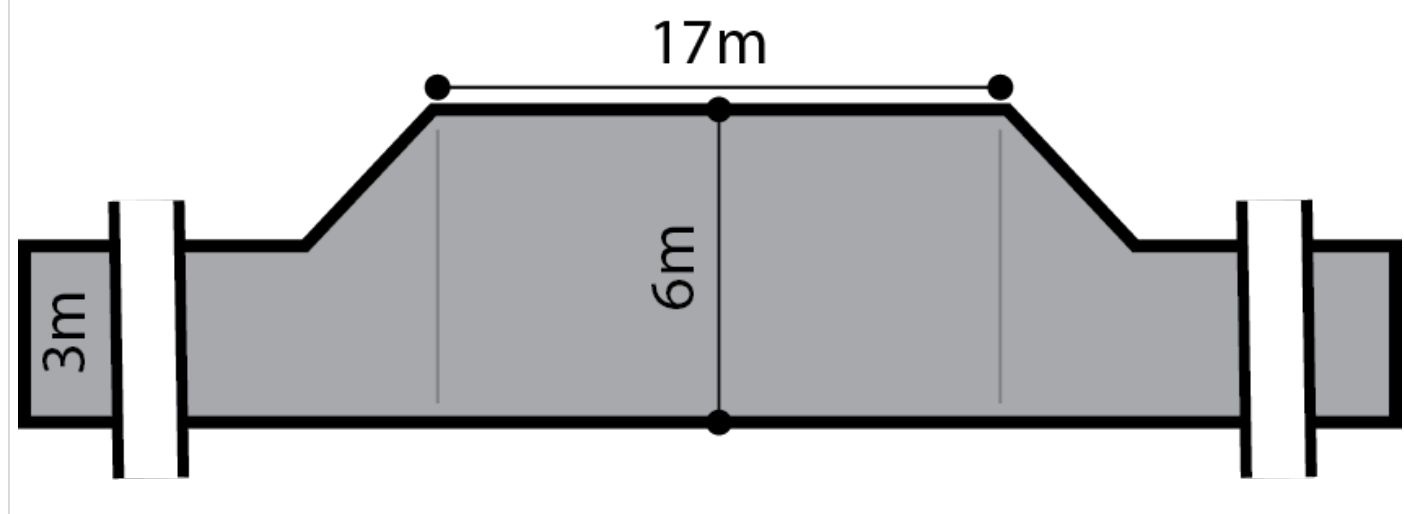


Figure 5 - Driveway Passing Bays

Passing bay for fire trucks - minimum width 6 metres, minimum length 17 metres.



Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome

DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use	
PO 1.1 Buildings housing vulnerable people, community services facilities, key infrastructure and emergency services are sited away from flood areas enable uninterrupted operation of services and reduce likelihood of entrapment.	DTS/DPF 1.1 Pre-schools, educational establishments, retirement and supported accommodation, emergency services facilities, hospitals and prisons located outside the 1% AEP flood event.
Flood Resilience	
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than: In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.
Environmental Protection	
PO 3.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	DTS/DPF 3.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

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"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) horse keeping (g) commercial forestry <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"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) horse keeping (g) commercial forestry. 	<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

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"> (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"> (i) in connection with a relevant access point and / or driveway (ii) within 10m of a building (other than a residential building or tourist accommodation) (iii) within 20m of a dwelling or addition to an existing dwelling for fire prevention and control (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 or (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'.
<p>PO 1.2</p> <p>Native vegetation clearance in association with development avoids the following:</p> <ul style="list-style-type: none"> (a) significant wildlife habitat and movement corridors (b) rare, vulnerable or endangered plants species (c) native vegetation that is significant because it is located in an area which has been extensively cleared (d) native vegetation that is growing in, or in association with, a wetland environment. 	<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 back and designed to minimise impacts on native vegetation, including impacts on native vegetation in an adjacent State</p>	<p>DTS/DPF 1.3</p> <p>Development within 500 metres of a boundary of a State Significant Native Vegetation Area does not involve any of the following:</p>

Significant Native Vegetation Area, from:	<ul style="list-style-type: none"> (a) horticulture (b) intensive animal husbandry (c) dairy (d) commercial forestry (e) aquaculture.
<p>PO 1.4</p> <p>Development restores and enhances biodiversity and habitat values through revegetation using locally indigenous plant species.</p>	<p>DTS/DPF 1.4</p> <p>None are applicable.</p>
Land division	
<p>PO 2.1</p> <p>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>	<p>DTS/DPF 2.1</p> <p>Land division where:</p> <ul style="list-style-type: none"> (a) an application is accompanied by one of the following: <ul style="list-style-type: none"> (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> (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 (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' or (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 (c) the division is to support a Heritage Agreement under the Native Vegetation Act 1991 or the <i>Heritage Places Act 1993</i>.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
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 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"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry <p>has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed surface water areas.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies either of the following:</p> <ul style="list-style-type: none"> (a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or (b) the proposal does not involve the taking of water for which a licence would be required under the <i>Landscape South Australia Act 2019</i>.
<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.

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> .			

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	

<p>PO 1.1</p> <p>Regulated trees are retained where they:</p> <ul style="list-style-type: none"> (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species and / or (c) provide an important habitat for native fauna. 	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Significant trees are retained where they:</p> <ul style="list-style-type: none"> (a) make an important contribution to the character or amenity of the local area (b) are indigenous to the local area and are listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species (c) represent an important habitat for native fauna (d) are part of a wildlife corridor of a remnant area of native vegetation (e) are important to the maintenance of biodiversity in the local environment and / or (f) form a notable visual element to the landscape of the local area. 	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>A tree damaging activity not in connection with other development satisfies (a) and (b):</p> <ul style="list-style-type: none"> (a) tree damaging activity is only undertaken to: <ul style="list-style-type: none"> (i) remove a diseased tree where its life expectancy is short (ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like (iii) rectify or prevent extensive damage to a building of value as comprising any of the following: <ul style="list-style-type: none"> A. a Local Heritage Place B. a State Heritage Place C. a substantial building of value <p>and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity</p> (iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire (v) treat disease or otherwise in the general interests of the health of the tree and / or (vi) maintain the aesthetic appearance and structural integrity of the tree <p>(b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>

measures have been determined to be ineffective.	
PO 1.4 A tree-damaging activity in connection with other development satisfies all the following: (a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible (b) in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.	DTS/DPF 1.4 None are applicable.
Ground work affecting trees	
PO 2.1 Regulated and significant trees, including their root systems, are not unduly compromised by excavation and / or filling of land, or the sealing of surfaces within the vicinity of the tree to support their retention and health.	DTS/DPF 2.1 None are applicable.
Land Division	
PO 3.1 Land division results in an allotment configuration that enables its subsequent development and the retention of regulated and significant trees as far as is reasonably practicable.	DTS/DPF 3.1 Land division where: (a) there are no regulated or significant trees located within or adjacent to the plan of division or (b) the application demonstrates that an area exists to accommodate subsequent development of proposed allotments after an allowance has been made for a tree protection zone around any regulated tree within and adjacent to the plan of division.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

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	
<p>PO 1.1</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 and downstream users.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>All development, but in particular development involving any of the following:</p> <ul style="list-style-type: none"> (a) activities requiring irrigation (b) aquaculture (c) commercial forestry (d) horticulture (e) industry (f) intensive animal husbandry <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"> (a) an increase in allotments having a frontage to a part of the River Murray system (b) an increase in the frontage of an allotment or allotments to a part of the River Murray system.

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
<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"> (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 (b) horticulture (c) activities requiring irrigation, other than irrigation used for domestic purposes (d) aquaculture (e) intensive animal husbandry (f) horse keeping (g) commercial forestry (h) land division classified as <i>restricted</i> by the Planning and Design Code (i) land division that results in: <ul style="list-style-type: none"> (i) 4 or more additional allotments or (ii) 4 or more additional grants of occupancy (by the conferral or exercise of a right to occupy part only of an allotment) or (iii) a mix of 4 or more additional allotments and separate grants of occupancy (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 (k) alteration of the boundaries of an existing allotment so as to result in: <ul style="list-style-type: none"> (i) the allotment having a frontage to a part of the River Murray system or (ii) the allotment having an increase in its frontage to a part of the River Murray system. 	<p>Minister responsible for the administration of the <i>River Murray Act 2003</i>.</p>	<p>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.</p>	<p>Development of a class to which Schedule 9 clause 3 item 16 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.</p>

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
<p>PO 1.1</p> <p>Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.</p>	<p>DTS/DPF 1.1</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more.
<p>PO 1.2</p> <p>Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.</p>	<p>DTS/DPF 1.2</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more.
<p>PO 1.3</p> <p>Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.</p>	<p>DTS/DPF 1.3</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more

	more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m ² or more (e) industry with a gross floor area of 20,000m ² or more (f) educational facilities with a capacity of 250 students or more.
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Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m ² or more (c) retail development with a gross floor area of 2,000m ² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m ² or more (e) industry with a gross floor area of 20,000m ² or more (f) educational facilities with a capacity of 250 students or more.	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Urban Transport Routes Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from Urban Transport Routes.

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

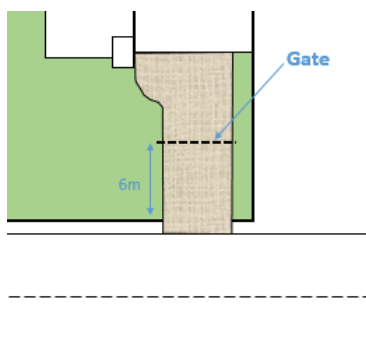
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
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Access - Safe Entry and Exit (Traffic Flow)	
PO 1.1	<p>DTS/DPF 1.1</p> <p>Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.</p> <p>An access point satisfies (a), (b) or (c):</p> <ul style="list-style-type: none"> (a) where servicing a single (1) dwelling / residential allotment: <ul style="list-style-type: none"> (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 3m and 4m (measured at the site boundary) (b) where the development will result in 2 and up to 6 dwellings: <ul style="list-style-type: none"> (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 5.8m to 6m (measured at the site boundary) and an access depth of 6m (measured from the site boundary into the site) (c) where the development will result in 7 or more dwellings, or is a non-residential land use: <ul style="list-style-type: none"> (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site using left turn only movements (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (v) it will have a width of between 6m and 7m (measured at the site boundary), where the development is expected to accommodate vehicles with a length of 6.4m or less (vi) it will have a width of between 6m and 9m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4m to 8.8m (vii) it will have a width of between 9m and 12m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8m to 12.5m (viii) provides for simultaneous two-way vehicle movements at the access: <ul style="list-style-type: none"> A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road and B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.
Access - On-Site Queuing	
PO 2.1	DTS/DPF 2.1

Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and maintain safe vehicle movements.

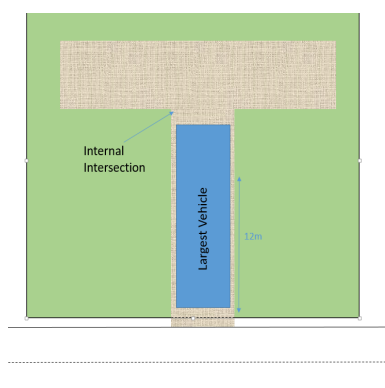
An access point in accordance with one of the following:

- (a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) as shown in the following diagram:



- (b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and:
- is expected to be serviced by vehicles with a length no greater than 6.4m
 - there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site)

- (c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and:
- is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle
 - there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site)
 - any termination of or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop
 - all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram:



Access - (Location Spacing) - Existing Access Point

PO 3.1

Existing access points are designed to

DTS/DPF 3.1

An existing access point satisfies (a), (b) or (c):

<p>accommodate the type and volume of traffic likely to be generated by the development.</p>	<ul style="list-style-type: none"> (a) it will not service, or is not intended to service, more than 6 dwellings (b) it is not located on a Controlled Access Road and will not service development that will result in (b) a larger class of vehicle expected to access the site using the existing access (c) is not located on a Controlled Access Road and development constitutes: <ul style="list-style-type: none"> (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area (v) an office or consulting room with a <500m² gross leasable floor area.
<p>Access – Location (Spacing) – New Access Points</p>	
<p>PO 4.1</p> <p>New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.</p>	<p>DTS/DPF 4.1</p> <p>A new access point satisfies (a), (b) or (c):</p> <ul style="list-style-type: none"> (a) where a development site is intended to serve between 1 and 6 dwellings and has frontage to a local road (not being a Controlled Access Road) with a speed environment of 60km/h or less, the new access point is provided on the local road and located a minimum of 6.0m from the tangent point as shown in the following diagram: <div data-bbox="791 1077 1324 1514" data-label="Diagram"> <p>TP = Tangent point</p> </div> <p>NOTE: The points marked X_1 and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y_1.</p> (b) where the development site is intended to serve between 1 and 6 dwellings and access from a local road (being a road that is not a State Maintained Road) is not available, the new access: <ul style="list-style-type: none"> (i) is not located on a Controlled Access Road (ii) is not located on a section of road affected by double barrier lines (iii) will be on a road with a speed environment of 70km/h or less (iv) is located outside of the bold lines on the diagram shown in the diagram following part (a) (v) located minimum of 6m from a median opening or pedestrian crossing (c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:

Speed Limit	Separation between access points	Separation from public road junctions and merging/terminating lanes
50 km/h or less	No spacing requirement	20m
60 km/h	30m	73m
70 km/h	40m	92m
80 km/h	50m	114m
90 km/h	65m	139m
100 km/h	80m	165m
110 km/h	100m	193m

Access - Location (Sight Lines)

PO 5.1

Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

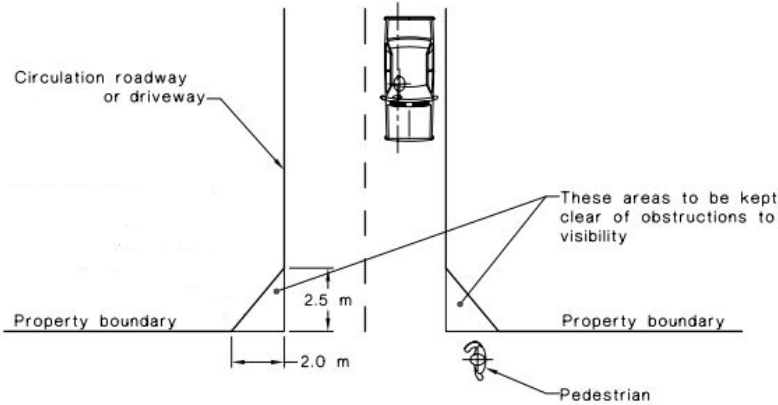
DTS/DPF 5.1

An access point satisfies (a) or (b):

(a) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

Speed Limit	Access point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	40m	73m
50 km/h	55m	97m
60 km/h	73m	123m
70 km/h	92m	151m
80 km/h	114m	181m
90 km/h	139m	214m
100 km/h	165m	248m
110km/h	193m	285m

(b) pedestrian sightlines in accordance with the following diagram:

	
Access – Mud and Debris	
<p>PO 6.1</p> <p>Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.</p>	<p>DTS/DPF 6.1</p> <p>Where the road has an unsealed shoulder and the road is not kerbed, the access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer).</p>
Access - Stormwater	
<p>PO 7.1</p> <p>Access points are designed to minimise negative impact on roadside drainage of water.</p>	<p>DTS/DPF 7.1</p> <p>Development does not:</p> <ul style="list-style-type: none"> (a) decrease the capacity of an existing drainage point (b) restrict or prevent the flow of stormwater through an existing drainage point and system.
Building on Road Reserve	
<p>PO 8.1</p> <p>Buildings or structures that encroach onto, above or below road reserves are designed and sited to minimise impact on safe movements by all road users.</p>	<p>DTS/DPF 8.1</p> <p>Buildings or structures are not located on, above or below the road reserve.</p>
Public Road Junctions	
<p>PO 9.1</p> <p>New junctions with a public road (including the opening of unmade public road junctions) or modifications to existing road junctions are located and designed to ensure safe operating conditions are maintained on the State Maintained Road.</p>	<p>DTS/DPF 9.1</p> <p>Development does not comprise any of the following:</p> <ul style="list-style-type: none"> (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.
Corner Cut-Offs	
<p>PO 10.1</p> <p>Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to</p>	<p>DTS/DPF 10.1</p> <p>Development does not involve building work, or building work is located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram:</p>

contribute to driver safety.	
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Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Except where all of the relevant deemed-to-satisfy criteria are met, development (including the division of land) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road:</p> <ul style="list-style-type: none"> (a) creation of a new access or junction (b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority) (c) development that changes the nature of vehicular movements or increase the number or frequency of movements through an existing access (except where deemed to be minor in the opinion of the relevant authority). 	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Part 4 - General Development Policies

Advertisements

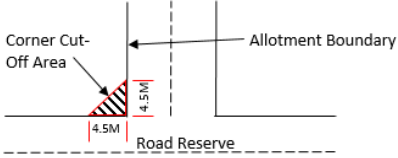
Assessment Provisions (AP)

Desired Outcome	
DO 1	Advertisements and advertising hoardings are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter, and do not create hazard.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Appearance	
<p>PO 1.1</p> <p>Advertisements are compatible and integrated with the design of the building and/or land they are located on.</p>	<p>DTS/DPF 1.1</p> <p>Advertisements attached to a building satisfy all of the following:</p> <ul style="list-style-type: none"> (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: <ul style="list-style-type: none"> (i) if located at canopy level, are in the form of a fascia sign (ii) if located above canopy level: <ul style="list-style-type: none"> A. do not have any part rising above parapet height B. are not attached to the roof of the building (c) where they are not flush with a wall: <ul style="list-style-type: none"> (i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (ii) if attached to a two-storey building: <ul style="list-style-type: none"> A. has no part located above the finished floor level of the second storey of the building B. does not protrude beyond the outer limits of any verandah structure below C. does not have a sign face that exceeds 1m² per side. (d) if located below canopy level, are flush with a wall (e) if located at canopy level, are in the form of a fascia sign (f) if located above a canopy: <ul style="list-style-type: none"> (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building (i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.
<p>PO 1.2</p>	<p>DTS/DPF 1.2</p>

Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	Where development comprises an advertising hoarding, the supporting structure is: <ul style="list-style-type: none"> (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
PO 1.3 Advertising does not encroach on public land or the land of an adjacent allotment.	DTS/DPF 1.3 Advertisements and/or advertising hoardings are contained within the boundaries of the site.
PO 1.4 Where possible, advertisements on public land are integrated with existing structures and infrastructure.	DTS/DPF 1.4 Advertisements on public land that meet at least one of the following: <ul style="list-style-type: none"> (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
Proliferation of Advertisements	
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: <ul style="list-style-type: none"> (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	DTS/DPF 4.1

Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.	Advertisements do not incorporate any illumination.
Safety	
PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.	DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.
PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2 No advertisement illumination is proposed.
PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to drivers by: (a) being liable to interpretation by drivers as an official traffic sign or signal (b) obscuring or impairing drivers' view of official traffic signs or signals (c) obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings.	DTS/DPF 5.3 Advertisements satisfy all of the following: (a) are not located in a public road or rail reserve (b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram 
PO 5.4 Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.	DTS/DPF 5.4 Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.
PO 5.5 Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.	DTS/DPF 5.5 Where the advertisement or advertising hoarding is: (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb (b) on an unkerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following distance from the roadside edge of the kerb or the seal: (a) 110 km/h road - 14m (b) 100 km/h road - 13m (c) 90 km/h road - 10m (d) 70 or 80 km/h road - 8.5m.
PO 5.6 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 5.6 Advertising: (a) is not illuminated (b) does not incorporate a moving or changing display or

	message (c) does not incorporate a flashing light(s).
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Animal Keeping and Horse Keeping

Assessment Provisions (AP)

Desired Outcome	
DO 1	Animals are kept at a density that is not beyond the carrying capacity of the land and in a manner that minimises their adverse effects on the environment, local amenity and surrounding development.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
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	DTS/DPF 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.	Septic tank effluent disposal areas are enclosed with a horse-proof barrier such as a fence to exclude horses from this area.
PO 2.4 To minimise environmental harm and adverse impacts on water resources, stables, horse shelters and associated yards are appropriately set back from a watercourse.	DTS/DPF 2.4 Stables, horse shelters and associated yards are set back 50m or more from a watercourse.
PO 2.5 Stables, horse shelters and associated yards are located on slopes that are stable to minimise the risk of soil erosion and water runoff.	DTS/DPF 2.5 Stables, horse shelters and associated yards are not located on land with a slope greater than 10% (1-in-10).
Kennels	
PO 3.1 Kennel flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 3.1 The floors of kennels satisfy all of the following: (a) are constructed of impervious concrete (b) are designed to be self-draining when washed down.
PO 3.2 Kennels and exercise yards are designed and sited to minimise noise nuisance to neighbours through measures such as: (a) adopting appropriate separation distances (b) orientating openings away from sensitive receivers.	DTS/DPF 3.2 Kennels are sited 500m or more from the nearest sensitive receiver on land in other ownership.
PO 3.3 Dogs are regularly observed and managed to minimise nuisance impact on adjoining sensitive receivers from animal behaviour.	DTS/DPF 3.3 Kennels are sited in association with a permanent dwelling on the land.
Wastes	
PO 4.1 Storage of manure, used litter and other wastes (other than wastewater lagoons) is designed, constructed and managed to minimise attracting and harbouring vermin.	DTS/DPF 4.1 None are applicable.
PO 4.2 Facilities for the storage of manure, used litter and other wastes (other than wastewater lagoons) are located to minimise the potential for polluting water resources.	DTS/DPF 4.2 Waste storage facilities (other than wastewater lagoons) are located outside the 1% AEP flood event areas.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land-based Aquaculture	
PO 1.1 Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.	DTS/DPF 1.1 Land-based aquaculture and associated components are located to satisfy all of the following: (a) 200m or more from a sensitive receiver in other ownership (b) 500m or more from the boundary of a zone primarily intended to accommodate sensitive receivers.
PO 1.2 Land-based aquaculture and associated components are sited and designed to prevent surface flows from entering ponds in a 1% AEP sea flood level event.	DTS/DPF 1.2 None are applicable.
PO 1.3 Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.	DTS/DPF 1.3 None are applicable.
PO 1.4 Land-based aquaculture and associated components are sited and designed to prevent farmed species escaping and entering into any waters.	DTS/DPF 1.4 None are applicable.
PO 1.5 Land-based aquaculture and associated components, including intake and discharge pipes, are designed to minimise the need to traverse sensitive areas to minimise impact on the natural environment.	DTS/DPF 1.5 None are applicable.
PO 1.6 Pipe inlets and outlets associated with land-based aquaculture are sited and designed to minimise the risk of disease transmission.	DTS/DPF 1.6 None are applicable.
PO 1.7 Storage areas associated with aquaculture activity are integrated with the use of the land and sited and designed to minimise their visual impact on the surrounding environment.	DTS/DPF 1.7 None are applicable.

Marine Based Aquaculture	
<p>PO 2.1</p> <p>Marine aquaculture is sited and designed to minimise its adverse impacts on sensitive ecological areas including:</p> <ul style="list-style-type: none"> (a) creeks and estuaries (b) wetlands (c) significant seagrass and mangrove communities (d) marine habitats and ecosystems. 	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>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.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Marine aquaculture is designed to not involve discharge of human waste on the site, on any adjacent land or into nearby waters.</p>	<p>DTS/DPF 2.3</p> <p>None are applicable.</p>
<p>PO 2.4</p> <p>Marine aquaculture (other than inter-tidal aquaculture) is located an appropriate distance seaward of the high water mark.</p>	<p>DTS/DPF 2.4</p> <p>Marine aquaculture development is located 100m or more seaward of the high water mark.</p>
<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"> (a) areas of high public use (b) areas, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports (c) areas of outstanding visual or environmental value (d) areas of high tourism value (e) areas of important regional or state economic activity, including commercial ports, wharfs and jetties (f) the operation of infrastructure facilities including inlet and outlet pipes associated with the desalination of sea water. 	<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"> (a) using feed hoppers painted in subdued colours and suspending them as close as possible to the surface of the water 	<p>DTS/DPF 2.7</p> <p>None are applicable.</p>

<p>(b) positioning structures to protrude the minimum distance practicable above the surface of the water</p> <p>(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</p> <p>(d) positioning racks, floats and other farm structures in unobtrusive locations landward from the shoreline.</p>	
<p>PO 2.8</p> <p>Access, launching and maintenance facilities utilise existing established roads, tracks, ramps and paths to or from the sea where possible to minimise environmental and amenity impacts.</p>	<p>DTS/DPF 2.8</p> <p>None are applicable.</p>
<p>PO 2.9</p> <p>Access, launching and maintenance facilities are developed as common user facilities and are co-located where practicable to mitigate adverse impacts on coastal areas.</p>	<p>DTS/DPF 2.9</p> <p>None are applicable.</p>
<p>PO 2.10</p> <p>Marine aquaculture is sited to minimise potential impacts on, and to protect the integrity of, reserves under the <i>National Parks and Wildlife Act 1972</i>.</p>	<p>DTS/DPF 2.10</p> <p>Marine aquaculture is located 1000m or more seaward of the boundary of any reserve under the <i>National Parks and Wildlife Act 1972</i>.</p>
<p>PO 2.11</p> <p>Onshore storage, cooling and processing facilities do not impair the coastline and its visual amenity by:</p> <p>(a) being sited, designed, landscaped and of a scale to reduce the overall bulk and appearance of buildings and complement the coastal landscape</p> <p>(b) making provision for appropriately sited and designed vehicular access arrangements, including using existing vehicular access arrangements as far as practicable</p> <p>(c) incorporating appropriate waste treatment and disposal.</p>	<p>DTS/DPF 2.11</p> <p>None are applicable.</p>
Navigation and Safety	
<p>PO 3.1</p> <p>Marine aquaculture sites are suitably marked to maintain navigational safety.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
<p>PO 3.2</p> <p>Marine aquaculture is sited to provide adequate separation between farms for safe navigation.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
Environmental Management	
<p>PO 4.1</p> <p>Marine aquaculture is maintained to prevent hazards to people and wildlife, including breeding grounds and habitats of native marine mammals and terrestrial fauna, especially migratory species.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p>	<p>DTS/DPF 4.2</p>

Marine aquaculture is designed to facilitate the relocation or removal of structures in the case of emergency such as oil spills, algal blooms and altered water flows.	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.

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 catchments and clean hard-paved surfaces) is diverted away from beverage production areas and wastewater management systems.	DTS/DPF 2.4 None are applicable.
Wastewater Irrigation	
PO 3.1 Beverage production wastewater irrigation systems are designed and located to not contaminate soil and surface and ground water resources or damage crops.	DTS/DPF 3.1 None are applicable.
PO 3.2 Beverage production wastewater irrigation systems are designed and located to minimise impact on amenity and avoid spray drift onto adjoining land.	DTS/DPF 3.2 Beverage production wastewater is not irrigated within 50m of any dwelling in other ownership.
PO 3.3 Beverage production wastewater is not irrigated onto areas that pose an undue risk to the environment or amenity such as: (a) waterlogged areas (b) land within 50m of a creek, swamp or domestic or stock water bore (c) land subject to flooding (d) steeply sloping land (e) rocky or highly permeable soil overlaying an unconfined	DTS/DPF 3.3 None are applicable.

aquifer.

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: (a) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals), where the handling of these materials into or from vessels does not exceed 100 tonnes per day: 300m or more from residential premises not associated with the facility (b) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility: 300m or more from residential premises not associated with the facility (c) bulk petroleum storage involving individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1,000 cubic metres: 500m or more (d) coal handling with: a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more b. capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes: 1000m or more.
Buffers and Landscaping	
PO 2.1 Bulk handling and storage facilities incorporate a buffer area for the establishment of dense landscaping adjacent road frontages	DTS/DPF 2.1 None are applicable.

to enhance the appearance of land and buildings from public thoroughfares.	
PO 2.2 Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.	DTS/DPF 2.2 None are applicable.
Access and Parking	
PO 3.1 Roadways and vehicle parking areas associated with bulk handling and storage facilities are designed and surfaced to control dust emissions and prevent drag out of material from the site.	DTS/DPF 3.1 Roadways and vehicle parking areas are sealed with an all-weather surface.
Slipways, Wharves and Pontoons	
PO 4.1 Slipways, wharves and pontoons used for the handling of bulk materials (such as fuel, oil, catch, bait and the like) incorporate catchment devices to avoid the release of materials into adjacent waters.	DTS/DPF 4.1 None are applicable.

Clearance from Overhead Powerlines

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i> (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
<p>PO 1.1</p> <p>Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Where zero or minor setbacks are desirable, development provides shelter over footpaths (<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.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p> <p>Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:</p> <ul style="list-style-type: none"> (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. 	<p>DTS/DPF 1.4</p> <p>Development does not incorporate any structures that protrude beyond the roofline.</p>

PO 1.5	DTS/DPF 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.	None are applicable.
Safety	
PO 2.1	DTS/DPF 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.	None are applicable.
PO 2.2	DTS/DPF 2.2
Development is designed to differentiate public, communal and private areas.	None are applicable.
PO 2.3	DTS/DPF 2.3
Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	None are applicable.
PO 2.4	DTS/DPF 2.4
Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	None are applicable.
PO 2.5	DTS/DPF 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.	None are applicable.
Landscaping	
PO 3.1	DTS/DPF 3.1
Soft landscaping and tree planting is incorporated to:	None are applicable.
<ul style="list-style-type: none"> (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes (e) contribute to biodiversity. 	
PO 3.2	DTS/DPF 3.2
Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.	None are applicable.
Environmental Performance	

PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate-responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
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: (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
PO 7.1 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: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2	DTS/DPF 7.2

Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.	DTS/DPF 7.4 None are applicable.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 None are applicable.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings	DTS/DPF 8.3 None are applicable.

<p>(b) provide level transition areas for the safe movement of people and goods to and from the development</p> <p>(c) are designed to integrate with the natural topography of the land.</p>	
<p>PO 8.4</p> <p>Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.</p>	<p>DTS/DPF 8.4</p> <p>None are applicable.</p>
<p>PO 8.5</p> <p>Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.</p>	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>
Fences and Walls	
<p>PO 9.1</p> <p>Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.</p>	<p>DTS/DPF 9.1</p> <p>None are applicable.</p>
<p>PO 9.2</p> <p>Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.</p>	<p>DTS/DPF 9.2</p> <p>A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.</p>
Overlooking / Visual Privacy (in building 3 storeys or less)	
<p>PO 10.1</p> <p>Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.</p>	<p>DTS/DPF 10.1</p> <p>Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following:</p> <ul style="list-style-type: none"> (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
<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"> (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: <ul style="list-style-type: none"> (i) 1.5m above finished floor level where the

	<p>balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land</p> <p>or</p> <p>(ii) 1.7m above finished floor level in all other cases</p>
All Residential development	
Front elevations and passive surveillance	
<p>PO 11.1</p> <p>Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 11.1</p> <p>Each dwelling with a frontage to a public street:</p> <p>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</p> <p>(b) has an aggregate window area of at least 2m² facing the primary street.</p>
<p>PO 11.2</p> <p>Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.</p>	<p>DTS/DPF 11.2</p> <p>Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.</p>
Outlook and amenity	
<p>PO 12.1</p> <p>Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 12.1</p> <p>A living room of a dwelling incorporates a window with an outlook towards the street frontage or private open space, public open space, or waterfront areas.</p>
<p>PO 12.2</p> <p>Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.</p>	<p>DTS/DPF 12.2</p> <p>None are applicable.</p>
Ancillary Development	
<p>PO 13.1</p> <p>Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 13.1</p> <p>Ancillary buildings:</p> <p>(a) are ancillary to a dwelling erected on the same site</p> <p>(b) have a floor area not exceeding 60m²</p> <p>(c) are not constructed, added to or altered so that any part is situated:</p> <p>(i) in front of any part of the building line of the dwelling to which it is ancillary</p> <p>or</p> <p>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has 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,</p>

	<p>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</p> <p>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 (and not including a gable end)</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:</p> <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) (m²)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td><150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>201-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </tbody> </table> <p>(ii) the amount of existing soft landscaping prior to the development occurring.</p>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	201-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										
PO 13.2	DTS/DPF 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.	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 height of 2m or more (iv) less Private Open Space than specified in Design Table 1 - Private Open Space (v) less on-site parking than specified in Transport Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas

	<p>(vi) upper level windows facing side or rear boundaries unless:</p> <ul style="list-style-type: none"> A. they are permanently obscured to a height of 1.5m above finished floor level that is fixed or not capable of being opened more than 200mm or B. have sill heights greater than or equal to 1.5m above finished floor level or C. incorporate screening to a height of 1.5m above finished floor level <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> <ul style="list-style-type: none"> A. 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land B. 1.7m above finished floor level in all other cases.
Private Open Space	
<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> <ul style="list-style-type: none"> (a) 80 per cent reduction in average annual total suspended solids (b) 60 per cent reduction in average annual total phosphorus (c) 45 per cent reduction in average annual total nitrogen.
<p>PO 18.2</p> <p>Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.</p>	<p>DTS/DPF 18.2</p> <p>Development creating a common driveway / access that services 5 or more dwellings:</p> <ul style="list-style-type: none"> (a) maintains the pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 18.1% AEP 30-minute storm and the stormwater runoff time to peak is not increased or captures and retains the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an 18.1% AEP 30-minute storm; and (b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of

	buildings.
Car parking, access and manoeuvrability	
<p>PO 19.1</p> <p>Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.1</p> <p>Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):</p> <ul style="list-style-type: none"> (a) single width car parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
<p>PO 19.2</p> <p>Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
<p>PO 19.3</p> <p>Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.</p>	<p>DTS/DPF 19.3</p> <p>Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.</p>
<p>PO 19.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 19.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed: <ul style="list-style-type: none"> (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.
<p>PO 19.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 19.5</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of

	<p>the garage or carport is not steeper than 1:4 on average</p> <p>(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</p> <p>(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</p>								
<p>PO 19.6</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 19.6</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <p>(a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</p> <p>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</p> <p>(c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.</p>								
Waste storage									
<p>PO 20.1</p> <p>Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.</p>	<p>DTS/DPF 20.1</p> <p>None are applicable.</p>								
Design of Transportable Dwellings									
<p>PO 21.1</p> <p>The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.</p>	<p>DTS/DPF 21.1</p> <p>Buildings satisfy (a) or (b):</p> <p>(a) are not transportable or</p> <p>(b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.</p>								
Group dwelling, residential flat buildings and battle-axe development									
Amenity									
<p>PO 22.1</p> <p>Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.</p>	<p>DTS/DPF 22.1</p> <p>Dwellings have a minimum internal floor area in accordance with the following table:</p> <table border="1"> <thead> <tr> <th>Number of bedrooms</th><th>Minimum internal floor area</th></tr> </thead> <tbody> <tr> <td>Studio</td><td>35m²</td></tr> <tr> <td>1 bedroom</td><td>50m²</td></tr> <tr> <td>2 bedroom</td><td>65m²</td></tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	Studio	35m ²	1 bedroom	50m ²	2 bedroom	65m ²
Number of bedrooms	Minimum internal floor area								
Studio	35m ²								
1 bedroom	50m ²								
2 bedroom	65m ²								

	3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom
PO 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		
PO 24.1	DTS/DPF 24.1	

Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: <ul style="list-style-type: none"> (a) minimum 0.33 on-street car parks per proposed dwellings (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 24.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 24.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 24.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 24.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: <ul style="list-style-type: none"> (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 24.4 Residential driveways in a battle-axe configuration are designed to allow safe and convenient movement.	DTS/DPF 24.4 Where in a battle-axe configuration, a driveway servicing one dwelling has a minimum width of 3m.
PO 24.5 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 24.5 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 24.6 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 24.6 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft Landscaping	
PO 25.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 25.1 Other than where located directly in front of a garage or a building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 25.2 Soft landscaping is provided that improves the appearance of common driveways.	DTS/DPF 25.2 Where a common driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site

	boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 26.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 26.1 None are applicable.
PO 26.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 26.2 None are applicable.
PO 26.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (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.

(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	DTS/DPF 28.3

Provision is made for suitable external clothes drying facilities.	None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	DTS/DPF 30.4 None are applicable.
PO 30.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 30.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 30.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 30.6 None are applicable.
PO 30.7 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 30.7 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 31.1 Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 31.1 None are applicable.
PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 32.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 32.1 None are applicable.

Table 1 - Private Open Space

Dwelling Type	Minimum Rate
Dwelling (at ground level)	<p>Total private open space area:</p> <p>(a) Site area <301m²: 24m² located behind the building line.</p> <p>(b) Site area ≥ 301m²: 60m² located behind the building line.</p> <p>Minimum directly accessible from a living room: 16m² / with a minimum dimension 3m.</p>
Dwelling (above ground level)	<p>Studio (no separate bedroom): 4m² with a minimum dimension 1.8m</p> <p>One bedroom: 8m² with a minimum dimension 2.1m</p> <p>Two bedroom dwelling: 11m² with a minimum dimension 2.4m</p> <p>Three + bedroom dwelling: 15m² 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: 16m², 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 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 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	DTS/DPF 2.4
Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	None are applicable.
PO 2.5	DTS/DPF 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.	None are applicable.
Landscaping	
PO 3.1	DTS/DPF 3.1
Soft landscaping and tree planting are incorporated to:	None are applicable.
<ul style="list-style-type: none"> (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes. 	
Environmental Performance	
PO 4.1	DTS/DPF 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.	None are applicable.
PO 4.2	DTS/DPF 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.	None are applicable.
PO 4.3	DTS/DPF 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.	None are applicable.
Water Sensitive Design	
PO 5.1	DTS/DPF 5.1
Development is sited and designed to maintain natural hydrological systems without negatively impacting:	None are applicable.
<ul style="list-style-type: none"> (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs. 	
On-site Waste Treatment Systems	
PO 6.1	DTS/DPF 6.1

<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>Effluent disposal drainage areas do not:</p> <ul style="list-style-type: none"> (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
<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"> (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure. 	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
<p>PO 7.2</p> <p>Vehicle parking areas 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"> (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
<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</p>	<p>DTS/DPF 7.7</p> <p>None are applicable.</p>

porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and walls	
PO 9.1 Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping is incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
Overlooking / Visual Privacy (low rise buildings)	
PO 10.1	DTS/DPF 10.1

Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	
External Appearance	
PO 12.1	DTS/DPF 12.1

Buildings positively contribute to the character of the local area by responding to local context.	None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are: (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby 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	DTS/DPF 12.8 None are applicable.

from the public realm.				
Landscaping				
PO 13.1	DTS/DPF 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.	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	DTS/DPF 13.2			
Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	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.			
	Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones
	<300 m ²	10 m ²	1.5m	1 small tree / 10 m ²
	300-1500 m ²	7% site area	3m	1 medium tree / 30 m ²
	>1500 m ²	7% site area	6m	1 large or medium tree / 60 m ²
	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			
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 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level.	DTS/DPF 14.3 None are applicable.
Car Parking	
PO 15.1 Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1 Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	DTS/DPF 15.2 None are applicable.
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight	DTS/DPF 16.1 None are applicable.

<p>(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</p> <p>(d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.</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"> (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m² facing the primary street.
<p>PO 17.2</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 17.2</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 18.1</p> <p>Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 18.1</p> <p>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.</p>
<p>PO 18.2</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 18.2</p> <p>None are applicable.</p>
Ancillary Development	
<p>PO 19.1</p> <p>Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 19.1</p> <p>Ancillary buildings:</p> <ul style="list-style-type: none"> (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m² (c) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: <ul style="list-style-type: none"> (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: <ul style="list-style-type: none"> A. for dwellings of single building level -

	<p>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</p> <p>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 (and not including a gable end)</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:</p> <p>(i) a total area as determined by the following table:</p> <table> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th>Minimum percentage of site</th></tr> <tr> <td><150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>201-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </table> <p>(ii) the amount of existing soft landscaping prior to the development occurring.</p>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	201-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										
PO 19.2	DTS/DPF 19.2										

<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>Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
<p>PO 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> <ul style="list-style-type: none"> (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
<p>Residential Development - Low Rise</p>	
<p>External appearance</p>	
<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"> (a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening width not exceeding 7m (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
<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"> (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (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 front building elevation, with a maximum of 80% of the building elevation in a single material or finish.

PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable										
Private Open Space											
PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.										
PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.										
Landscaping											
PO 22.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area as determined by the following table: <table border="1"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td><150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>>200-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </tbody> </table> (b) at least 30% of any land between the primary street boundary and the primary building line.	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	>200-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
>200-450	20%										
>450	25%										
Car parking, access and manoeuvrability											
PO 23.1 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m 										

	<p>(b) double width car parking spaces (side by side):</p> <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
<p>PO 23.2</p> <p>Uncovered car parking space are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 23.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
<p>PO 23.3</p> <p>Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.</p>	<p>DTS/DPF 23.3</p> <p>Driveways and access points satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: <ul style="list-style-type: none"> (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
<p>PO 23.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 23.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 23.5</p> <p>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"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of

	<p>the garage or carport is not steeper than 1-in-4 on average</p> <p>(b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary.</p> <p>(c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site</p>
<p>PO 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> <p>(a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</p> <p>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</p> <p>(c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.</p>
Waste storage	
<p>PO 24.1</p> <p>Provision is made for the convenient storage of waste bins in a location screened from public view.</p>	<p>DTS/DPF 24.1</p> <p>Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that:</p> <p>(a) has a minimum area of 2m² with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and</p> <p>(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.</p>
Design of Transportable Buildings	
<p>PO 25.1</p> <p>The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.</p>	<p>DTS/DPF 25.1</p> <p>Buildings satisfy (a) or (b):</p> <p>(a) are not transportable</p> <p>(b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.</p>
Residential Development - Medium and High Rise (including serviced apartments)	
Outlook and Visual Privacy	
<p>PO 26.1</p> <p>Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.</p>	<p>DTS/DPF 26.1</p> <p>Buildings:</p> <p>(a) provide a habitable room at ground or first level with a window facing toward the street</p> <p>(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.</p>

PO 26.2	DTS/DPF 26.2
The visual privacy of ground level dwellings within multi-level buildings is protected.	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	DTS/DPF 27.1
Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	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	DTS/DPF 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.	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	DTS/DPF 28.2
Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to: <ul style="list-style-type: none"> (a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy (b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas. 	Balconies utilise one or a combination of the following design elements: <ul style="list-style-type: none"> (a) sun screens (b) pergolas (c) louvres (d) green facades (e) openable walls.
PO 28.3	DTS/DPF 28.3
Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.	Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.
PO 28.4	DTS/DPF 28.4
Dwellings are provided with sufficient space for storage to meet likely occupant needs.	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: <ul style="list-style-type: none"> (a) studio: not less than 6m³ (b) 1 bedroom dwelling / apartment: not less than 8m³ (c) 2 bedroom dwelling / apartment: not less than 10m³ (d) 3+ bedroom dwelling / apartment: not less than 12m³.
PO 28.5	DTS/DPF 28.5
Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.	Light wells: <ul style="list-style-type: none"> (a) are not used as the primary source of outlook for living rooms (b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms (c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.

PO 28.6 Attached or abutting dwellings are designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.	DTS/DPF 28.6 None are applicable.								
PO 28.7 Dwellings are designed so that internal structural columns correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.	DTS/DPF 28.7 None are applicable.								
Dwelling Configuration									
PO 29.1 Buildings containing in excess of 10 dwellings provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling to contribute to housing diversity.	DTS/DPF 29.1 Buildings containing in excess of 10 dwellings provide at least one of each of the following: (a) studio (where there is no separate bedroom) (b) 1 bedroom dwelling / apartment with a floor area of at least 50m ² (c) 2 bedroom dwelling / apartment with a floor area of at least 65m ² (d) 3+ bedroom dwelling / apartment with a floor area of at least 80m ² , and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom.								
PO 29.2 Dwellings located on the ground floor of multi-level buildings with 3 or more bedrooms have the windows of their habitable rooms overlooking internal courtyard space or other public space, where possible.	DTS/DPF 29.2 None are applicable.								
Common Areas									
PO 30.1 The size of lifts, lobbies and corridors is sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.	DTS/DPF 30.1 Common corridor or circulation areas: (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>35m²</td></tr> <tr> <td>1 bedroom</td><td>50m²</td></tr> <tr> <td>2 bedroom</td><td>65m²</td></tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	Studio	35m ²	1 bedroom	50m ²	2 bedroom	65m ²
Number of bedrooms	Minimum internal floor area								
Studio	35m ²								
1 bedroom	50m ²								
2 bedroom	65m ²								

	3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom
PO 31.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 31.2 None are applicable.	
PO 31.3 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 open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 32.1 None are applicable.	
PO 32.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 32.2 Communal open space incorporates a minimum dimension of 5 metres.	
PO 32.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 32.3 None are applicable.	
PO 32.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 32.4 None are applicable.	
PO 32.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 32.5 None are applicable.	
Car parking, access and manoeuvrability		
PO 33.1 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 33.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements:	

	<ul style="list-style-type: none"> (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.
<p>PO 33.2</p> <p>The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.</p>	<p>DTS/DPF 33.2</p> <p>Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.</p>
<p>PO 33.3</p> <p>Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.</p>	<p>DTS/DPF 33.3</p> <p>Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:</p> <ul style="list-style-type: none"> (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
<p>PO 33.4</p> <p>Residential driveways that service more than one dwelling or a dwelling on a battle-axe site are designed to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.</p>	<p>DTS/DPF 33.4</p> <p>Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.</p>
<p>PO 33.5</p> <p>Dwellings are adequately separated from common driveways and manoeuvring areas.</p>	<p>DTS/DPF 33.5</p> <p>Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.</p>
Soft landscaping	
<p>PO 34.1</p> <p>Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.</p>	<p>DTS/DPF 34.1</p> <p>Other than where located directly in front of a garage or building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.</p>
<p>PO 34.2</p> <p>Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.</p>	<p>DTS/DPF 34.2</p> <p>Battle-axe or common driveways satisfy (a) and (b):</p> <ul style="list-style-type: none"> (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	

PO 35.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 35.1 None are applicable.
PO 35.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 35.2 None are applicable.
PO 35.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 35.3 None are applicable.
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a 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	DTS/DPF 37.1 None are applicable.

residents is not unduly restricted by the slope of the land.	
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 39.1 None are applicable.
PO 39.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 39.2 None are applicable.
PO 39.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 39.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 39.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 39.4 None are applicable.
PO 39.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 39.5 None are applicable.
PO 39.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive	DTS/DPF 39.6 None are applicable.

surveillance.	
Site Facilities / Waste Storage	
PO 40.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric-powered vehicles.	DTS/DPF 40.1 None are applicable.
PO 40.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 40.2 None are applicable.
PO 40.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 40.3 None are applicable.
PO 40.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.	DTS/DPF 40.4 None are applicable.
PO 40.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 40.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 40.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 40.6 None are applicable.
PO 40.7 Services, including gas and water meters, are conveniently located and screened from public view.	DTS/DPF 40.7 None are applicable.
Student Accommodation	
PO 41.1 Student accommodation is designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents, including an internal layout and facilities that are designed to provide sufficient space and amenity for the requirements of student life and promote social interaction.	DTS/DPF 41.1 Student accommodation provides: (a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units (b) common or shared facilities to enable a more efficient use of space, including: (i) shared cooking, laundry and external drying facilities (ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space (iii) common storage facilities at the rate of 8m ³ for every 2 dwellings or students (iv) common on-site parking in accordance with Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2

	- Off-Street Car Parking Requirements in Designated Areas (v) bicycle parking at the rate of one space for every 2 students.
PO 41.2 Student accommodation is designed to provide easy adaptation of the building to accommodate an alternative use of the building in the event it is no longer required for student housing.	DTS/DPF 41.2 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 42.1 Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 42.1 None are applicable.
PO 42.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 42.2 None are applicable.
PO 42.3 Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.	DTS/DPF 42.3 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 43.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are: <ul style="list-style-type: none"> (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: <ul style="list-style-type: none"> (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis. 	DTS/DPF 43.1 None are applicable.
Laneway Development	

Infrastructure and Access	
<p>PO 44.1</p> <p>Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where:</p> <ul style="list-style-type: none"> (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares. 	<p>DTS/DPF 44.1</p> <p>Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.</p>

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"> (a) Site area <301m²: 24m² located behind the building line. (b) Site area ≥ 301m²: 60m² located behind the building line. <p>Minimum directly accessible from a living room: 16m² / with a minimum dimension 3m.</p>
Cabin or caravan (permanently fixed to the ground) in a residential park or caravan and tourist park		Total area: 16m ² , which may be used as second car parking space, provided on each site intended for residential occupation.
Dwelling in a residential flat building or mixed use building which incorporate above ground level dwellings	Dwellings at ground level:	15m ² / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m ² / minimum dimension 1.8m
	One bedroom dwelling	8m ² / minimum dimension 2.1m
	Two bedroom dwelling	11m ² / minimum dimension 2.4m
	Three + bedroom dwelling	15 m ² / minimum dimension 2.6m

Forestry

Assessment Provisions (AP)

Desired Outcome	
DO 1	Commercial forestry is designed and sited to maximise economic benefits whilst managing potential negative impacts on the environment, transport networks, surrounding land uses and landscapes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Commercial forestry plantations are established where there is no detrimental effect on the physical environment or scenic quality of the rural landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Commercial forestry plantations are established on slopes that are stable to minimise the risk of soil erosion.	DTS/DPF 1.2 Commercial forestry plantations are not located on land with a slope exceeding 20% (1-in-5).
PO 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are appropriately set back from any sensitive receiver to minimise fire risk and noise disturbance.	DTS/DPF 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from any sensitive receiver.
PO 1.4 Commercial forestry plantations are separated from reserves gazetted under the <i>National Parks and Wildlife Act 1972</i> and/or <i>Wilderness Protection Act 1992</i> to minimise fire risk and potential for weed infestation.	DTS/DPF 1.4 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from a reserve gazetted under the <i>National Parks and Wildlife Act 1972</i> and/or <i>Wilderness Protection Act 1992</i> .
Water Protection	
PO 2.1 Commercial forestry plantations incorporate artificial drainage lines (i.e. culverts, runoffs and constructed drains) integrated with natural drainage lines to minimise concentrated water flows onto or from plantation areas.	DTS/DPF 2.1 None are applicable.
PO 2.2 Appropriate siting, layout and design measures are adopted to minimise the impact of commercial forestry plantations on	DTS/DPF 2.2 Commercial forestry plantations:

surface water resources.	<div><div>(a)</div><div>do not involve cultivation (excluding spot cultivation) in drainage lines</div></div> <div><div>(b)</div><div>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)</div></div> <div><div>(c)</div><div>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).</div></div>																		
Fire Management																			
<div>PO 3.1</div> <div>Commercial forestry plantations incorporate appropriate firebreaks and fire management design elements.</div>	<div>DTS/DPF 3.1</div> <div>Commercial forestry plantations provide:</div> <div><div>(a)</div><div>7m or more wide external boundary firebreaks for plantations of 40ha or less</div></div> <div><div>(b)</div><div>10m or more wide external boundary firebreaks for plantations of between 40ha and 100ha</div></div> <div><div>(c)</div><div>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.</div></div>																		
<div>PO 3.2</div> <div>Commercial forestry plantations incorporate appropriate fire management access tracks.</div>	<div>DTS/DPF 3.2</div> <div>Commercial forestry plantation fire management access tracks:</div> <div><div>(a)</div><div>are incorporated within all firebreaks</div></div> <div><div>(b)</div><div>are 7m or more wide with a vertical clearance of 4m or more</div></div> <div><div>(c)</div><div>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</div></div> <div><div>(d)</div><div>partition the plantation into units of 40ha or less in area.</div></div>																		
Power-line Clearances																			
<div>PO 4.1</div> <div>Commercial forestry plantations achieve and maintain appropriate clearances from aboveground powerlines.</div>	<div>DTS/DPF 4.1</div> <div>Commercial forestry plantations incorporating trees with an expected mature height of greater than 6m meet the clearance requirements listed in the following table:</div> <table><tr><td>Voltage of transmission line</td><td>Tower or Pole</td><td>Minimum horizontal clearance distance between plantings and transmission lines</td></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></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
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

Housing Renewal

Assessment Provisions (AP)

Desired Outcome	
DO 1	Renewed residential environments replace older social housing and provide new social housing infrastructure and other housing options and tenures to enhance the residential amenity of the local area.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Residential development provides a range of housing choices.	DTS/DPF 1.1 Development comprises one or more of the following: (a) detached dwellings (b) semi-detached dwellings (c) row dwellings (d) group dwellings (e) residential flat buildings.
PO 1.2 Medium-density housing options or higher are located in close proximity to public transit, open space and/or activity centres.	DTS/DPF 1.2 None are applicable.
Building Height	
PO 2.1 Buildings generally do not exceed 3 building levels unless in locations close to public transport, centres and/or open space.	DTS/DPF 2.1 Building height (excluding garages, carports and outbuildings) does not exceed 3 building levels and 12m and wall height does not exceed 9m (not including a gable end).
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	DTS/DPF 3.1
Buildings are set back from the primary street boundary to contribute to an attractive streetscape character.	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	DTS/DPF 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.	Buildings are set back at least 900mm from the boundary of the allotment with a secondary street frontage.
Boundary Walls	
PO 5.1	DTS/DPF 5.1
Boundary walls are limited in height and length to manage visual impacts and access to natural light and ventilation.	<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"> (a) adjoin or abut a boundary wall of a building on adjoining land for the same length and height (b) do not: <ul style="list-style-type: none"> (i) exceed 3.2m in height from the lower of the natural or finished ground level (ii) exceed 11.5m in length (iii) when combined with other walls on the boundary of the subject development site, a maximum 45% of the length of the boundary (iv) encroach within 3 metres of any other existing or proposed boundary walls on the subject land.
PO 5.2	DTS/DPF 5.2
Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	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	DTS/DPF 6.1
<p>Buildings are set back from side boundaries to provide:</p> <ul style="list-style-type: none"> (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours. 	<p>Other than walls located on a side boundary, buildings are set back from side boundaries:</p> <ul style="list-style-type: none"> (a) at least 900mm where the wall height is up to 3m (b) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m (c) at least 1.9m plus 1/3 of the wall height above 3m for walls facing a southern side boundary.
Rear Boundary Setback	
PO 7.1	DTS/DPF 7.1
<p>Buildings are set back from rear boundaries to provide:</p> <ul style="list-style-type: none"> (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours 	<p>Dwellings are set back from the rear boundary:</p> <ul style="list-style-type: none"> (a) 3m or more for the first building level (b) 5m or more for any subsequent building level.

<p>(c) private open space (d) space for landscaping and vegetation.</p>	
Buildings elevation design	
<p>PO 8.1</p> <p>Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.</p>	<p>DTS/DPF 8.1</p> <p>Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:</p> <ul style="list-style-type: none"> (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.
<p>PO 8.2</p> <p>Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 8.2</p> <p>Each dwelling with a frontage to a public street:</p> <ul style="list-style-type: none"> (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m² facing the primary street
<p>PO 8.3</p> <p>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</p>	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>
<p>PO 8.4</p> <p>Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.</p>	<p>DTS/DPF 8.4</p> <p>None are applicable.</p>
<p>PO 8.5</p> <p>Entrances to multi-storey buildings are:</p> <ul style="list-style-type: none"> (a) oriented towards the street (b) visible and easily identifiable from the street (c) designed to include a common mail box structure. 	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>
Outlook and amenity	
<p>PO 9.1</p>	<p>DTS/DPF 9.1</p>

Living rooms have an external outlook to provide a high standard of amenity for occupants.	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:			
	Dwelling Type	Dwelling / Site Configuration	Minimum Rate	
	Dwelling (at ground level)		Total area: 24m ² located behind the building line Minimum adjacent to a living room: 16m ² with a minimum dimension 3m	
		Dwelling (above ground level)	Studio	4m ² / minimum dimension 1.8m
			One bedroom dwelling	8m ² / minimum dimension 2.1m
			Two bedroom dwelling	11m ² / minimum dimension 2.4m
	Three + bedroom dwelling	15 m ² / minimum dimension 2.6m		
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				

<p>PO 11.1</p> <p>Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.</p>	<p>DTS/DPF 11.1</p> <p>Upper level windows facing side or rear boundaries shared with another residential allotment/site satisfy one of the following:</p> <ul style="list-style-type: none"> (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. 										
<p>PO 11.2</p> <p>Development mitigates direct overlooking from upper level balconies and terraces to habitable rooms and private open space of adjoining residential uses.</p>	<p>DTS/DPF 11.2</p> <p>One of the following is satisfied:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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											
<p>PO 12.1</p> <p>Soft landscaping is incorporated into development to:</p> <ul style="list-style-type: none"> (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes. 	<p>DTS/DPF 12.1</p> <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"> (a) a total area as determined by the following table: <table border="1" data-bbox="831 1617 1517 1872"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td><150</td><td>10%</td></tr> <tr> <td><200</td><td>15%</td></tr> <tr> <td>200-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </tbody> </table> (b) at least 30% of land between the road boundary and the building line. 	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	<200	15%	200-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
<200	15%										
200-450	20%										
>450	25%										
Water Sensitive Design											
<p>PO 13.1</p> <p>Residential development is designed to capture and use</p>	<p>DTS/DPF 13.1</p> <p>None are applicable.</p>										

<p>stormwater to:</p> <ul style="list-style-type: none"> (a) maximise efficient use of water resources (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded (c) manage runoff quality to maintain, as close as practical, pre-development conditions. 	
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"> (a) 2 or fewer bedrooms - 1 car parking space (b) 3 or more bedrooms - 2 car parking spaces.
<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"> (a) single parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.5m (iii) minimum garage door width of 2.4m per space.
<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"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
<p>PO 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</p>	<p>DTS/DPF 15.1</p> <p>None are applicable.</p>

space associated with residential buildings receive direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.	
Waste	
PO 16.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 16.1 A waste bin storage area is provided behind the primary building line that: <ul style="list-style-type: none"> (a) has a minimum area of 2m² with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space).; and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
PO 16.2 Residential flat buildings provide a dedicated area for the on-site storage of waste which is: <ul style="list-style-type: none"> (a) easily and safely accessible for residents and for collection vehicles (b) screened from adjoining land and public roads (c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection. 	DTS/DPF 16.2 None are applicable.
Vehicle Access	
PO 17.1 Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages and on-street parking.	DTS/DPF 17.1 None are applicable.
PO 17.2 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 17.2 Vehicle access to designated car parking spaces satisfy (a) or (b): <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 17.3	DTS/DPF 17.3

Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	Driveways are designed and sited so that: <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not more than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site.
PO 17.4 Driveways and access points are designed and distributed to optimise the provision of on-street parking.	DTS/DPF 17.4 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: <ul style="list-style-type: none"> 1. minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) 2. Minimum car park length of 5.4m where a vehicle can enter or exit a space directly 3. minimum car park length of 6m for an intermediate space located between two other parking spaces.
PO 17.5 Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.	DTS/DPF 17.5 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: <ul style="list-style-type: none"> (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 17.6 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 17.6 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: <ul style="list-style-type: none"> (a) studio: not less than 6m³

	(b) 1 bedroom dwelling / apartment: not less than 8m ³ (c) 2 bedroom dwelling / apartment: not less than 10m ³ (d) 3+ bedroom dwelling / apartment: not less than 12m ³ .
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: <ul style="list-style-type: none"> (a) excavation exceeding a vertical height of 1m or (b) filling exceeding a vertical height of 1m or (c) a total combined excavation and filling vertical height exceeding 2m.
Service connections and infrastructure	
PO 20.1 Dwellings are provided with appropriate service connections and infrastructure.	DTS/DPF 20.1 The site and building: <ul style="list-style-type: none"> (a) have the ability to be connected to a permanent potable water supply (b) have the ability to be connected to a sewerage system, or a wastewater system approved under the <i>South Australian Public Health Act 2011</i> (c) have the ability to be connected to electricity supply (d) have the ability to be connected to an adequate water supply (and pressure) for fire-fighting purposes (e) would not be contrary to the Regulations prescribed for the purposes of Section 86 of the <i>Electricity Act 1996</i>.
Site contamination	
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): <ul style="list-style-type: none"> (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a <u>more sensitive use</u> (c) involves a change in the use of land to a <u>more sensitive use</u> on land at which <u>site contamination</u> does not exist (as demonstrated in a <u>site contamination declaration form</u>) (d) involves a change in the use of land to a <u>more sensitive use</u> on land at which <u>site contamination</u> exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: <ul style="list-style-type: none"> (i) a <u>site contamination audit report</u> has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that <ul style="list-style-type: none"> A. <u>site contamination</u> does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further <u>remediation</u>) or C. where <u>remediation</u> is, or remains,

	<p>necessary for the proposed use (or range of uses), <u>remediation work</u> has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development)</p> <p>and</p> <p>(ii) no other <u>class 1 activity</u> or <u>class 2 activity</u> has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a <u>site contamination declaration form</u>).</p>
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Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

Desired Outcome	
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.	DTS/DPF 1.1 None are applicable.
Visual Amenity	
PO 2.1 The visual impact of above-ground infrastructure networks and services (excluding high voltage transmission lines), renewable energy facilities (excluding wind farms), energy storage facilities and ancillary development is minimised from townships, scenic routes and public roads by: (a) utilising features of the natural landscape to obscure views where practicable (b) siting development below ridgelines where practicable	DTS/DPF 2.1 None are applicable.

<p>(c) avoiding visually sensitive and significant landscapes</p> <p>(d) using materials and finishes with low-reflectivity and colours that complement the surroundings</p> <p>(e) using existing vegetation to screen buildings</p> <p>(f) incorporating landscaping or landscaped mounding around the perimeter of a site and between adjacent allotments accommodating or zoned to primarily accommodate sensitive receivers.</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>Facilities for energy generation, power storage and transmission are separated as far as practicable from dwellings, tourist accommodation and frequently visited public places (such as viewing platforms / lookouts) to reduce risks to public safety from fire or equipment malfunction.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
<p>PO 4.3</p> <p>Bushfire hazard risk is minimised for renewable energy facilities by providing appropriate access tracks, safety equipment and water tanks and establishing cleared areas around substations, battery storage and operations compounds.</p>	<p>DTS/DPF 4.3</p> <p>None are applicable.</p>

Electricity Infrastructure and Battery Storage Facilities	
<p>PO 5.1</p> <p>Electricity infrastructure is located to minimise visual impacts through techniques including:</p> <ul style="list-style-type: none"> (a) siting utilities and services: <ul style="list-style-type: none"> (i) on areas already cleared of native vegetation (ii) where there is minimal interference or disturbance to existing native vegetation or biodiversity (b) grouping utility buildings and structures with non-residential development, where practicable. 	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>
<p>PO 5.2</p> <p>Electricity supply (excluding transmission lines) serving new development in urban areas and townships installed underground, excluding lines having a capacity exceeding or equal to 33kV.</p>	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>
<p>PO 5.3</p> <p>Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.</p>	<p>DTS/DPF 5.3</p> <p>None are applicable.</p>
Telecommunication Facilities	
<p>PO 6.1</p> <p>The proliferation of telecommunications facilities in the form of towers/monopoles in any one locality is managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.</p>	<p>DTS/DPF 6.1</p> <p>None are applicable.</p>
<p>PO 6.2</p> <p>Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>
<p>PO 6.3</p> <p>Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods:</p> <ul style="list-style-type: none"> (a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose or all of the following: (b) using existing buildings and landscape features to obscure or interrupt views of a 	<p>DTS/DPF 6.3</p> <p>None are applicable.</p>

<p>facility from nearby public roads, residential areas and places of high public amenity to the extent practical without unduly hindering the effective provision of telecommunications services</p> <p>(c) using materials and finishes that complement the environment</p> <p>(d) screening using landscaping and vegetation, particularly for equipment shelters and huts.</p>	
Renewable Energy Facilities	
<p>PO 7.1</p> <p>Renewable energy facilities are located as close as practicable to existing transmission infrastructure to facilitate connections and minimise environmental impacts as a result of extending transmission infrastructure.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
Renewable Energy Facilities (Wind Farm)	
<p>PO 8.1</p> <p>Visual impact of wind turbine generators on the amenity of residential and tourist development is reduced through appropriate separation.</p>	<p>DTS/DPF 8.1</p> <p>Wind turbine generators are:</p> <p>(a) set back at least 2000m from the base of a turbine to any of the following zones:</p> <ul style="list-style-type: none"> (i) Rural Settlement Zone (ii) Township Zone (iii) Rural Living Zone (iv) Rural Neighbourhood Zone <p>with an additional 10m setback per additional metre over 150m overall turbine height (measured from the base of the turbine).</p> <p>(b) set back at least 1500m from the base of the turbine to non-associated (non-stakeholder) dwellings and tourist accommodation</p>
<p>PO 8.2</p> <p>The visual impact of wind turbine generators on natural landscapes is managed by:</p> <p>(a) designing wind turbine generators to be uniform in colour, size and shape</p> <p>(b) coordinating blade rotation and direction</p> <p>(c) mounting wind turbine generators on tubular towers as opposed to lattice towers.</p>	<p>DTS/DPF 8.2</p> <p>None are applicable.</p>
<p>PO 8.3</p> <p>Wind turbine generators and ancillary development minimise potential for bird and bat strike.</p>	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>
<p>PO 8.4</p> <p>Wind turbine generators incorporate recognition systems or physical markers to minimise the risk to aircraft operations.</p>	<p>DTS/DPF 8.4</p> <p>No Commonwealth air safety (CASA / ASA) or Defence requirement is applicable.</p>
<p>PO 8.5</p>	<p>DTS/DPF 8.5</p>

Meteorological masts and guidewires are identifiable to aircraft through the use of colour bands, marker balls, high visibility sleeves or flashing strobes.	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:				
	Generation Capacity	Approximate size of array	Setback from adjoining land boundary	Setback from conservation areas	Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones ¹
	50MW>	80ha+	30m	500m	2km
	10MW<50MW	16ha-<80ha	25m	500m	1.5km
	5MW<10MW	8ha to <16ha	20m	500m	1km
	1MW<5MW	1.6ha to <8ha	15m	500m	500m
	100kW<1MW	0.5ha<1.6ha	10m	500m	100m
	<100kW	<0.5ha	5m	500m	25m
	Notes:				
	1. Does not apply when the site of the proposed ground mounted solar				

	power facility is located within one of these zones.
PO 9.4 Ground mounted solar power facilities incorporate landscaping within setbacks from adjacent road frontages and boundaries of adjacent allotments accommodating non-host dwellings, where balanced with infrastructure access and bushfire safety considerations.	DTS/DPF 9.4 None are applicable.
Hydropower / Pumped Hydropower Facilities	
PO 10.1 Hydropower / pumped hydropower facility storage is designed and operated to minimise the risk of storage dam failure.	DTS/DPF 10.1 None are applicable.
PO 10.2 Hydropower / pumped hydropower facility storage is designed and operated to minimise water loss through increased evaporation or system leakage, with the incorporation of appropriate liners, dam covers, operational measures or detection systems.	DTS/DPF 10.2 None are applicable.
PO 10.3 Hydropower / pumped hydropower facilities on existing or former mine sites minimise environmental impacts from site contamination, including from mine operations or water sources subject to such processes, now or in the future.	DTS/DPF 10.3 None are applicable.
Water Supply	
PO 11.1 Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	DTS/DPF 11.1 Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.
PO 11.2 Dwellings are connected to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the intended use. Where this is not available an appropriate rainwater tank or storage system for domestic use is provided.	DTS/DPF 11.2 A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is: (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.
Wastewater Services	
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following:	DTS/DPF 12.1 Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following:

<p>(a) it is wholly located and contained within the allotment of the development it will service</p> <p>(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</p> <p>(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.</p>	<p>(a) the system is wholly located and contained within the allotment of development it will service; and</p> <p>(b) the system will comply with the requirements of the South Australian Public Health Act 2011.</p>
<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.

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

Performance Outcome	Deemed-to-Satisfy Criteria /
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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: (a) public water supply reservoirs (b) major watercourses (third order or higher stream)	DTS/DPF 3.1 Intensive animal husbandry operations are set back: (a) 800m or more from a public water supply reservoir (b) 200m or more from a major watercourse (third order or higher stream) (c) 100m or more from any other watercourse, bore or well

(c) any other watercourse, bore or well used for domestic or stock water supplies.	used for domestic or stock water supplies.
PO 3.2 Intensive animal husbandry operations and dairies incorporate appropriately designed effluent and run-off facilities that: (a) have sufficient capacity to hold effluent and runoff from the operations on site (b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.	DTS/DPF 3.2 None are applicable.

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome	
DO 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			
PO 1.1	Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	DTS/DPF 1.1	None are applicable.
PO 1.2	Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2	None are applicable.
Hours of Operation			
PO 2.1	Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:	DTS/DPF 2.1	Development operating within the following hours:
		Class of Development	Hours of operation

<p>(a) the nature of the development</p> <p>(b) measures to mitigate off-site impacts</p> <p>(c) the extent to which the development is desired in the zone</p> <p>(d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.</p>	Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday
	Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday
	Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
Overshadowing		
<p>PO 3.1</p> <p>Overshadowing of habitable room windows of adjacent residential land uses in:</p> <p>a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<p>DTS/DPF 3.1</p> <p>North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.</p>	
<p>PO 3.2</p> <p>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:</p> <p>a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<p>DTS/DPF 3.2</p> <p>Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:</p> <p>a. for ground level private open space, the smaller of the following:</p> <p>i. half the existing ground level open space or</p> <p>ii. 35m² of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)</p> <p>b. for ground level communal open space, at least half of the existing ground level open space.</p>	
<p>PO 3.3</p> <p>Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:</p> <p>(a) the form of development contemplated in the zone</p> <p>(b) the orientation of the solar energy facilities</p> <p>(c) the extent to which the solar energy facilities are already overshadowed.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>	

PO 3.4	DTS/DPF 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.	None are applicable.
Activities Generating Noise or Vibration	
PO 4.1	DTS/DPF 4.1
Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2	DTS/DPF 4.2
<p>Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:</p> <ul style="list-style-type: none"> (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone. 	None are applicable.
PO 4.3	DTS/DPF 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).	<p>The pump and/or filtration system ancillary to a dwelling erected on the same site is:</p> <ul style="list-style-type: none"> (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	DTS/DPF 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.	Adjacent land is used for residential purposes.
PO 4.5	DTS/DPF 4.5
Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	None are applicable.

<p>PO 4.6</p> <p>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.</p>	<p>DTS/DPF 4.6</p> <p>Development incorporating music includes noise attenuation measures that will achieve the following noise levels:</p> <table border="1" data-bbox="831 255 1485 566"> <thead> <tr> <th data-bbox="831 255 1098 342">Assessment location</th><th data-bbox="1098 255 1485 342">Music noise level</th></tr> </thead> <tbody> <tr> <td data-bbox="831 342 1098 566">Externally at the nearest existing or envisaged noise sensitive location</td><td data-bbox="1098 342 1485 566">Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)</td></tr> </tbody> </table>	Assessment location	Music noise level	Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)
Assessment location	Music noise level				
Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)				
Air Quality					
<p>PO 5.1</p> <p>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.</p>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>				
<p>PO 5.2</p> <p>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:</p> <ul style="list-style-type: none"> (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers. 	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>				
Light Spill					
<p>PO 6.1</p> <p>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 6.1</p> <p>None are applicable.</p>				
<p>PO 6.2</p> <p>External lighting is not hazardous to motorists and cyclists.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>				
Solar Reflectivity / Glare					
<p>PO 7.1</p> <p>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.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>				
Electrical Interference					
<p>PO 8.1</p>	<p>DTS/DPF 8.1</p>				

Development in rural and remote areas does not unreasonably diminish or result in the loss of existing communication services due to electrical interference.	<p>The building or structure:</p> <ul style="list-style-type: none"> (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.	<p>DTS/DPF 9.5</p> <p>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:</p> <ul style="list-style-type: none"> (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day (c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres

	<p>(d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes</p> <p>(e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.</p>
<p>PO 9.6</p> <p>Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.</p>	<p>DTS/DPF 9.6</p> <p>None are applicable.</p>
<p>PO 9.7</p> <p>Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.</p>	<p>DTS/DPF 9.7</p> <p>None are applicable.</p>
Interface with Mines and Quarries (Rural and Remote Areas)	
<p>PO 10.1</p> <p>Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.</p>	<p>DTS/DPF 10.1</p> <p>Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the <i>Mining Act 1971</i>.</p>

Land Division

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>Land division:</p> <ul style="list-style-type: none"> (a) creates allotments with the appropriate dimensions and shape for their intended use (b) allows efficient provision of new infrastructure and the optimum use of underutilised infrastructure (c) integrates and allocates adequate and suitable land for the preservation of site features of value, including significant vegetation, watercourses, water bodies and other environmental features (d) facilitates solar access through allotment orientation (e) creates a compact urban form that supports active travel, walkability and the use of public transport (f) avoids areas of high natural hazard risk.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All land division	
Allotment configuration	
PO 1.1	DTS/DPF 1.1

Land division creates allotments suitable for their intended use.	Division of land satisfies (a) or (b): (a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the <i>Development Act 1993</i> or <i>Planning, Development and Infrastructure Act 2016</i> where the allotments are used or are proposed to be used solely for residential purposes (b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments.
PO 1.2 Land division considers the physical characteristics of the land, preservation of environmental and cultural features of value and the prevailing context of the locality.	DTS/DPF 1.2 None are applicable.
Design and Layout	
PO 2.1 Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.	DTS/DPF 2.1 None are applicable.
PO 2.2 Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.	DTS/DPF 2.2 None are applicable.
PO 2.3 Land division maximises the number of allotments that face public open space and public streets.	DTS/DPF 2.3 None are applicable.
PO 2.4 Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.	DTS/DPF 2.4 None are applicable.
PO 2.5 Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.	DTS/DPF 2.5 None are applicable.
PO 2.6 Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.	DTS/DPF 2.6 None are applicable.
PO 2.7 Land division results in legible street patterns connected to the surrounding street network.	DTS/DPF 2.7 None are applicable.
PO 2.8 Land division is designed to preserve existing vegetation of value including native vegetation and regulated and significant trees.	DTS/DPF 2.8 None are applicable.
Roads and Access	

PO 3.1 Land division provides allotments with access to an all-weather public road.	DTS/DPF 3.1 None are applicable.
PO 3.2 Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Land division does not impede access to publicly owned open space and/or recreation facilities.	DTS/DPF 3.3 None are applicable.
PO 3.4 Road reserves provide for safe and convenient movement and parking of projected volumes of vehicles and allow for the efficient movement of service and emergency vehicles.	DTS/DPF 3.4 None are applicable.
PO 3.5 Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.	DTS/DPF 3.5 None are applicable.
PO 3.6 Road reserves accommodate stormwater drainage and public utilities.	DTS/DPF 3.6 None are applicable.
PO 3.7 Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.	DTS/DPF 3.7 None are applicable.
PO 3.8 Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.8 None are applicable.
PO 3.9 Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	DTS/DPF 3.9 None are applicable.
PO 3.10 Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	DTS/DPF 3.10 None are applicable.
PO 3.11 Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	DTS/DPF 3.11 None are applicable.
Infrastructure	
PO 4.1 Land division incorporates public utility services within road reserves or dedicated easements.	DTS/DPF 4.1 None are applicable.

PO 4.2 Waste water, sewage and other effluent is capable of being disposed of from each allotment without risk to public health or the environment.	DTS/DPF 4.2 Each allotment can be connected to: (a) a waste water treatment plant that has the hydraulic volume and pollutant load treatment and disposal capacity for the maximum predicted wastewater volume generated by subsequent development of the proposed allotment or (b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.
PO 4.3 Septic tank effluent drainage fields and other waste water disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 4.3 Development is not built on, or encroaches within, an area that is or will be, required for a sewerage system or waste control system.
PO 4.4 Constructed wetland systems, including associated detention and retention basins, are sited and designed to ensure public health and safety is protected, including by minimising potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 4.4 None are applicable.
PO 4.5 Constructed wetland systems, including associated detention and retention basins, are sited and designed to allow sediments to settle prior to discharge into watercourses or the marine environment.	DTS/DPF 4.5 None are applicable.
PO 4.6 Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape feature.	DTS/DPF 4.6 None are applicable.
Minor Land Division (Under 20 Allotments)	
Open Space	
PO 5.1 Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.	DTS/DPF 5.1 None are applicable.
Solar Orientation	
PO 6.1 Land division for residential purposes facilitates solar access through allotment orientation.	DTS/DPF 6.1 None are applicable.
Water Sensitive Design	
PO 7.1 Land division creating a new road or common driveway includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system,	DTS/DPF 7.1 None are applicable.

watercourses or other water bodies.	
PO 7.2 Land division designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 7.2 None are applicable.
Battle-Axe Development	
PO 8.1 Battle-axe development appropriately responds to the existing neighbourhood context.	DTS/DPF 8.1 Allotments are not in the form of a battle-axe arrangement.
PO 8.2 Battle-axe development designed to allow safe and convenient movement.	DTS/DPF 8.2 The handle of a battle-axe development: (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	DTS/DPF 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.	None are applicable.
PO 10.2 Land division creating 20 or more non-residential allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.2 None are applicable.
PO 10.3 Land division creating 20 or more allotments includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 10.3 None are applicable.
Solar Orientation	
PO 11.1 Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.	DTS/DPF 11.1 None are applicable.

Marinas and On-Water Structures

Assessment Provisions (AP)

Desired Outcome	
DO 1	Marinas and on-water structures are located and designed to minimise the impairment of commercial, recreational and navigational activities and adverse impacts on the environment.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Navigation and Safety	
PO 1.1 Safe public access is provided or maintained to the waterfront, public infrastructure and recreation areas.	DTS/DPF 1.1 None are applicable.

PO 1.2 The operation of wharves is not impaired by marinas and on-water structures.	DTS/DPF 1.2 None are applicable.
PO 1.3 Navigation and access channels are not impaired by marinas and on-water structures.	DTS/DPF 1.3 None are applicable.
PO 1.4 Commercial shipping lanes are not impaired by marinas and on-water structures.	DTS/DPF 1.4 Marinas and on-water structures are set back 250m or more from commercial shipping lanes.
PO 1.5 Marinas and on-water structures are located to avoid interfering with the operation or function of a water supply pumping station.	DTS/DPF 1.5 On-water structures are set back: (a) 3km or more from upstream water supply pumping station take-off points (b) 500m or more from downstream water supply pumping station take-off points.
PO 1.6 Maintenance of on-water infrastructure, including revetment walls, is not impaired by marinas and on-water structures.	DTS/DPF 1.6 None are applicable.
Environmental Protection	
PO 2.1 Development is sited and designed to facilitate water circulation and exchange.	DTS/DPF 2.1 None are applicable.

Open Space and Recreation

Assessment Provisions (AP)

Desired Outcome	
DO 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
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		Feature
Land Use and Intensity		
PO 1.1 Recreation facilities are compatible with surrounding land uses and activities.	DTS/DPF 1.1 None are applicable.	
PO 1.2 Open space areas include natural or landscaped areas using locally indigenous plant species and large trees.	DTS/DPF 1.2 None are applicable.	
Design and Siting		
PO 2.1 Open space and recreation facilities address adjacent public roads to optimise pedestrian access and visibility.	DTS/DPF 2.1 None are applicable.	
PO 2.2 Open space and recreation facilities incorporate park furniture, shaded areas and resting places.	DTS/DPF 2.2 None are applicable.	
PO 2.3 Open space and recreation facilities link habitats, wildlife corridors and existing open spaces and recreation facilities.	DTS/DPF 2.3 None are applicable.	
Pedestrians and Cyclists		
PO 3.1 Open space incorporates: (a) pedestrian and cycle linkages to other open spaces, centres, schools and public transport nodes; (b) safe crossing points where pedestrian routes intersect the road network; (c) easily identified access points.	DTS/DPF 3.1 None are applicable.	
Usability		
PO 4.1 Land allocated for open space is suitable for its intended active and passive recreational use taking into consideration its gradient and potential for inundation.	DTS/DPF 4.1 None are applicable.	
Safety and Security		
PO 5.1 Open space is overlooked by housing, commercial or other development to provide casual surveillance where possible.	DTS/DPF 5.1 None are applicable.	
PO 5.2 Play equipment is located to maximise opportunities for passive surveillance.	DTS/DPF 5.2 None are applicable.	
PO 5.3 Landscaping provided in open space and recreation facilities maximises opportunities for casual surveillance throughout the	DTS/DPF 5.3 None are applicable.	

park.	
PO 5.4 Fenced parks and playgrounds have more than one entrance or exit to minimise potential entrapment.	DTS/DPF 5.4 None are applicable.
PO 5.5 Adequate lighting is provided around toilets, telephones, seating, litter bins, bicycle storage, car parks and other such facilities.	DTS/DPF 5.5 None are applicable.
PO 5.6 Pedestrian and bicycle movement after dark is focused along clearly defined, adequately lit routes with observable entries and exits.	DTS/DPF 5.6 None are applicable.
Signage	
PO 6.1 Signage is provided at entrances to and within the open space and recreation facilities to provide clear orientation to major points of interest such as the location of public toilets, telephones, safe routes, park activities and the like.	DTS/DPF 6.1 None are applicable.
Buildings and Structures	
PO 7.1 Buildings and car parking areas in open space areas are designed, located and of a scale to be unobtrusive.	DTS/DPF 7.1 None are applicable.
PO 7.2 Buildings and structures in open space areas are clustered where practical to ensure that the majority of the site remains open.	DTS/DPF 7.2 None are applicable.
PO 7.3 Development in open space is constructed to minimise the extent of impervious surfaces.	DTS/DPF 7.3 None are applicable.
PO 7.4 Development that abuts or includes a coastal reserve or Crown land used for scenic, conservation or recreational purposes is located and designed to have regard to the purpose, management and amenity of the reserve.	DTS/DPF 7.4 None are applicable.
Landscaping	
PO 8.1 Open space and recreation facilities provide for the planting and retention of large trees and vegetation.	DTS/DPF 8.1 None are applicable.
PO 8.2 Landscaping in open space and recreation facilities provides shade and windbreaks: (a) along cyclist and pedestrian routes; (b) around picnic and barbecue areas;	DTS/DPF 8.2 None are applicable.

(c) in car parking areas.	
PO 8.3 Landscaping in open space facilitates habitat for local fauna and facilitates biodiversity.	DTS/DPF 8.3 None are applicable.
PO 8.4 Landscaping including trees and other vegetation passively watered with local rainfall run-off, where practicable.	DTS/DPF 8.4 None are applicable.

Out of Activity Centre Development

Assessment Provisions (AP)

Desired Outcome	
DO1	The role of Activity Centres in contributing to the form and pattern of development and enabling equitable and convenient access to a range of shopping, administrative, cultural, entertainment and other facilities in a single trip is maintained and reinforced.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres: (a) as primary locations for shopping, administrative, cultural, entertainment and community services (b) as a focus for regular social and business gatherings (c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.	DTS/DPF 1.1 None are applicable.
PO 1.2 Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities: (a) that support the needs of local residents and workers, particularly in underserved locations (b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre.	DTS/DPF 1.2 None are applicable.

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)

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
<p>PO 1.1</p> <p>Ensure land is suitable for use when land use changes to a more sensitive use.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies (a), (b), (c) or (d):</p> <ul style="list-style-type: none"> (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form) (d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: <ul style="list-style-type: none"> (i) a site contamination audit report has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that- <ul style="list-style-type: none"> A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Tourism development complements and contributes to local, natural, cultural or historical context where: <ul style="list-style-type: none"> (a) it supports immersive natural experiences (b) it showcases South Australia's landscapes and produce (c) its events and functions are connected to local food, wine and nature. 	DTS/DPF 1.1 None are applicable.
PO 1.2 Tourism development comprising multiple accommodation units (including any facilities and activities for use by guests and visitors) is clustered to minimise environmental and contextual impact.	DTS/DPF 1.2 None are applicable.
Caravan and Tourist Parks	
PO 2.1 Potential conflicts between long-term residents and short-term tourists are minimised through suitable siting and design measures.	DTS/DPF 2.1 None are applicable.
PO 2.2 Occupants are provided privacy and amenity through landscaping and fencing.	DTS/DPF 2.2 None are applicable.
PO 2.3 Communal open space and centrally located recreation facilities are provided for guests and visitors.	DTS/DPF 2.3 12.5% or more of a caravan park comprises clearly defined communal open space, landscaped areas and areas for recreation.
PO 2.4 Perimeter landscaping is used to enhance the amenity of the locality.	DTS/DPF 2.4 None are applicable.
PO 2.5 Amenity blocks (showers, toilets, laundry and kitchen facilities) are sufficient to serve the full occupancy of the development.	DTS/DPF 2.5 None are applicable.
PO 2.6	DTS/DPF 2.6

Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.	None are applicable.
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972	
PO 3.1 Tourist accommodation avoids delicate or environmentally sensitive areas such as sand dunes, cliff tops, estuaries, wetlands or substantially intact strata of native vegetation (including regenerated areas of native vegetation lost through bushfire).	DTS/DPF 3.1 None are applicable.
PO 3.2 Tourist accommodation is sited and designed in a manner that is subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	DTS/DPF 3.3 None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings through: (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling (d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling.	DTS/DPF 3.4 None are applicable.

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2	DTS/DPF 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.	None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is 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	DTS/DPF 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.	None are applicable.
PO 3.9	DTS/DPF 3.9
Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	None are applicable.
Access for People with Disabilities	
PO 4.1	DTS/DPF 4.1
Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	None are applicable.
Vehicle Parking Rates	
PO 5.1	DTS/DPF 5.1
<p>Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:</p> <ul style="list-style-type: none"> (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place. 	<p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</p> <ul style="list-style-type: none"> (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1	DTS/DPF 6.1
Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2	DTS/DPF 6.2
Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	None are applicable.
PO 6.3	DTS/DPF 6.3
Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	None are applicable.
PO 6.4	DTS/DPF 6.4
Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	None are applicable.

PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.	DTS/DPF 6.7 None are applicable.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.
Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	DTS/DPF 8.1 None are applicable.
PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.	DTS/DPF 8.2 None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and 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	DTS/DPF 10.1

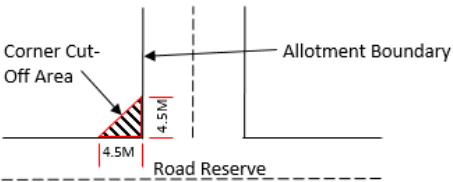
Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	<p>Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:</p> 
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Table 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)
<p>Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.</p>	
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.
	Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.
	Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
	0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.
	Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
	0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.
	Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.
	Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.

Semi-Detached Dwelling	<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>
Aged / Supported Accommodation	
Retirement village	<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>
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	<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>
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan park / tourist park	<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>
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m ² of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m ² of gross leasable floor area.
Motor repair station	3 spaces per service bay.

Office	4 spaces per 100m ² of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m ² gross leasable floor area.
Service trade premises	2.5 spaces per 100m ² of gross leasable floor area 1 space per 100m ² of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m ² of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m ² of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m ² of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m ² of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child
Library	4 spaces per 100m ² of total floor area.
Community facility	10 spaces per 100m ² of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Educational establishment	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.

	<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>
Health Related Uses	
Hospital	<p>4.5 spaces per bed for a public hospital.</p> <p>1.5 spaces per bed for a private hospital.</p>
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m ² of total floor area in a public bar plus 1 space for every 6m ² of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	<p>6.5 spaces per 100m² of total floor area for a Fitness Centre</p> <p>4.5 spaces per 100m² of total floor area for all other Indoor recreation facilities.</p>
Industry/Employment Uses	
Fuel depot	<p>1.5 spaces per 100m² total floor area</p> <p>1 spaces per 100m² of outdoor area used for fuel depot activity purposes.</p>
Industry	1.5 spaces per 100m ² of total floor area.
Store	0.5 spaces per 100m ² of total floor area.
Timber yard	<p>1.5 spaces per 100m² of total floor area</p> <p>1 space per 100m² of outdoor area used for display purposes.</p>
Warehouse	0.5 spaces per 100m ² total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the

	parlour.
Radio or Television Station	5 spaces per 100m ² of total building floor area.

Table 2 - Off-Street Car Parking Requirements in Designated Areas

The following parking rates apply in any zone, subzone or other area described in the 'Designated Areas' column subject to the following:

- (a) the location of the development is unable to satisfy the requirements of Table 2 – Criteria (other than where a location is exempted from the application of those criteria)
- or
- (b) the development satisfies Table 2 – Criteria (or is exempt from those criteria) and is located in an area where a lawfully established carparking fund operates, in which case the number of spaces are reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:	Capital City Zone
			City Main Street Zone
			City Riverbank Zone
			Adelaide Park Lands Zone
			Business Neighbourhood Zone (within the City of Adelaide)
Non-residential development	3 spaces per 100m ² of gross leasable floor area.	1 space for each dwelling with a total floor area less than 75 square metres	The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
		2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres	
		3 spaces for each dwelling with a total floor area greater than 150 square metres.	
Non-residential development excluding tourist accommodation	5 spaces per 100m ² of gross leasable floor area.	Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	

			Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	6 spaces per 100m ² of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling	None specified.	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone

	3 or more bedroom dwelling - 1.25 spaces per dwelling		Urban Corridor (Main Street) Zone
	0.25 spaces per dwelling for visitor parking.		Urban Neighbourhood Zone

Table 2 - Criteria:

The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

Criteria	Exceptions
<p>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</p> <ul style="list-style-type: none"> (a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾ (b) is within 400 metres of a bus interchange⁽¹⁾ (c) is within 400 metres of an O-Bahn interchange⁽¹⁾ (d) is within 400 metres of a passenger rail station⁽¹⁾ (e) is within 400 metres of a passenger tram station⁽¹⁾ (f) is within 400 metres of the Adelaide Parklands. 	<ul style="list-style-type: none"> (a) All zones in the City of Adelaide (b) Strategic Innovation Zone in the following locations: <ul style="list-style-type: none"> (i) City of Burnside (ii) City of Marion (iii) City of Mitcham (c) Urban Corridor (Boulevard) Zone (d) Urban Corridor (Business) Zone (e) Urban Corridor (Living) Zone (f) Urban Corridor (Main Street) Zone (g) Urban Neighbourhood Zone

[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

Table 3 - Off-Street Bicycle Parking Requirements

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

Class of Development	Bicycle Parking Rate
	<p>Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.</p>
Consulting Room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.
Educational establishment	<p>For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors.</p> <p>For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.</p>

Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m ² of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m ² of gross leasable floor area plus 2 spaces plus 1 space per 1000m ² of gross leasable floor area for visitors.
Pre-school	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m ² of gross leasable floor area plus 1 space for every 600m ² of gross leasable floor area for customers.
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.
Schedule to Table 3	
Designated Area	Relevant part of the State The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
All zones	City of Adelaide
Business Neighbourhood Zone Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Suburban Main Street Zone Urban Activity Centre Zone	Metropolitan Adelaide

Urban Corridor (Boulevard) Zone	
Urban Corridor (Business) Zone	
Urban Corridor (Living) Zone	
Urban Corridor (Main Street) Zone	
Urban Neighbourhood Zone	

Waste Treatment and Management Facilities

Assessment Provisions (AP)

Desired Outcome	
DO 1	Mitigation of the potential environmental and amenity impacts of waste treatment and management facilities.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as: (a) containing potential groundwater and surface water contaminants within waste operations areas (b) diverting clean stormwater away from waste operations areas and potentially contaminated areas (c) providing a leachate barrier between waste operations areas and underlying soil and groundwater.	DTS/DPF 2.1 None are applicable.
PO 2.2 Wastewater lagoons are set back from watercourses to	DTS/DPF 2.2 Wastewater lagoons are set back 50m or more from

minimise environmental harm and adverse effects on water resources.	watercourse banks.
PO 2.3 Wastewater lagoons are designed and sited to: (a) avoid intersecting underground waters; (b) avoid inundation by flood waters; (c) ensure lagoon contents do not overflow; (d) include a liner designed to prevent leakage.	DTS/DPF 2.3 None are applicable.
PO 2.4 Waste operations areas of landfills and organic waste processing facilities are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.4 Waste operations areas are set back 100m or more from watercourse banks.
Amenity	
PO 3.1 Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Access routes to waste treatment and management facilities via residential streets is avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Litter control measures minimise the incidence of windblown litter.	DTS/DPF 3.3 None are applicable.
PO 3.4 Waste treatment and management facilities are designed to minimise adverse impacts on both the site and surrounding areas from weed and vermin infestation.	DTS/DPF 3.4 None are applicable.
Access	
PO 4.1 Traffic circulation movements within any waste treatment or management site are designed to enable vehicles to enter and exit the site in a forward direction.	DTS/DPF 4.1 None are applicable.
PO 4.2 Suitable access for emergency vehicles is provided to and within waste treatment or management sites.	DTS/DPF 4.2 None are applicable.
Fencing and Security	
PO 5.1 Security fencing provided around waste treatment and management facilities prevents unauthorised access to operations and potential hazard to the public.	DTS/DPF 5.1 Chain wire mesh or pre-coated painted metal fencing 2m or more in height is erected along the perimeter of the waste treatment or waste management facility site.
Landfill	

PO 6.1 Landfill gas emissions are managed in an environmentally acceptable manner.	DTS/DPF 6.1 None are applicable.
PO 6.2 Landfill facilities are separated from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 6.2 Landfill facilities are set back 250m or more from a public open space reserve, forest reserve, national park or Conservation Zone.
PO 6.3 Landfill facilities are located on land that is not subject to land slip.	DTS/DPF 6.3 None are applicable.
PO 6.4 Landfill facilities are separated from areas subject to flooding.	DTS/DPF 6.4 Landfill facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Organic Waste Processing Facilities	
PO 7.1 Organic waste processing facilities are separated from the coast to avoid potential environment harm.	DTS/DPF 7.1 Organic waste processing facilities are set back 500m or more from the coastal high water mark.
PO 7.2 Organic waste processing facilities are located on land where the engineered liner and underlying seasonal water table cannot intersect.	DTS/DPF 7.2 None are applicable.
PO 7.3 Organic waste processing facilities are sited away from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 7.3 Organic waste processing facilities are set back 250m or more from a public open space reserve, forest reserve, national park or a Conservation Zone.
PO 7.4 Organic waste processing facilities are located on land that is not subject to land slip.	DTS/DPF 7.4 None are applicable.
PO 7.5 Organic waste processing facilities separated from areas subject to flooding.	DTS/DPF 7.5 Organic waste processing facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Major Wastewater Treatment Facilities	
PO 8.1 Major wastewater treatment and disposal systems, including lagoons, are designed to minimise potential adverse odour impacts on sensitive receivers, minimise public and environmental health risks and protect water quality.	DTS/DPF 8.1 None are applicable.
PO 8.2 Artificial wetland systems for the storage of treated wastewater are designed and sited to minimise potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 8.2 None are applicable.

Workers' accommodation and Settlements

Assessment Provisions (AP)

Desired Outcome	
DO 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.
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.



**ADELAIDE HILLS
DEVELOPMENT SERVICES**
PO BOX 1508, Mt. BARKER, SA, 5251
8391 3954 mobile 0448 395 299
Email: petermeline@bigpond.com

DA# 22028256

Nature of Development:

Change in use of land to a motor repair station with associated office, building work, advertising, car parking and landscaping

56 Wellington Rd

Mount Barker

SA 5251

Dear Steven Conn of DC Mount Barker,

In response to your RFI dated 02/09/2022 and email request dated 06/12/2022, please be advised of the following;

1. Detail on the intended use, including:
 - a. hours of operation
 - b. brief summary of the activities to take place, including whether there is to be:
 - i. any wrecking, panel beating or spray painting
 - ii. servicing or dismantling and/ or storage of vehicles outside of the proposed building
 - iii. servicing for particular vehicle types, e.g. domestic vehicles, farm machinery, light or heavy trucks
 - iv. activities outside standard operating hours (e.g. tow truck, roadside assist, deliveries etc)

Details of Intended Use:

Hours of Operation:

The proposed hours of operation will be Monday to Friday 8am -5pm.

Proposed Activities on Site:

The proposed facility will service and repair domestic vehicles only, services will include domestic vehicle tyre maintenance. There will be no panel beating, spray painting, wrecking or storage of unserviceable vehicles on site.

All essential activities of the Motor Repair Station will take place on Site within the confines of the Workshop as detailed in the Plans attached (and shown above) by MWM Drafting dated 28/07/2022 ref WEL_11-1 and WEL_11-2 (shown below). The office space will strictly be utilized

for customer service and office administration duties. There are no out of hours service operation proposed.

2. Plans showing:

- a. floor plan of the proposed shed/ workshop station indicating the number of service bays – note that the car parking requirements set by the Planning and Design Code for a 'motor repair station' are based on the number of service bays
- b. floor plan of the existing building/ proposed office showing the location and purpose of all rooms
- c. advertising proposed, including dimensions and details (e.g. whether illuminated (internally/externally), flashing etc)
- d. landscaping/ vegetation plan

Plans Attached to Address a, b, d.

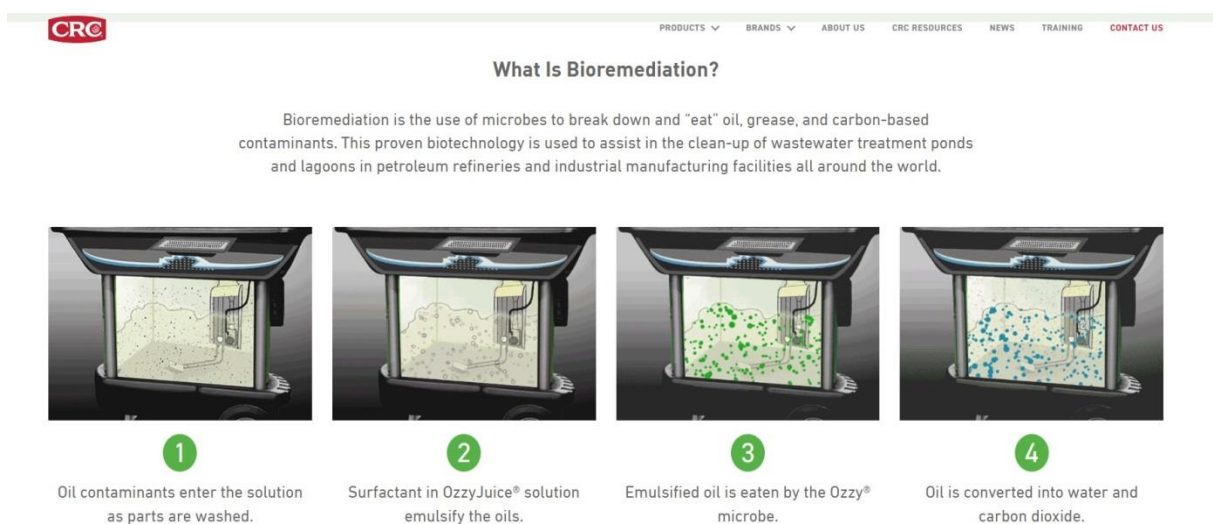
- c. advertising proposed, including dimensions and details (e.g. whether illuminated (internally/externally), flashing etc)

Plans Attached to Address c.

- e. summary waste management details

Waste Management:

Waste Management for the proposed development will include the employment of Bioremediation (shown in image below) washing of mechanical parts in a closed system "Smart Washer" produced by CRC (<https://crcindustries.com.au/smartwasher/>). This system is specifically designed to ensure that any airborne pollutions or emissions or odours are contained and minimized during the cleaning and servicing of domestic vehicles.



Oils and fuels associated with mechanical maintenance of domestic vehicles on Site will be stored inside the workshop in 2 x Bulk Steel Tanks as per photograph below.



The waste Oil will be transferred via a collection truck fitted with vacuum powered sucker hose (15m length) to extract the oil directly from the Steel Storage Tank to Steel Tank compartment of the truck. This process will assure staff and the immediate environment will be protected from noxious substances. The proposed workshop has been designed with a 5.3m roller door appropriate to accommodate the entry and exit of the Oil collection truck. This means no unessential exposure or movement of noxious substance is required. The Waste storage Areas Displayed on Site Plan below.

Other Waste Considerations:

General Domestic Waste:

To be stored and collected by Council Waste Management each week – as per Council Schedule

Oil and Engine Fluids:

Collected on Site by a Sealed Tanker with Suction Hose Fitted to Extract the Noxious Fluids directly from 5 Gallon Drums every 3 months

Engine Scrap Metal and Parts:

Stored in Small Skip and Collected Monthly by Recycling Metal Service

Used Tyres:

Stored at Rear of Site and Collected every 3 Months by Tyre Recycling Service

Steven Conn

From: Automotive Doctor <automotivedoctor1@gmail.com>
Sent: Thursday, 2 March 2023 1:03 PM
To: Steven Conn
Cc: Peter Meline
Subject: Amendment

Good Afternoon,

Further to your phone conversation with Peter Meline recently, I wish to amend my proposal for 56 Wellington Rd, Mount Barker. I would like to delete the business id signs facing east and west and leave only the signs facing the street.

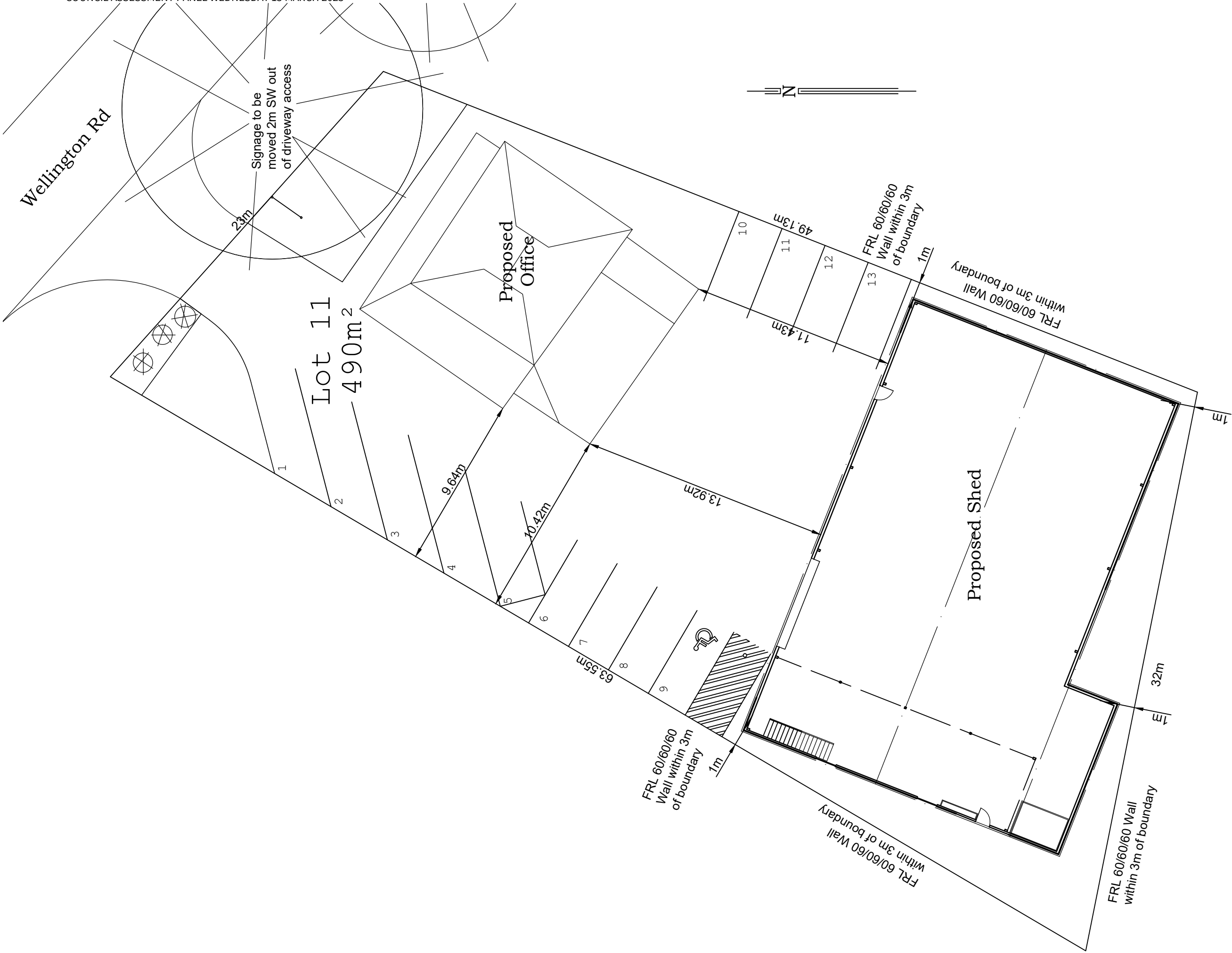
If you can acknowledge receipt of this email, it would be appreciated.

Regards

Brett



Automotive Doctor
56 Wellington Road
Mount Barker SA 5251
8391 2877
automotivedoctor1@gmail.com



Site Plan
1:200

Proposed Industrial Shed

For The Norsworthy Super Fund
At Lot 11 Wellington Rd Mount Barker
Dated 21/12/2022
Job Ref WEL_11-1
Version 9

MWM

DRAFTING

PO Box 1508 Mt Barker S.A. 5251
Mobile: 0432 920 855
Email: mylesmeline@gmail.com

60/60/60 Wall
n 3m of boundary

19000
16000

820

12.18

12.18

Parts Wash

Hand wash

Mezzanine over

up

Machinery Shed

5300

4500

26000

Workshop Floor

16m x 26m

FRL 60/60/60
Wall within 3m
of boundary

FRL 60/60/60 Wall
within 3m of boundary

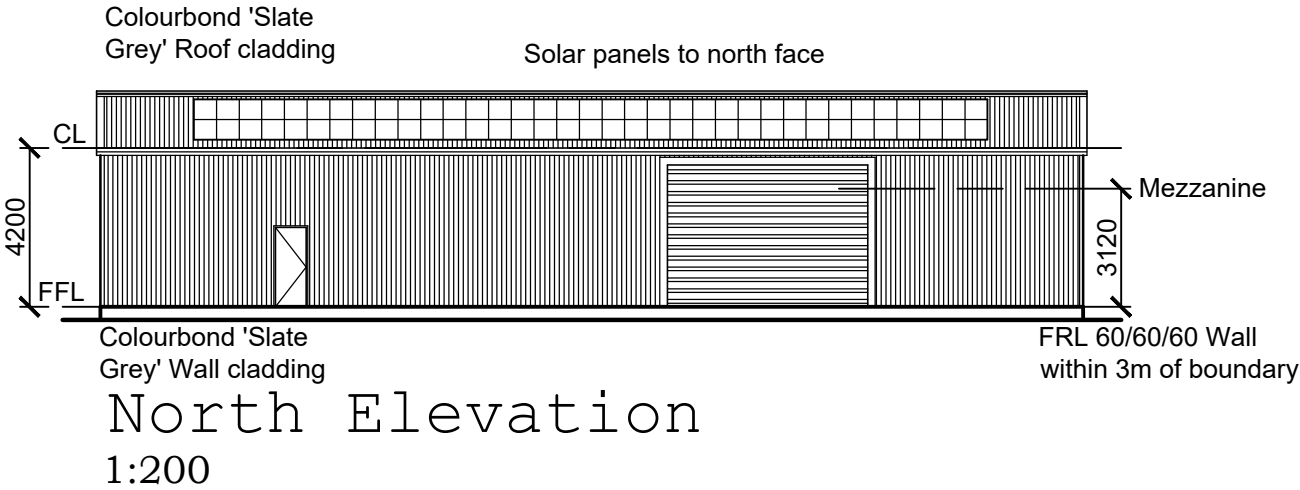
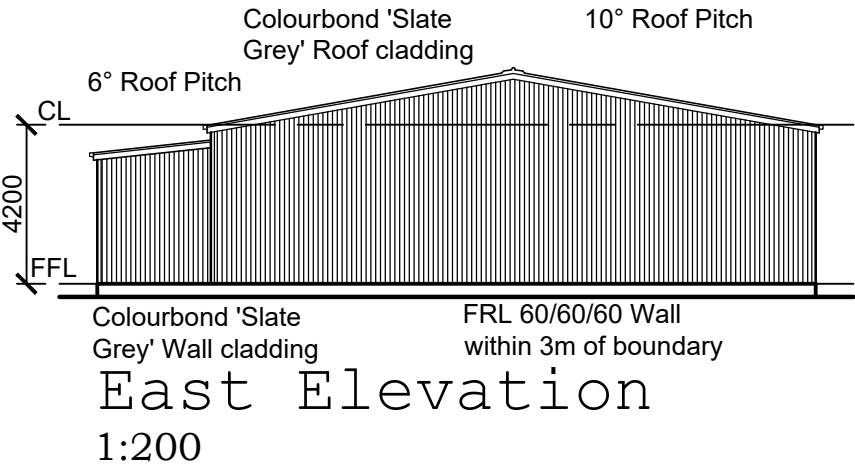
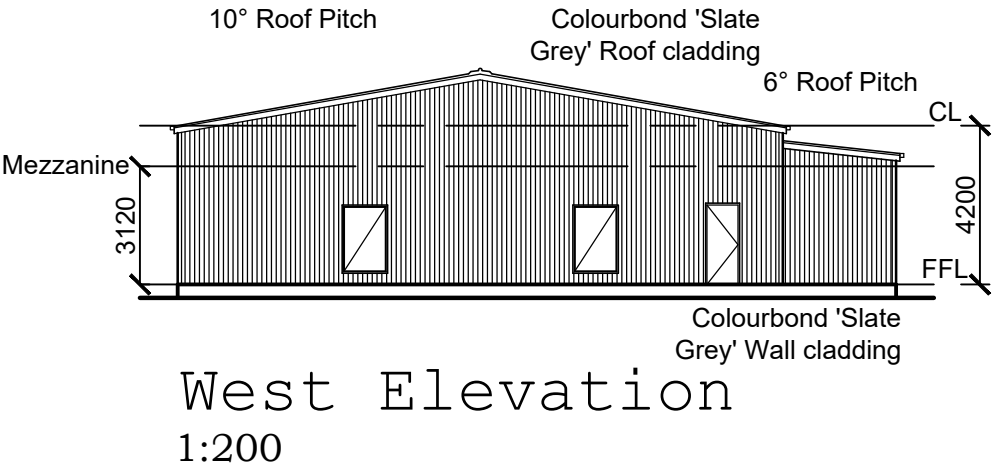
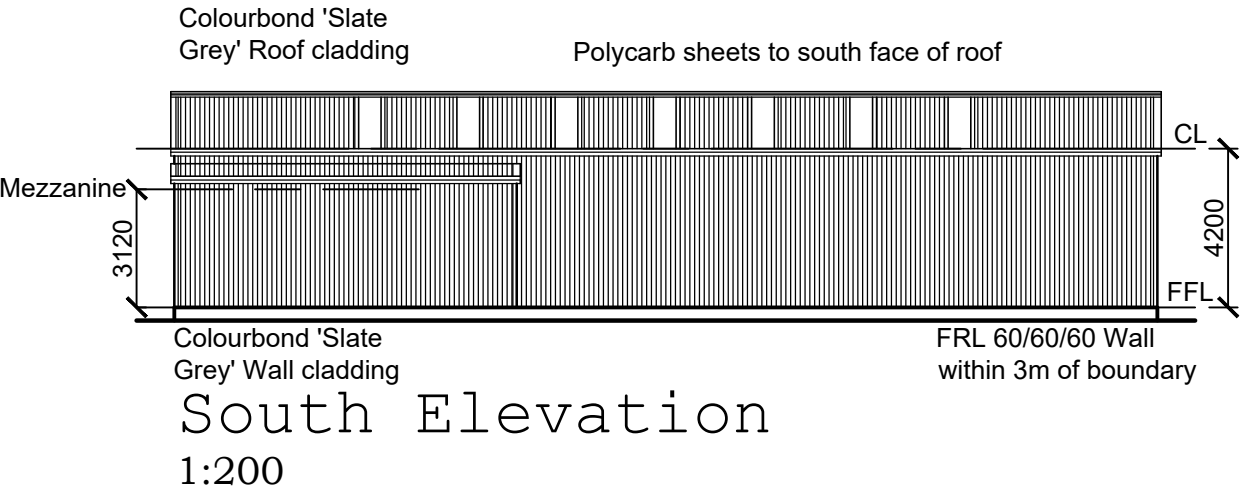
Floor Plan
1:100

Proposed Industrial Shed

For The Norsworthy Super Fund
At Lot 11 Wellington Rd Mount Barker
Dated 07/12/2022
Job Ref WEL_11-3
Version 7

Stair design ratio
183 Riser
240 Going
2 R+G 606
17 Risers
3840 total going

MWM
DRAFTING
PO Box 1508 Mt Barker S.A. 5251
Mobile:0432 920 855
Email: mylesmeline@gmail.com

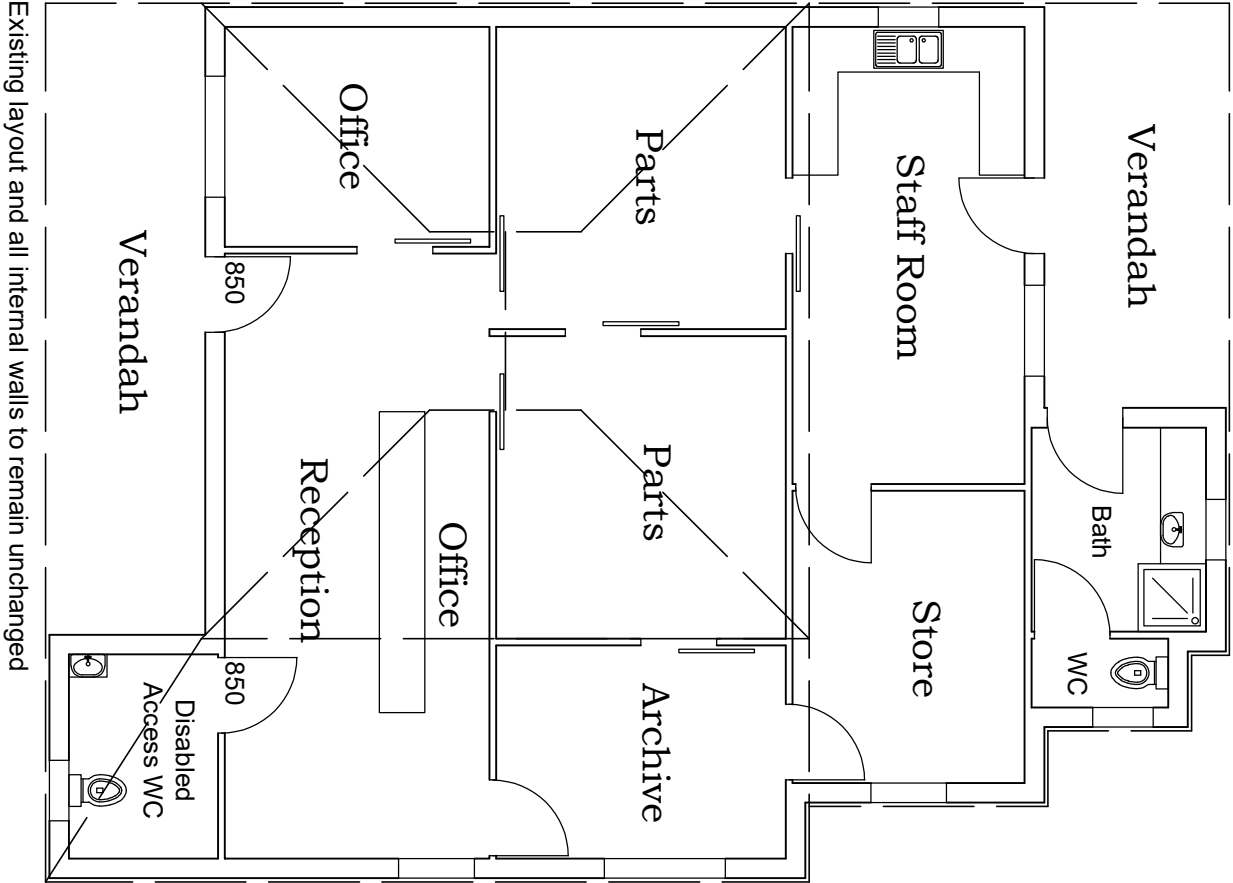


Proposed Industrial Shed

For The Norsworthy Super Fund
At Lot 11 Wellington Rd Mount Barker
Dated 28/07/2022
Job Ref WEL_11-2
Version 6

**MWM
DRAFTING**

PO Box 1508 Mt Barker S.A. 5251
Mobile:0432 920 855
Email: mylesmeline@gmail.com



Floorplan
1:100

Proposed Office Fitout

For The Norsworthy Super Fund
At Lot 11 Wellington Rd Mount Barker

Dated 07/12/2022
Job Ref WEL_11-4

Version 1



DA# 22028256 - Signage
56 Wellington Rd
Mount Barker
SA 5251
CT 5746/931 Lot 11 DP 13195



Western Elevation:

The non-illuminated signs are mounted on underneath the Eastern and Western gutters of the existing office building on the fascia boards. One free standing double sided sign (approximately 2.5m high by 2m wide) is displayed on a North South axis 1m within the Northern site boundary.

DA# 22028256 - Signage
56 Wellington Rd
Mount Barker
SA 5251
CT 5746/931 Lot 11 DP 13195



Eastern Elevation:

The non-illuminated signs are mounted on underneath the Eastern and Western gutters of the existing office building on the fascia boards. One free standing double sided sign (approximately 2.5m high by 2m wide) is displayed on a North South axis 1m within the Northern site boundary.

DA# 22028256 - Signage
56 Wellington Rd
Mount Barker
SA 5251
CT 5746/931 Lot 11 DP 13195



PETER MELINE AND ASSOCIATES TOWN AND COUNTRY PLANNERS PLANNING REPORT

CHANGE IN LAND USE TO A MOTOR REPAIR STATION WITH ASSOCIATED OFFICE, CAR PARKING AND LANDSCAPING

56 WELLINGTON RD, MOUNT BARKER SA 5251



REPORT PREPARED BY:

Peter Meline, RPIA, MAIBS, JP

PO Box 1508, Mt Barker SA 5251 Phone 0448 395 299

Email: petermeline@bigpond.com

1.0 INTRODUCTION

This planning report supports a development application for a change in land use to a Motor Repair Station with Associated office, Car Parking and Landscaping at 56 Wellington Road Mount Barker. The proposed development is not classified as accepted, Deemed-to-Satisfy, Restricted or Impact Assessed and will therefore be Performance Assessed on its merits against the Planning and Design Code under the PDI Act 2016. The relevant approving authority is the Mount Barker District Council.

1.1 The Zone

The subject land 56 Wellington Rd, Mount Barker – Lot 11 (CT 5746/931) is located wholly within the Local Activity Centre Zone. The land is subject to the Hazards (Bushfire- Medium Risk) Overlay, Hazards (Flooding- General) Overlay, Murray-Darling Basin Overlay, Native Vegetation Overlay, Prescribed Water Resources Overlay, River Murray Tributaries Protection Area Overlay, Regulated and Significant Tree Overlay, Traffic Generating Development Overlay, and Urban Transport Route Overlay.

The subject site is also subject to Concept Plan 2 - Hurling Drive, Mount Barker and Concept Plan 3 - Mount Barker and Littlehampton, attached below.

See below for the subject land location, Zoning Map Highlight and Overlay maps.



Subject Land – 56 Wellington Rd, Mount Barker



Local Activity Centre Zone



Hazards Bushfire (Medium-Risk) Overlay



Hazards (Flooding- General) Overlay



Murray-Darling Basin Overlay



Native Vegetation Overlay



Prescribed Water Resources Overlay



River Murray Tributaries Protection Area Overlay



Regulated and Significant Tree Overlay



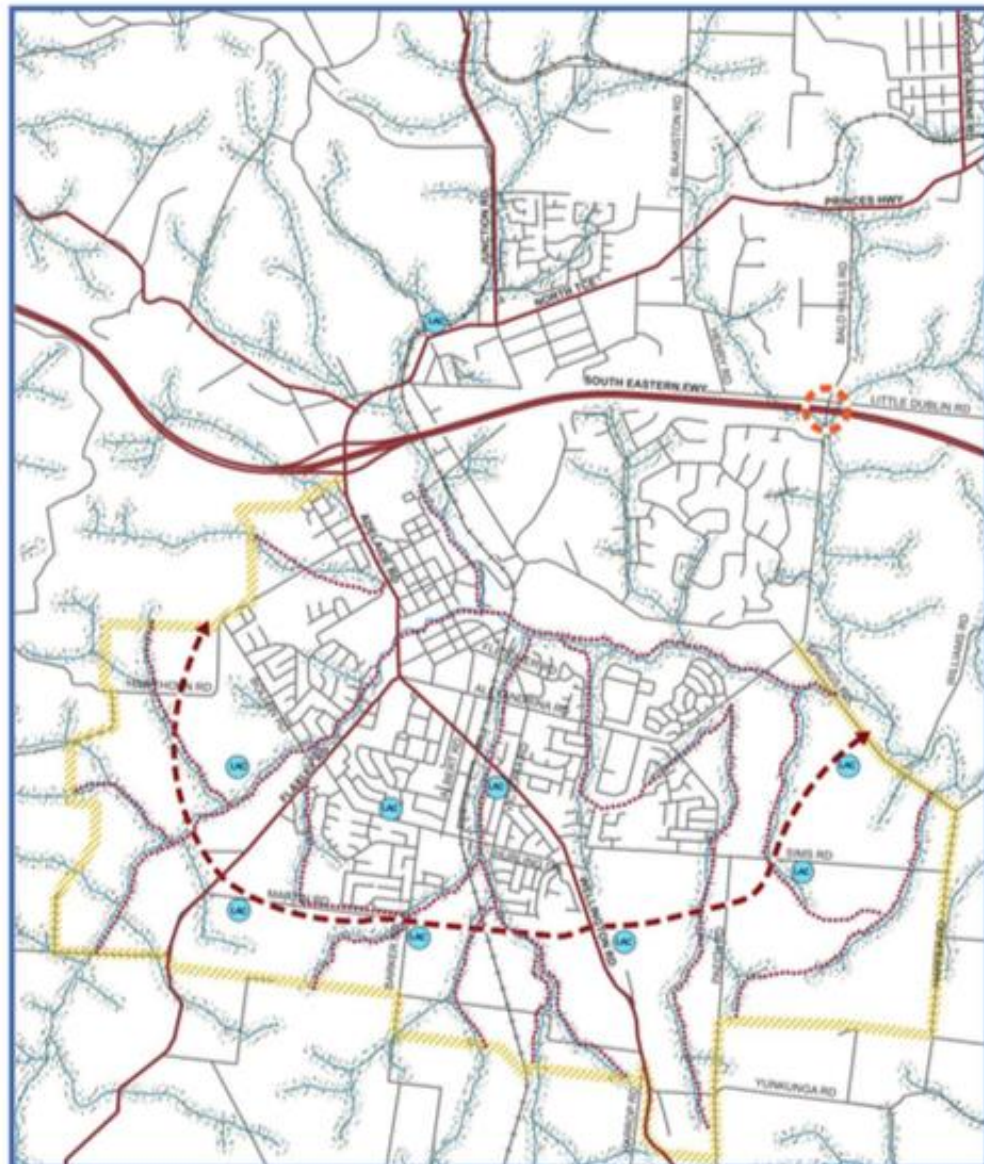
Traffic Generating Development Overlay



Urban Transport Route Overlay

Planning and Design Code - 9 June - Version 2022.10

Concept Plan 3 Mount Barker and Littlehampton



- Concept Plan Boundary
- Open Space / Stormwater Management
- Proposed Freeway Interchange
- Rural/Urban Interface Treatment
- Local Activity Centres
- Proposed Major Local Road
- Key Pedestrian/Bicycle Network
- Primary Roads
- Secondary Roads
- Other Roads
- Water Courses
- Railways



Concept Plan 3 MOUNT BARKER AND LITTLEHAMPTON

Planning and Design Code - 9 June - Version 2022.10

Concept Plan 2 Hurling Drive, Mount Barker



- Concept Plan Boundary
- ▨ Stormwater Control
- ... Open Space Linkage
- ▨ Open Space Areas and Drainage Reserve
- ⊙ Appropriate Intersection Treatment to a Standard Suitable for the Anticipated Traffic Volumes
- ↔ Development of land to provide ability to interconnect with safe and convenient pedestrian and bicycle access achievable between all Residential land.
- ↔ Primary Pedestrian, Bicycle and Vehicle Access Route
- - - No direct allotment access to Martin Rd and Wellington Rd
- ~ Creek
- - - Railway

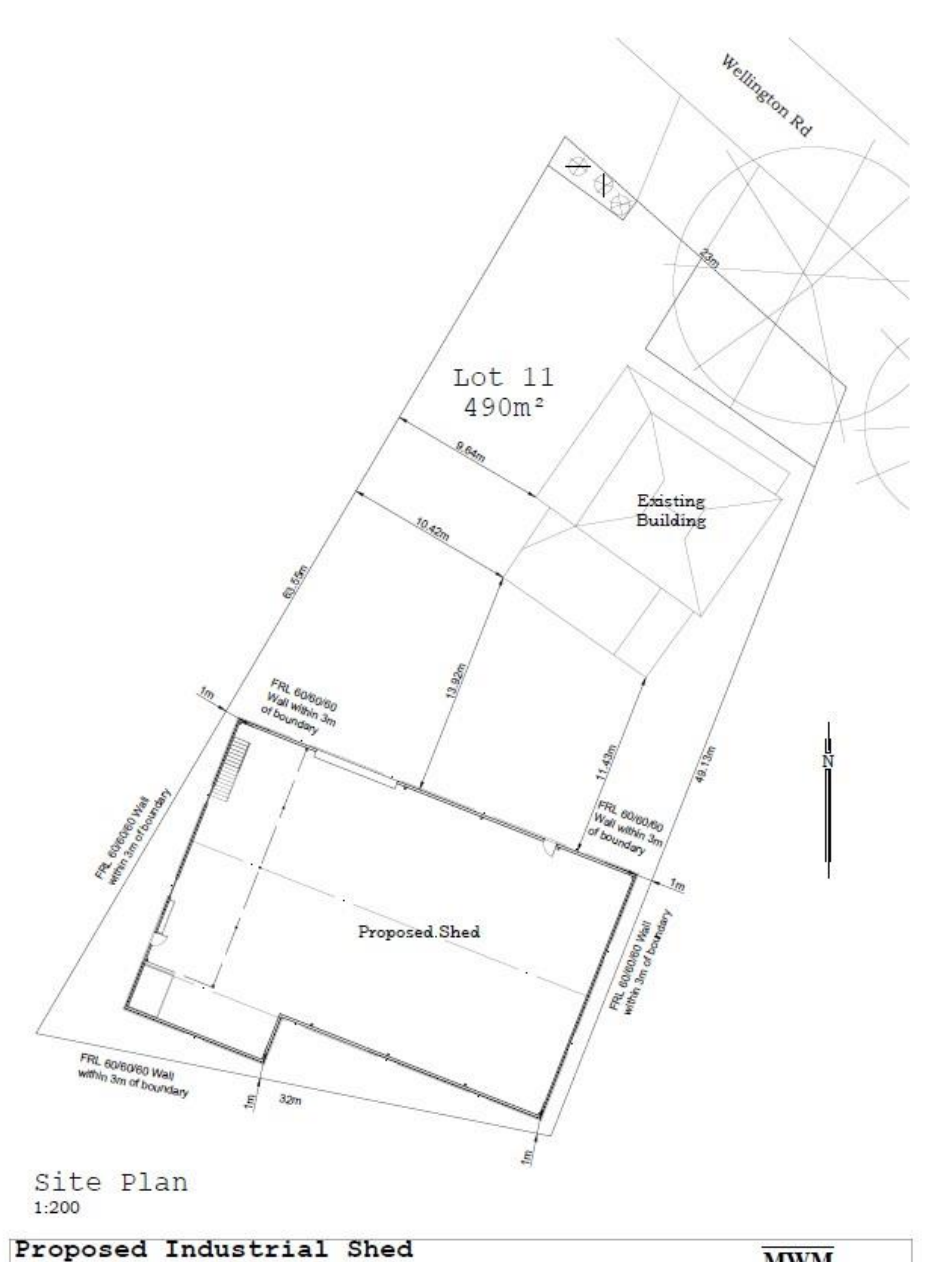


Concept Plan 2 HURLING DRIVE, MOUNT BARKER

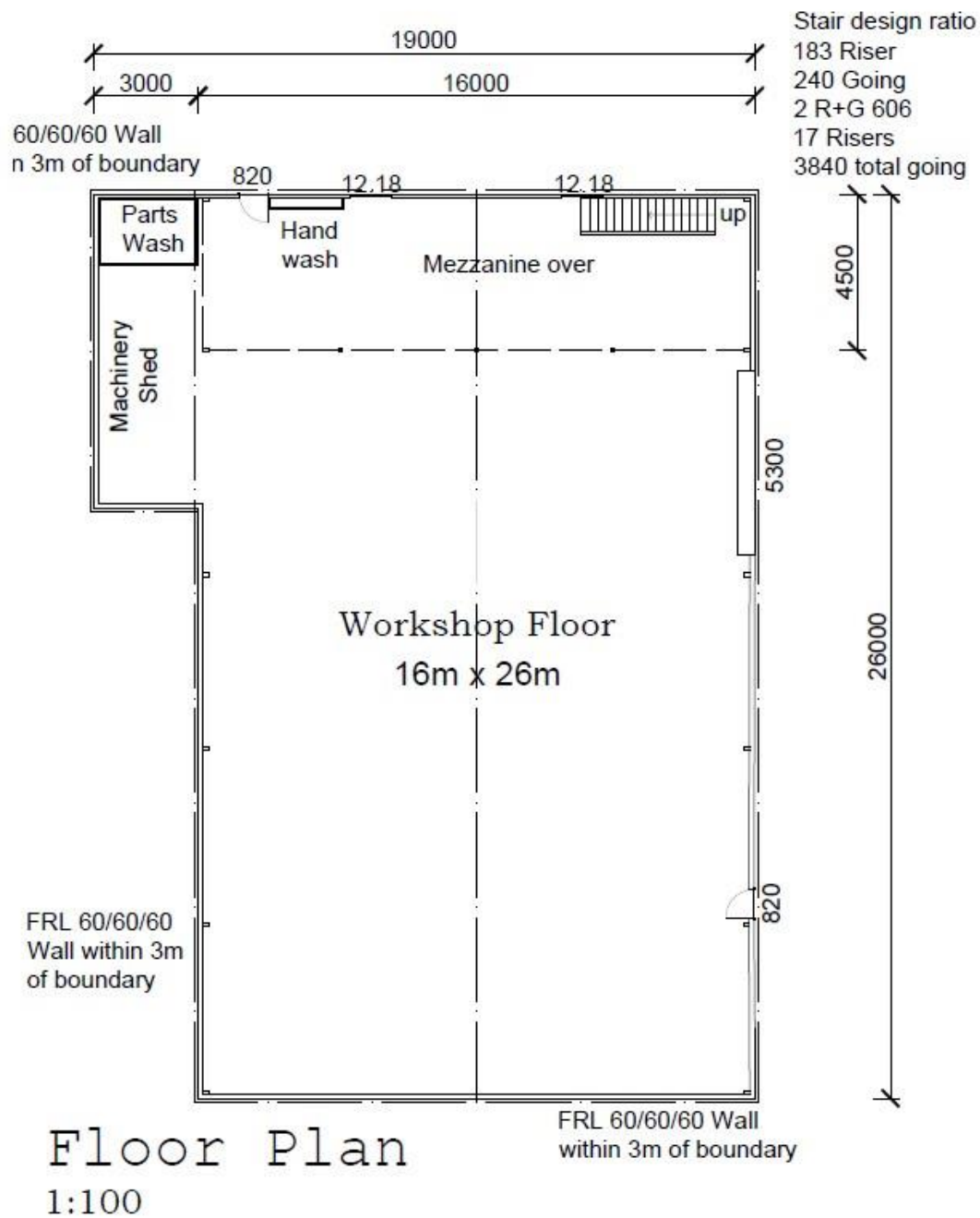
2.0 NATURE OF THE DEVELOPMENT AND NATURE OF THE LOCALITY

2.1 The Proposal

The proposed development consists of a change of land use to Motor Repair Station and Associated Office, Car Parking and Landscaping. The proposed Office will make use of an existing building on site and a proposed industrial shed will house the Motor Repair Station. The site is relatively large at 1490m² with the proposed new shed having a floor area of 515m². See site plan and floor plan by MWM Drafting dated 28/07/2022 ref WEL_11-1 below.



Site Plan



Proposed Industrial Shed

For The Norsworthy Super Fund
 At Lot 11 Wellington Rd Mount Barker
 Dated 28/07/2022
 Job Ref WEL_11-2
 Version 6

MWM DRAFTING

PO Box 1508 Mt Barker S.A. 5251
 Mobile: 0432 920 855
 Email: mytesmeline@gmail.com

Floor Plan

Hours of Operation:

The proposed hours of operation will be Monday to Friday 8am -5pm.

Proposed Activities on Site:

The proposed facility will service and repair domestic vehicles only, services will include domestic vehicle tyre maintenance. There will be no panel beating, spray painting, wrecking or storage of unserviceable vehicles on site.

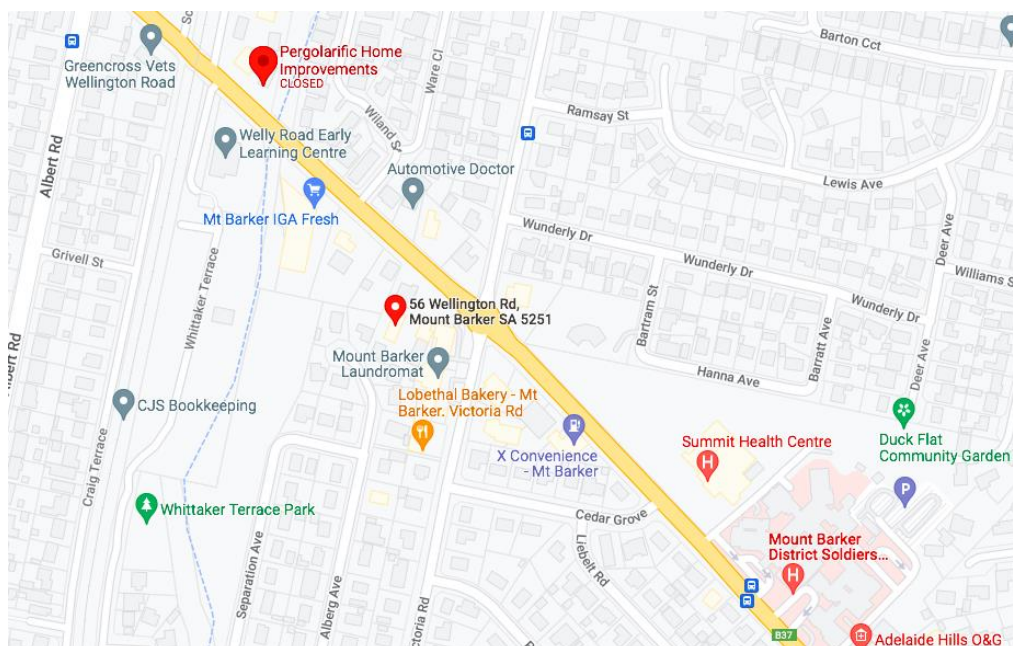
All essential activities of the Motor Repair Station will take place on Site within the confines of the Workshop as detailed in the Plans attached (and shown above) by MWM Drafting dated 28/07/2022 ref WEL_11-1 and WEL_11-2 (shown below). The office space will strictly be utilized for customer service and office administration duties. There are no out of hours service operation proposed.

Staffing:

The development employs 5 staff members; one office administration person and four mechanics on any given day.

2.2 The Locality

The Wellington Road Local Activity Centre Zone is characterised by a mix of uses including retail stores and offices, community facilities, health services and consulting rooms. Multiple adjoining land uses include varying residential neighbourhood zones, and a Community Facilities Zone which comprises a mix of residential and commercial uses.



2.3 The Land

The land is described as Lot 11 in DP 13195 in CT 5746/931 and is known as 56 Wellington Rd Mount Barker. (Certificate of Title attached).



Product Register Search Plus
(CT 5746/931)
Date/Time 03/02/2021 09:54AM
Customer Reference Norsworthy
Order ID 20210203003342



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 5746 Folio 931

Parent Title(s) CT 4229/520

Creating Dealing(s) CONVERTED TITLE

Title Issued 21/03/2000 Edition 4 Edition Issued 11/09/2020

Estate Type

FEE SIMPLE

Registered Proprietor

NORSWORTHY SUPER PTY. LTD. (ACN: 155 943 543)
OF 56 WELLINGTON ROAD MOUNT BARKER SA 5251
4 / 5 SHARE

BRETT SHANE NORSWORTHY
OF 56 WELLINGTON ROAD MOUNT BARKER SA 5251
1 / 5 SHARE

Description of Land

ALLOTMENT 11 DEPOSITED PLAN 13195
IN THE AREA NAMED MOUNT BARKER
HUNDRED OF MACCLESFIELD

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL

Priority Notices NIL

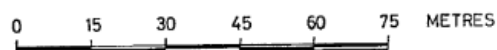
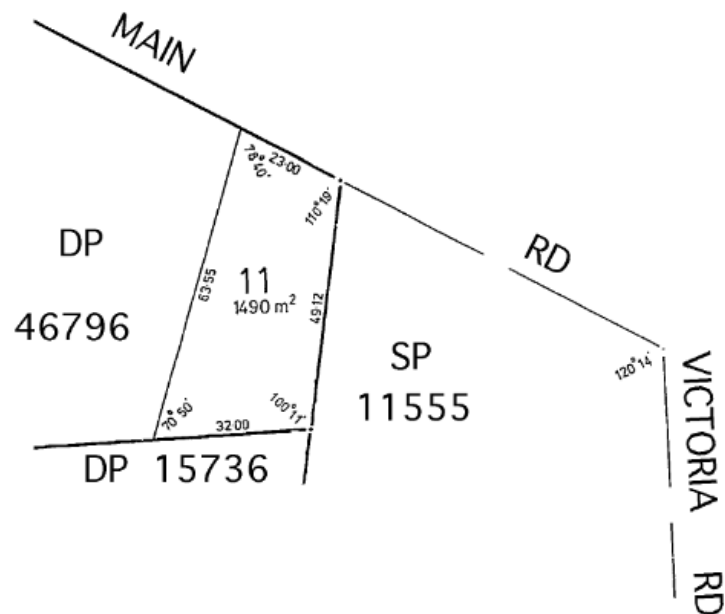
Notations on Plan NIL

Registrar-General's Notes NIL

Administrative Interests NIL



Product Register Search Plus
 (CT 5746/931)
 Date/Time 03/02/2021 09:54AM
 Customer Reference Norsworthy
 Order ID 20210203003342



2.4 Relevant Provisions of the Planning and Design Code

The following provisions of the PDI Code 2022 for the Local Activity Centre Zone are considered to be relevant to the proposal:

Local Activity Centre Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A range of small-scale shops, offices, business, health and community facilities to provide daily services to and support walkable neighbourhoods.

It is submitted that the proposed office in association with motor repair station finds support in the Desired Outcome for the Local Activity Zone. The proposal will provide additional motor vehicle maintenance and repair services in a central location, allowing convenient access to the proposed development, and within walkable distance from other shops, offices and facilities.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>Retail, <u>office</u>, health and community facilities, services and other businesses provide a range of goods and services to the local community.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> (a) Advertisement (b) <u>Community facility</u> (c) <u>Consulting room</u> (d) <u>Dwelling</u> (e) <u>Office</u> (f) <u>Pre-school</u> (g) <u>Shop</u>
<p>PO 1.2</p> <p>Residential development does not prejudice the operation of retail, <u>office</u>, or community facilities and services related activity within the zone.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>Residential development supports the vitality of underperforming centres.</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p> <p>Development sited and designed to achieve vibrant and interesting streetscapes.</p>	<p>DTS/DPF 1.4</p> <p>None are applicable.</p>

<p>PO 1.5</p> <p>Changes in the use of land encourage the efficient reuse of commercial premises to maintain and enhance vibrancy within activity centres.</p>	<p>DTS/DPF 1.5</p> <p>A change of use to a <u>shop, office, consulting room</u> or any combination of these uses where all of the following are achieved:</p> <ul style="list-style-type: none"> (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a <u>shop, office, consulting room</u> or any combination of these uses (b) if the proposed change of use is for a <u>shop</u> that primarily involves the handling and sale of foodstuffs, areas used for the storage and collection of refuse are sited at least 10m from the <u>site</u> of a <u>dwelling</u> (other than a <u>dwelling</u> directly associated with the proposed <u>shop</u>) (c) if the proposed change of use is for a <u>shop</u> that primarily involves heating and cooking of foodstuffs in a commercial kitchen and is within 30m of any <u>neighbourhood-type zone</u> boundary or a <u>dwelling</u> (other than a <u>dwelling</u> directly associated with the proposed <u>shop</u>), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions (d) if the change in use involves a <u>gross leasable floor area</u> greater than 250m² and has direct frontage to an arterial road, it achieves: <ul style="list-style-type: none"> (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) from a road that is not an arterial road <p>or</p> (ii) the development is located on a <u>site</u> that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared (e) off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 – General Off-Street Car Parking Requirements or Table 2 – Off-Street Car Parking Requirements in Designated Areas to the nearest whole number, except where: <ul style="list-style-type: none"> (i) the building is a local heritage place <p>or</p>
---	---

	<p>(ii) the required contribution will be made into a relevant car parking offset scheme (other than where a relevant contribution has previously been made)</p> <p>or</p> <p>(iii) the development is located on a <u>site</u> that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.</p>
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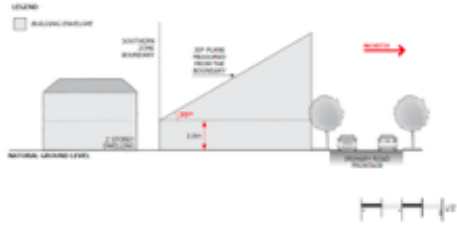
The proposed change of use to Motor Repair Station is not considered to be at variance with Performance Outcomes 1.1, 1.4 or 1.5 and exhibits considerable merit. The Office associated with the Motor Repair Station will be located within an existing former dwelling at the front of the allotment, with the workshop and motor service shed set back behind the office building to the rear of the allotment. The motor service shed will be reasonably visually concealed by the existing office building and mature trees at the street frontage to maintain the existing streetscape. The proposed use will improve the amenity to the local neighbourhood and associated hills locations by increasing relevant vehicle maintenance services. The proposed location for the Motor Repair station is accessible for residents to access the main township of Mount Barker whilst their vehicle is being serviced, or to arrange shared transport in a location which is central to others. The proposal having strong association to the mixed land use within the zone will blend seamlessly into the existing operation of the Local Activity Centre Zone.

Built Form and Character	
<p>PO 2.1</p> <p>Development complements adjacent development within the zone, and mitigates interface impacts on adjoining residential uses in a neighbourhood type zone, through appropriate building siting, scale and design.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Buildings are sited and designed to create pedestrian, vehicular and visual linkages between the various built-form elements within the zone and adjoining main roads.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>

As stated above, the proposed Office will operate from an existing for mer dwelling sited at the front of the lot, which complements existing adjacent

The proposal is located on a main urban arterial road, Wellington Road, which provides reticulated vehicle access to the Mount Barker District from nearby towns such as Strathalbyn, Echunga, Meadows, and Macclesfield, and access to adjoining arterial roads such as Adelaide Road and Mount Barker Road for connection to the South Eastern Freeway and northern hills destinations such as Littlehampton Hahndorf, Bridgewater etc. The suitable positioning of this proposal encourages linkages between vehicle, urban transport and pedestrian access within the zone, satisfying PO 2.2 above.

[illegible]

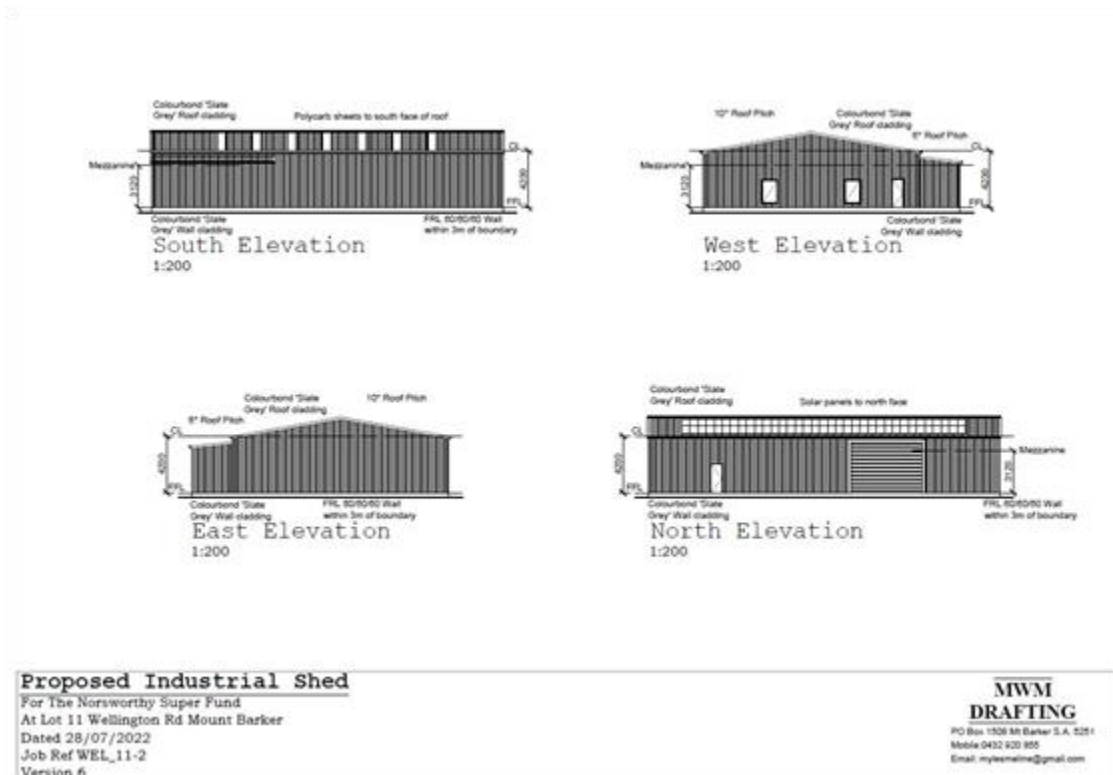
<p>PO 3.3</p> <p>Buildings mitigate overshadowing of residential development within a <u>neighbourhood-type zone</u>.</p>	<p>DTS/DPF 3.3</p> <p>Buildings on sites with a southern boundary adjoining an allotment used for residential purposes in a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram:</p> 
<p>PO 3.4</p> <p>Buildings on an allotment fronting a road that is not a State maintained road, and where land on the <u>opposite</u> side of the road is within a <u>neighbourhood-type zone</u>, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.</p>	<p>DTS/DPF 3.4</p> <p>None are applicable.</p>

The proposed site is located in the Local Activity Zone at the interface of the Housing Diversity Neighbourhood Zone.



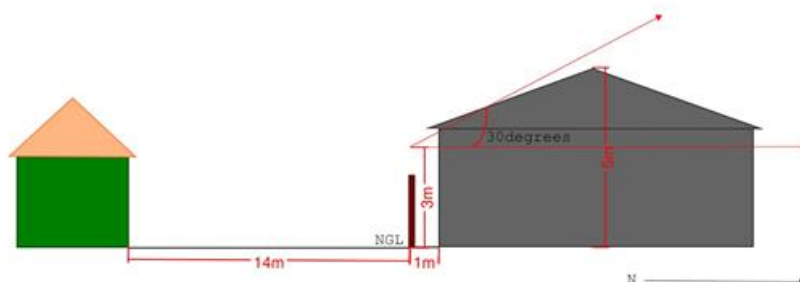
Zone Map – Interface of proposed site

The overall height of the motor repair building is 5m (see elevation plan by MWM Drafting dated 28/07/2022 shown below).



Elevation Plan

The proposal successfully addresses PO 3.3 through assessment of DTS/DPF 3.3, as the subject land site shares a Southern boundary with residential allotment 8 Alberg Avenue Mount Barker (see image below). The development will not result in overshadowing the dwelling of the residential neighbour on the Southern boundary of the subject land site.



56 Wellington Rd Mount Barker
CT 5746/931
DP 13195 AL 11

Advertisements	
<p>PO 4.1</p> <p>Advertisements are sited and designed to achieve an overall consistency of appearance along individual street frontages.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p> <p>Freestanding advertisements:</p> <ul style="list-style-type: none"> (a) identify the associated business(es) (b) are of a size that is commensurate with the scale of the centre and the street frontage (c) avoid visual clutter (d) positively respond to the context without dominating the locality. 	<p>DTS/DPF 4.2</p> <p>Freestanding advertisements:</p> <ul style="list-style-type: none"> (a) do not exceed 5m in height, the adjacent building wall height, or the zone's height allowance (whichever is the lesser) (b) do not have a sign face that exceeds 4m² per side.

Advertising:

All advertisements in association with this proposal will satisfy Performance Outcomes PO 4.1 and PO 4.2, in size and siting; no freestanding sign will exceed 5m in height in accord with DPF 4.2. The advertisements will display necessary information in a context that is suitable for the locality. The non-illuminated signs are mounted on underneath the Eastern and Western gutters of the existing office building on the fascia boards. One free standing double sided sign (approximately 2.5m high by 2m wide) is displayed on a North South axis 1m within the Northern site boundary.

All signage is represented in the photographs below.



Eastern Sign Elevation



Western Sign Elevation



Freestanding Sign at Northern Boundary of Site

Concept Plans				
<p>PO 5.1</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 5.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <table><tr><th>Description</th></tr><tr><td>Concept Plan 2 – Hurling Drive, Mount Barker</td></tr><tr><td>Concept Plan 3 – Mount Barker and Littlehampton</td></tr></table> <p>In relation to DTS/DPF 5.1, 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 <u>site</u> 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 5.1 is met.</p>	Description	Concept Plan 2 – Hurling Drive, Mount Barker	Concept Plan 3 – Mount Barker and Littlehampton
Description				
Concept Plan 2 – Hurling Drive, Mount Barker				
Concept Plan 3 – Mount Barker and Littlehampton				

Concept Plans:

The proposed development site is subject to Concept Plan 2 – Hurling Drive Mount Barker and Concept Plan 3 – Mount Barker and Littlehampton. The proposed development is considered to be compatible with and support the attainment of the aforementioned Concept Plans and meet the requirements of Performance Outcome 5.1. as the proposal meets the designated principles of the Local Activity Zone as marked in Concept Plan 3 and will not interfere with any considerations established in Concept Plan 2, and sustains and encourages the desired outcomes of Concept Plan 2 through a relationship to linkages between pedestrian, cycling, urban transport, and shared transport and commuting options for the local area.

Table 5 – Procedural Matters (PM) – Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the <u>site</u> of the development.	None specified.
2. Any kind of development where the <u>site</u> of the development is not adjacent land to a <u>site</u> (or land) used for residential purposes in a <u>neighbourhood-type zone</u> .	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) building work on railway land (d) <u>community facility</u> (e) <u>consulting room</u> (f) deck (g) <u>dwelling</u> (h) fence (i) land division (j) <u>office</u> (k) retaining wall (l) shade sail (m) <u>shop</u> (n) solar photovoltaic panels (roof mounted) (o) verandah (p) water tank.	Except development that exceeds the maximum <u>building height</u> specified in Local <u>Activity Centre Zone</u> DTS/DPF 3.1 or does not satisfy any of the following: 1. Local <u>Activity Centre Zone</u> DTS/DPF 3.2 2. Local <u>Activity Centre Zone</u> DTS/DPF 3.3.
4. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) <u>replacement building</u> (c) <u>temporary accommodation in an area affected by bushfire</u> (d) tree damaging activity.	None specified.
5. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Public Notification:

The proposed development for a change of use to Motor Repair Station is not listed above in Table 5 for types of Development exempt from Notification, however “office” is listed in Column A for Exempt Development. Therefore, the Motor Repair Station will require Notification, excluding the associated office. The applicant has agreed to Public Notification requirements and will display signage on the land or any other requirements as detailed within the provisions of the PDI Act 2016.

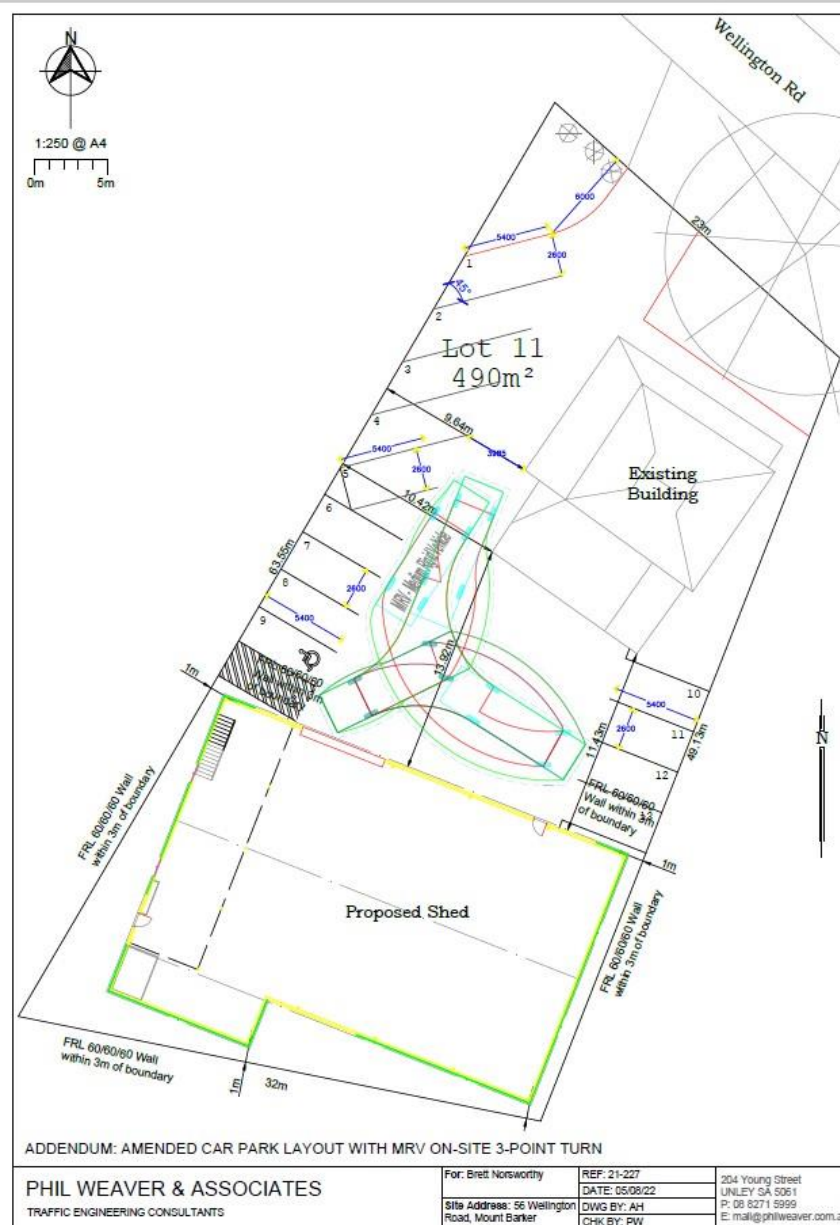
Character of Development:

The proposed Office is located within an existing building at the front of the allotment, and its built form is sympathetic in scale and design to the adjacent residential development. The proposed vehicle service workshop is sited to the rear of the site in order to minimize visual disturbance to the existing amenity within the immediate vicinity.

The allotment is of a size that can easily accommodate the proposed development; Motor Repair Service Centre (515m²) as the proposed site area is 1490m². The proposed structure will not result in overshadowing of the neighbouring residential allotment located on the Southern Site Boundary (Lot 8 Alberg Ave Mount Barker).

Urban Transport Route Traffic considerations:

The existing building to be utilized as Office 120m² and Proposed Workshop of 515m² once sited on the allotment will retain considerable space for vehicles to manoeuvre on site and maintain as much as is practicable forward motion of vehicles entering and exiting the site. As the development is located on an urban transport route the site has been assessed as suitable to the intended purpose of the proposal. The existing cross over and sight lines and onsite car parking will be sufficient to accommodate vehicle movements without compromising the transition of traffic along Wellington Road, or result in safety issue on the proposed land site (as supported by Phil Weaver and Associates in the Traffic Report # 21-227 dated 22-1-2022 and Addendum 5-8-2022).



Soft Landscaping and Existing Trees:

The existing land site features two mature trees and two small bushes on the Northern boundary (entrance to the site). The proposal will not include any work that would harm the existing mature trees or shrubs in this location. There is no requirement for an Arborist assessment due to the location of the trees and proposed structure. These trees will be retained.

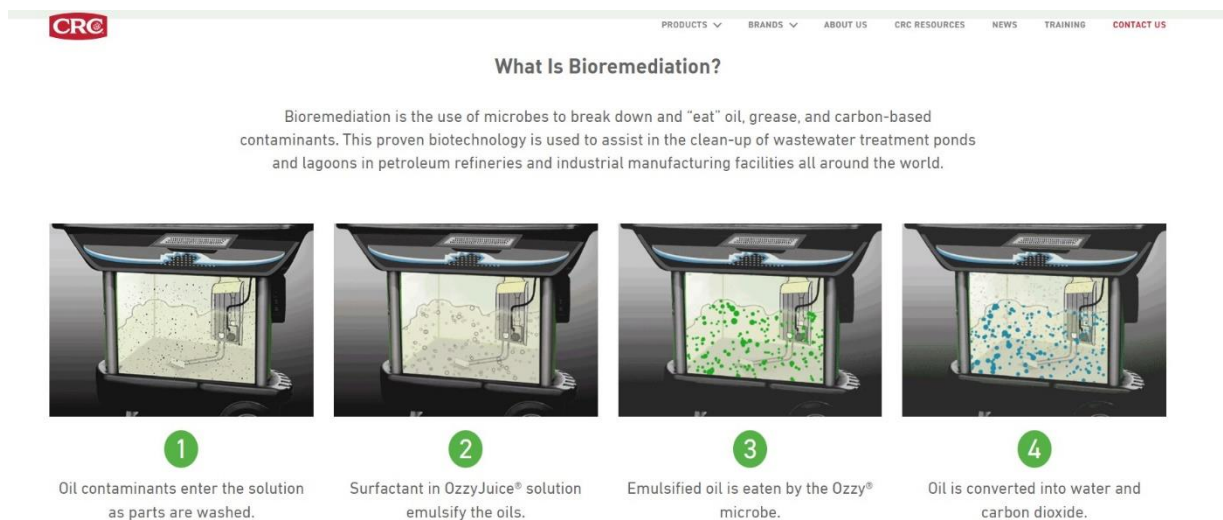
The proposal includes re-establishing areas of soft landscaping. The site plan below identifies the area on the Northern boundary (Wellington Road Frontage) to establish a garden planted with a mixture of natives and non-indigenous vegetation with low water requirements. This garden area will contribute to the visual amenity at the street frontage and is consistent with the desired outcomes for the zone. The second soft landscaping area has been located on the Southern side of the proposed motor repair service shed. Medium native trees and under planting of grevilleas and banksias will attract bird life and provide a pleasant outlook for the neighbouring residents (Lot 8 Alberg Ave Mount Barker), with the added benefit of softening the bulk of the proposed structure.

Proposed Vegetation Site Map



Waste Management:

Waste Management for the proposed development will include the employment of Bioremediation (shown in image below) washing of mechanical parts in a closed system “Smart Washer” produced by CRC (<https://crcindustries.com.au/smartwasher/>). This system is specifically designed to ensure that any airborne pollutions or emissions or odours are contained and minimized during the cleaning and servicing of domestic vehicles.



Oils and fuels associated with mechanical maintenance of domestic vehicles on Site will be stored inside the workshop in 2 x Bulk Steel Tanks as per photograph below.

A Trade waste application has been lodged with Councils EHO Eric Adetutu. (eadetutu@mountbarker.sa.gov.au)



The waste Oil will be transferred via a collection truck fitted with vacuum powered sucker hose (15m length) to extract the oil directly from the Steel Storage Tank to Steel Tank compartment of the truck. This process will assure staff and the immediate environment will be protected from noxious substances. The proposed workshop has been designed with a 5.3m roller door appropriate to accommodate the entry and exit of the Oil collection truck. This means no unessential exposure or movement of noxious substance is required. The Waste storage Areas Displayed on Site Plan below.

Other Waste Considerations:

General Domestic Waste:

To be stored and collected by Council Waste Management each week – as per Council Schedule

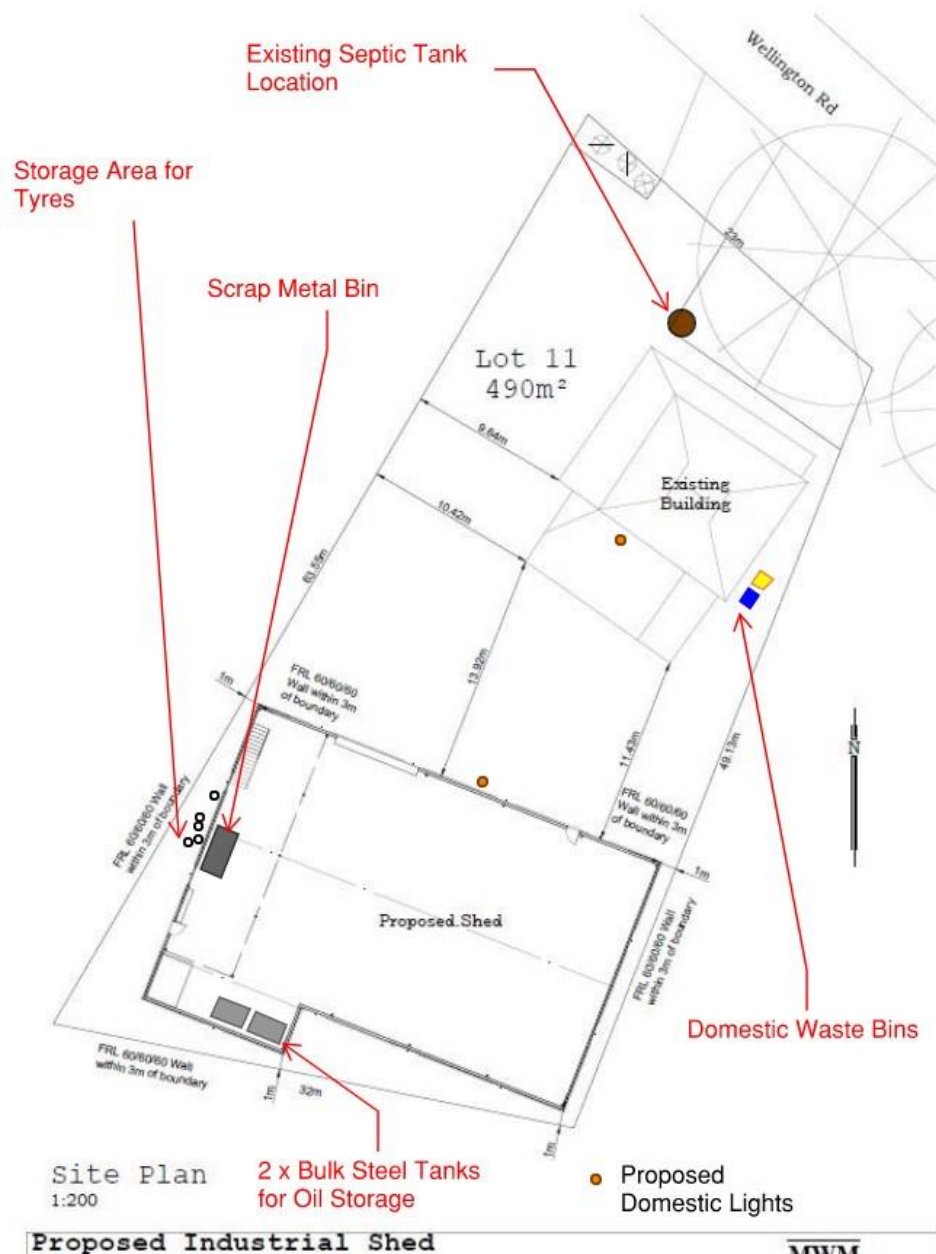
Oil and Engine Fluids:

Collected on Site by a Sealed Tanker with Suction Hose Fitted to Extract the Noxious Fluids directly from 5 Gallon Drums every 3 months

*Engine Scrap Metal and Parts:
 Stored in Small Skip and Collected Monthly by Recycling Metal Service*

*Used Tyres:
 Stored at Rear of Site and Collected every 3 Months by Tyre Recycling Service*

Waste Management Site Plan



Effluent Management:

There are no domestic effluent management issues relating to the proposed development. The existing Septic Tank (services the existing office building and is sited on the site plan above) is connected to the STEDS scheme. The current effluent management sufficiently accommodates the proposed staff members 5 people.

Noise Management:

This proposal is accompanied by an Acoustic Report submitted by Marshall Day – Rp 001 20210748 dated 19/10/2022 (attached). Marshall Day Report concludes that all activities undertaken on Site will be capable of being performed in accordance with the PDI Act 2016 noise pollution requirements and the EPA Noise Policy for South Australia. No unreasonable noise interference to proximal residents will result from the proposed development. The hours of operation will ensure that residents are not compromised by unnecessary noise generation out of hours.

Storm Water Management:

This proposal is supported by a Storm Water Management Report and Plan completed by DBN Consulting Engineers dated 07/02/2022. The Storm Water Plan shown below (and attached in the report) details how the storm water can be successfully managed on Site with provisions for un-expected noxious fluid spillage and protection of run-off into the Storm Water system.

Lighting:

No Flood Lighting to be installed on the site. Small low density motion sensor lights (in accordance with AS 4282-1997) shall be installed above the roller door on the Northern side of the workshop and to the fascia of the Southern side of the proposed Office Building. The proposed lighting will provide essential illumination to the aforementioned lighting positions to ensure the safety of staff on the premises during winter months (as per site plan below).

Other Matters:

It is not considered that the development of an Office and Workshop in association with Motor Repair Station will threaten the role of the Regional Town Centre or Neighbourhood Centre Zones as the size of the proposed development is too small to dominate over the abovementioned Centre Zones and therefore will preserve the hierarchy of Centre Zones.

The proposal is considered to support the attainment of the Desired Character in all other aspects, and merit is associated with convenience within the locale for patrons who are able to leave their vehicle for maintenance and easily access the community facilities in the area on foot, facilities such as; Hospital, Health Consulting Rooms, Child Care Facilities and Food Retail Shops. Furthermore the location is central to the district and suitably positioned for arranging shared

transportation, cycling, walking, or urban transport options for clients utilizing the proposed service centre.

In Summary:

It is submitted that the proposed development is consistent with the intent of the Desired Outcomes for the Zone.

The development will meet the relevant Performance Outcomes as explained within this performance assessment. The merit found in this proposal pivots on how the development will support the intent of the zone by providing an accessible service which is convenient for patrons who can access or perform other life duties within the immediate locality whilst their vehicle is being serviced.

The proposal will not cause substantial adverse impact or conflict between the existing land uses. The workshop will not result in unfairly overshadowing the neighbouring property on the Southern Boundary.

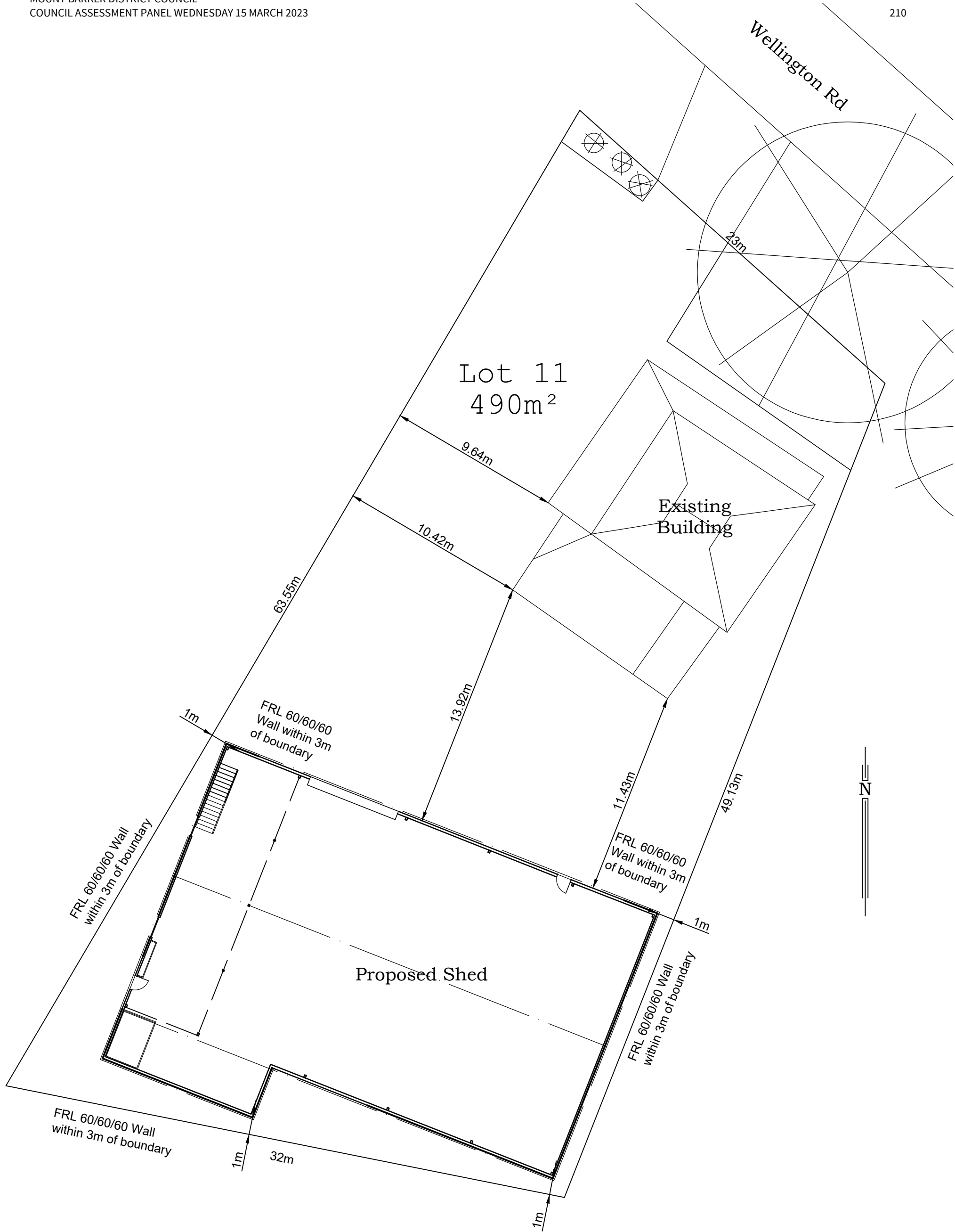
The proposal will not create congestion upon the urban arterial transport route – Wellington Rd. The proposal can accommodate all necessary vehicle manoeuvres on site.

The proposal will not result in any appreciable acoustic issues. The proposal will ensure that all waste is managed safely. Lawful and Environmentally sound waste management and site safety practices will ensure residents and community within the vicinity will be safe at all times, and the environment protected from any potential adverse environmental impacts associated with the proposed development.



Enclosed:

- Site survey by Olden and Van Senden 23/11/21
- SMP by Dean Nobbs DBN Consulting Engineers PL 7/2/22
- Traffic Report by Phil Weaver and Associates 19/2/22 and Addendum 5/8/2022
- Acoustic Report by Marshall Day Acoustics 19/10/2022
- Plans by MWM dated 28/07/2022



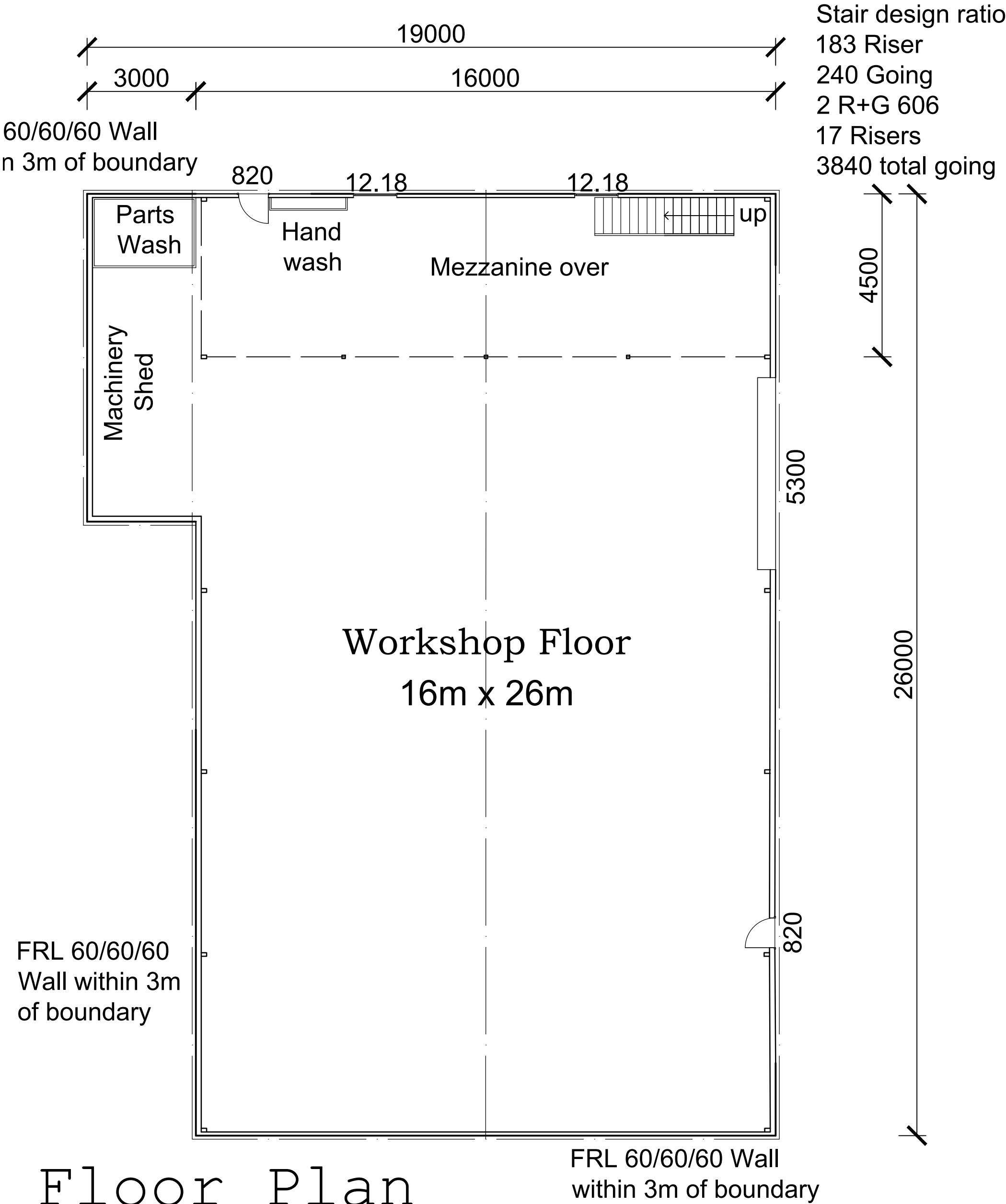
Site Plan
1:200

Proposed Industrial Shed

For The Norsworthy Super Fund
At Lot 11 Wellington Rd Mount Barker
Dated 28/07/2022
Job Ref WEL_11-1
Version 7

**MWM
DRAFTING**

PO Box 1508 Mt Barker S.A. 5251
Mobile:0432 920 855
Email: mylesmeline@gmail.com



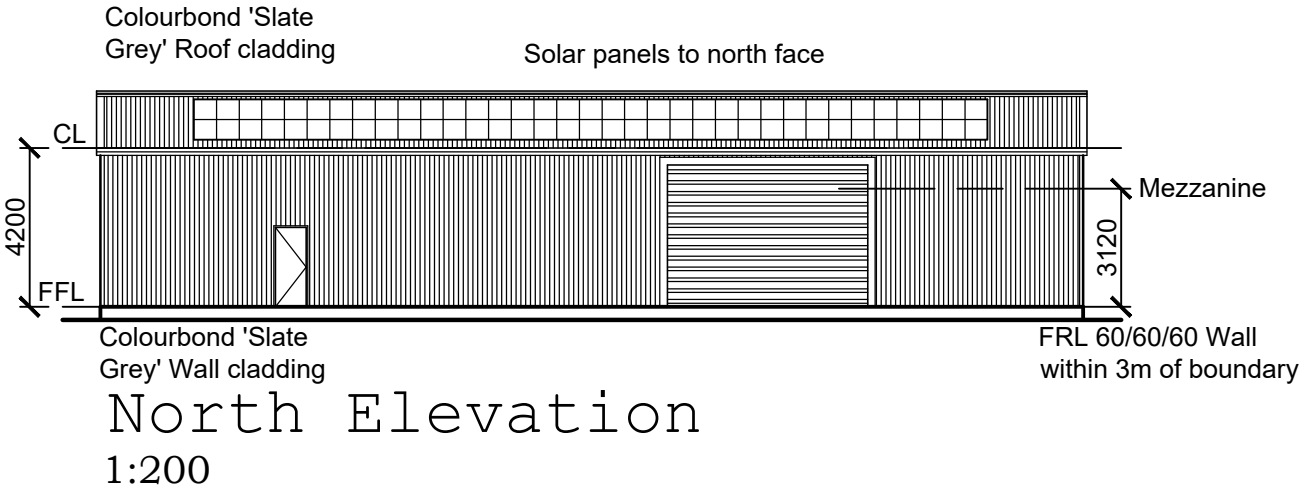
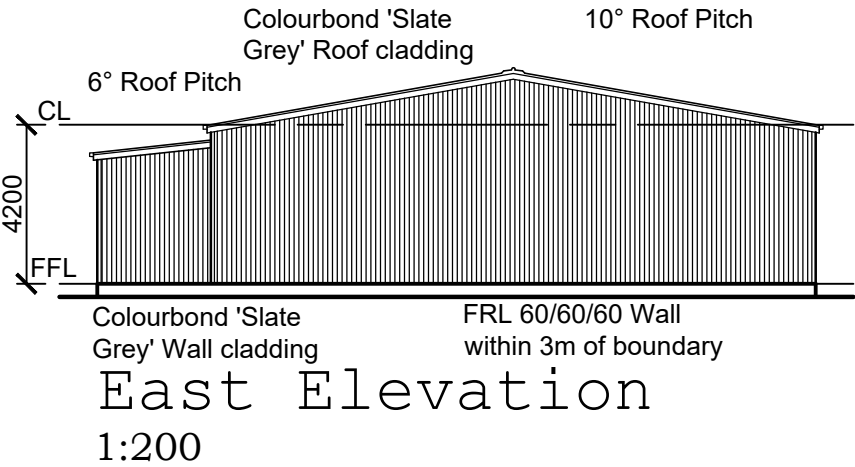
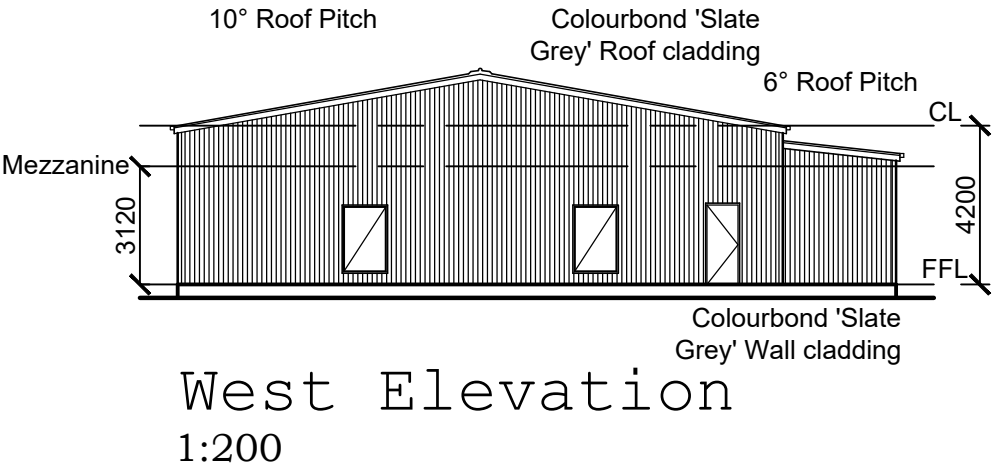
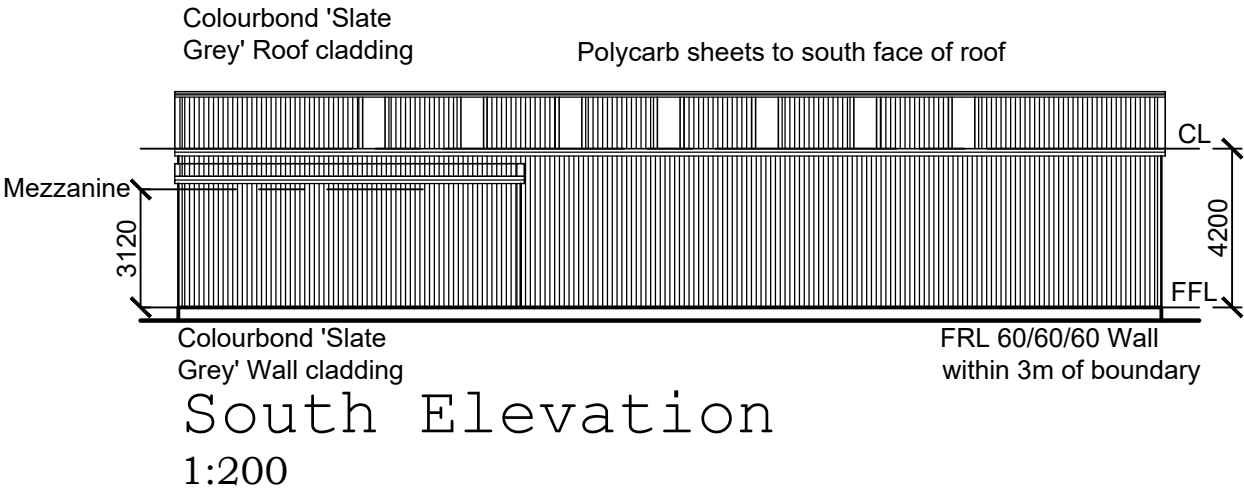
Stair design ratio
183 Riser
240 Going
2 R+G 606
17 Risers
3840 total going

Floor Plan

1:100

Proposed Industrial Shed
For The Norsworthy Super Fund
At Lot 11 Wellington Rd Mount Barker
Dated 28/07/2022
Job Ref WEL_11-2
Version 6

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Proposed Industrial Shed

For The Norsworthy Super Fund
At Lot 11 Wellington Rd Mount Barker
Dated 28/07/2022
Job Ref WEL_11-2
Version 6

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Consultant Traffic Engineers
ABN 67 093 665 680

204 Young Street
Unley SA 5061

P: 08 8271 5999
E: mail@philweaver.com.au

File: 21-227

5 August 2022

Mr Brett Norsworthy
C/- Mr Peter Meline

By email: petermeline@bigpond.com

Dear Pete,

**PROPOSED MOTOR REPAIR STATION (580/224/21) – 56 WELLINGTON ROAD, MOUNT BARKER –
ADDENDUM TO PARKING AND ACCESS ASSESSMENT**

We refer to our original Parking and Access Assessment (File: 21-227) dated 19 January 2022 in relation to the above matter.

We understand that in an email dated 31 March 2022, Andrew Houlihan, Team Leader Planning, Mount Barker District Council, provided seven comments in relation to traffic and car parking.

MWM Drafting have subsequently prepared an updated Site Plan (Version 7, dated 28 July 2022) and you have requested us to overlay an amended car parking layout onto this plan to address the comments raised in Mr Houlihan's email. We note that the proposed shed component has been moved further to the south-west within the site.

The amended car parking layout is attached as an appendix to this addendum and includes 13 car parking spaces. Such a quantity of car parking is considered to be more than sufficient for the three proposed car hoists which are anticipated to be installed within the proposed shed.

The comments raised by Council staff have been reproduced in blue below, with responses provided below each point in relation to the updated design:

- 1. Current 90 degree parking does not meet the minimum requirements of AS2890 and the reverse in arrangement is not supported for customer parking.*

The car parking layout has since been amended and the eight remaining 90-degree car parking spaces within the amended design would all be compliant with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009.

- 2. It is suggested alternate arrangements for car parking are investigated including angled car parks with a dedicated turnaround area to allow exit from the site in a forward direction.*

The amended car parking layout now provides for 45-degree angled car parking opposite the existing building. A wide turnaround / manoeuvring area between the existing building and proposed shed would allow for cars to turn around on-site in order to exit the site in a forward direction.

3. Please provide details on the SRV and MRV trucks that will use the site including the frequency and purpose.

The applicant has advised that:

- SRV's are expected on-site typically once per year for the collection of steel waste, and
- MRV's are expected on-site approximately once per week for the purpose of delivery of broken-down cars.

4. B99 vehicle to be demonstrated for swept paths as the site is commercial.

B99 design vehicles were previously utilised for critical movements in *Figure 4* of the original *Parking and Access Assessment*. The simultaneous site entry / exit movements shown in this figure are considered to remain relevant, and it is noted that the on-site turnaround area is now larger than previously provided and would therefore readily accommodate B99 design vehicle 3-point turns.

Swept paths are no longer required for car parking space accessibility given all spaces would comply with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009*.

5. Parking vehicles in the shed is unlikely to provide car parking that supports the fluent and transient nature of movements or accessibility for all users. Recommend that all car parking is open air.

All internal car parking has been removed from the latest design.

6. DIT support required through referral.

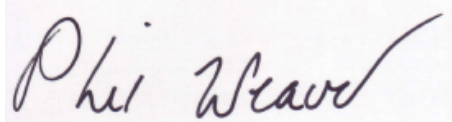
Noted.

7. Waste collection details to be provided.

The applicant has identified that private steel waste collection will be undertaken on-site once per year as identified in point 3 above, and that councils standard kerbside waste collection services will be utilised for general, organic, and recyclable waste.

In summary, we consider that the amended plans would address the concerns raised above in relation to the proposed car parking layout.

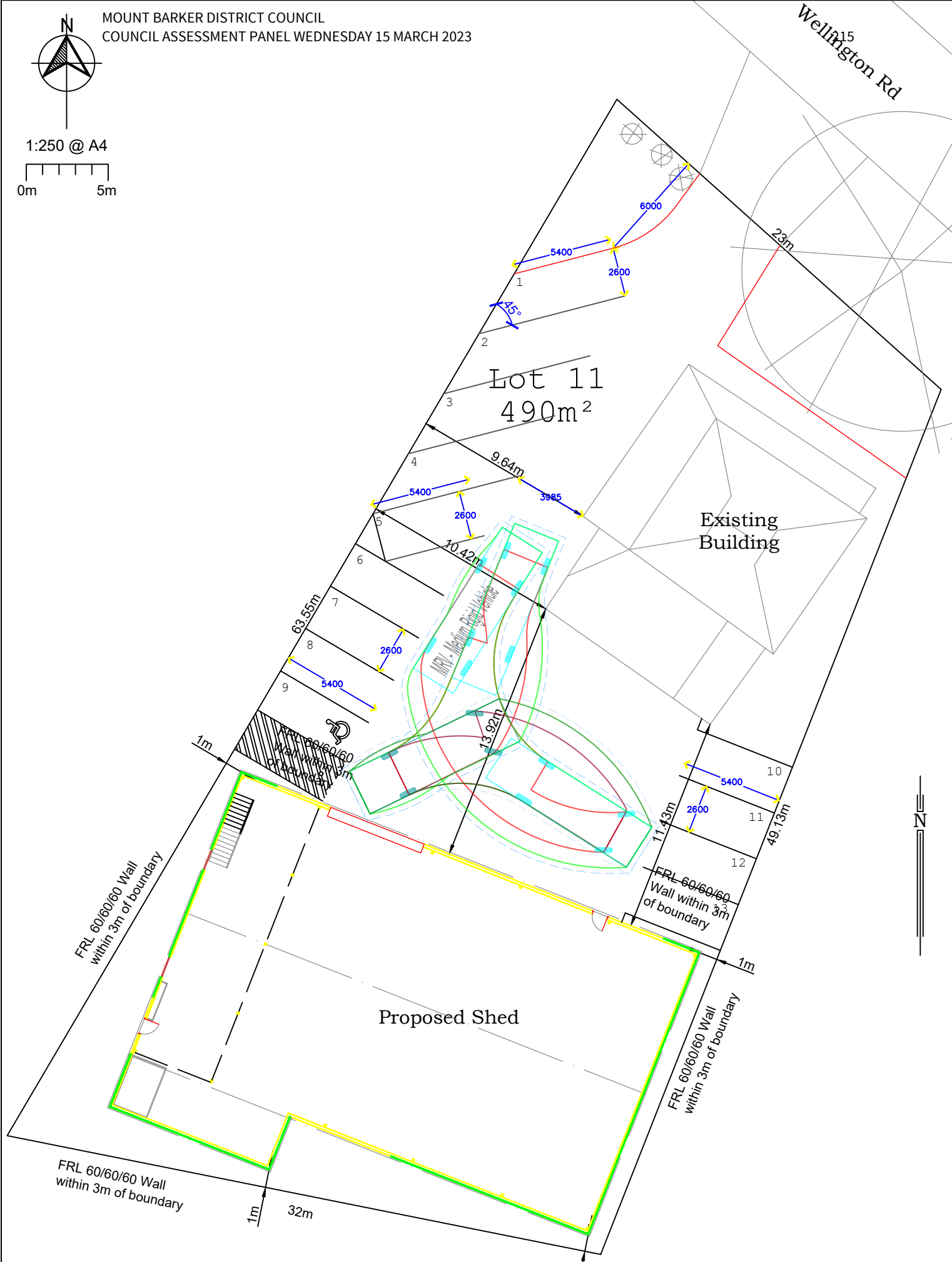
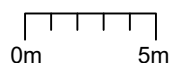
Yours sincerely,

A handwritten signature in dark ink, reading 'Phil Weaver', with a stylized flourish at the end.

Phil Weaver
Phil Weaver and Associates Pty Ltd

Enc: Amended Car Park Layout

1:250 @ A4



ADDENDUM: AMENDED CAR PARK LAYOUT WITH MRV ON-SITE 3-POINT TURN

PHIL WEAVER & ASSOCIATES

TRAFFIC ENGINEERING CONSULTANTS

For: Brett Norsworthy

Site Address: 56 Wellington Road, Mount Barker

REF: 21-227

DATE: 05/08/22

DWG BY: AH

CHK BY: PW

204 Young Street

UNLEY SA 5061

P: 08 8271 5999

E: mail@philweaver.com.au



MARSHALL DAY
Acoustics 

56 WELLINGTON ROAD, MOUNT BARKER
ENVIRONMENTAL NOISE ASSESSMENT

Rp 001 R01 20210748 | 19 October 2022

Marshall Day Acoustics Pty Ltd
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T: +618 6189 1400
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Project: **56 WELLINGTON ROAD, MOUNT BARKER**

Prepared for: **Norsworthy Super Fund**
C/-
Peter Meline and Associates
PO Box 1508
Mt Barker SA 5251

Attention: **Peter Meline**

Report No.: **Rp 001 R01 20210748**

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Document Control

Status:	Rev:	Comments	Date:	Author:	Reviewer:
Final	-	-	30 August 2021	C. Guzik	A. Morabito
Final	01	Updated site layout, updated PDC	19 October 2022	C. Guzik	A. Morabito

TABLE OF CONTENTS

1.0	INTRODUCTION	4
2.0	SITE DESCRIPTION.....	4
2.1	Site location.....	4
2.2	Proposed operations	5
2.3	Planning considerations	5
3.0	NOISE ASSESSMENT CRITERIA	6
3.1	Overview	6
3.2	Environmental noise levels	6
3.3	Rubbish collection	7
4.0	NOISE ASSESSMENT	7
4.1	Assumptions.....	7
4.2	Site fencing.....	7
4.3	Predicted noise levels.....	8
5.0	SUMMARY.....	8

APPENDIX A GLOSSARY OF TERMINOLOGY

APPENDIX B SITE LAYOUT

APPENDIX C ZONE MAP

APPENDIX D PLANING AND DESIGN CODE

APPENDIX E NOISE MODELLING METHOD

APPENDIX F NOISE LEVELS OF SITE OPERATIONS

1.0 INTRODUCTION

It is proposed to develop land at 56 Wellington Street, Mount Barker for the use of a motor repair station (DA 580/224/21).

Marshall Day Acoustics Pty Ltd (MDA) has undertaken an environmental noise assessment of the proposed development in accordance with relevant South Australian planning and EPA requirements.

This report details the proposed site operations, relevant environmental noise requirements, predicted noise levels and recommended noise control treatment.

A glossary of acoustic terminology used throughout this report is presented in Appendix A.

2.0 SITE DESCRIPTION

2.1 Site location

The proposed development is located at 56 Wellington Road, Mount Barker, as shown in Figure 1. The immediate surrounds of the site are as follows:

- Wellington Road and residential and existing commercial north of site
- Place of worship directly west
- Existing commercial uses to the east
- Existing residential uses to the south

The nearest existing noise-affected premises in the vicinity of the subject site and which have been considered in this assessment are the residential dwellings detailed in Table 1.

Table 1: Identified noise-affected premises

Reference	Address	Relative location to site boundary
R1	27 Alberg Ave Mount Barker	10 m south west
R2	28 Alberg Ave, Mount Barker	10 m south
R3	53 Wellington Road, Mount Barker	30 m north
R4	53A Wellington Road, Mount Barker	30 north west

Figure 1: Site location and surrounds



2.2 Proposed operations

The development proposes a new shed at the rear of the site to operate as a motor mechanic/repair shop (vehicle servicing, etc).

The main sources of noise associated with the development are hand held/battery operated tooling and a likely air compressor (portable type).

The proposed operating hours are 7 am to 5 pm, Monday to Friday and 7 am to 12 pm Saturday.

2.3 Planning considerations

The proposed site and surrounds are located within the Mount Barker District Council. Development within the Council is subject to the Planning and Design Code (P&DC).

The site and immediate surrounds to the east and west are zoned *Local Activity Centre with Housing Diversity Neighbourhood* zoned land to the north and south.

The zone map is provided in Appendix B, with the relevant P&DC provisions provided in Appendix D.

3.0 NOISE ASSESSMENT CRITERIA

3.1 Overview

The P&DC Performance Outcome 4.1 states that developments that impact on sensitive receivers achieve the relevant Environment Protection (Noise) Policy criteria.

The relevant (and current) policy is the *Environment Protection (Noise) Policy 2007* (EPP). The EPP provides a method 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 Environmental noise levels

The EPP separates the day into two assessment periods; day (7 am – 10 pm) and night (10 pm – 7 am). Indicative noise factors are determined with consideration of the land use category principally promoted by the land zoning, for both the noise source and nearest existing noise-affected premises.

The indicative noise factors, based on the land zoning are detailed in Table 2.

Table 2: EPP indicative noise factors

Item	Land Zoning (refer Appendix C)	Land Use Category (EPP)	Indicative noise factor, dB	
			Day	Night
Noise source	Local Activity Centre	Commercial	62	55
Noise-affected premise	Housing Diversity Neighbourhood	Residential	52	45

Clause 5.6 of the EPP states:

[...] Subject to subclause (6), if the land uses principally promoted by the relevant Development Plan provisions for the noise source and those principally promoted by the relevant Development Plan provisions for the noise-affected premises do not all fall within a single land use category, the indicative noise level is the average of the indicative noise factors for the land use categories within which those land uses fall.

Further, for new development, 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 indicative noise levels for the assessment of proposed site operations are detailed in Table 3.

Table 3: EPP indicative noise level, dB $L_{Aeq,15min}$

Noise-affected premise	Land Zoning	Day (7 am – 10 pm)
R1	Housing Diversity Neighbourhood	52
R2	Housing Diversity Neighbourhood	52
R3	Housing Diversity Neighbourhood	52
R4	Housing Diversity Neighbourhood	52

3.3 Rubbish collection

With regards to rubbish and waste collection activities, Section 6, Division 3 of the EPP details the relevant provisions. Clause 28.1 of the EPP notes that when such activities result in noise with an adverse impact on amenity¹, the activity must not be undertaken except between:

- 9 am and 7 pm on a Sunday or public holiday;
- 7 am and 7 pm on any other day.

It is recommended such activities are limited to the hours noted above.

4.0 NOISE ASSESSMENT

An assessment under the EPP compares the predicted noise level of a noise source at the nearest noise affected premises to the indicative noise level. The predicted noise level is the A-weighted equivalent noise level of the noise source over a 15-minute period ($L_{Aeq,15min}$), adjusted for any audible characteristics.

Details regarding the noise modelling considerations are included in Appendix E

Noise level data used in this assessment is summarised in Appendix F.

4.1 Assumptions

The following assumptions have been made in the assessment of noise from the proposed operations:

- Continuous noise within workshop at a level of 76 dB L_{Aeq} (hand tooling only, refer Appendix F)
- Workshop shed constructed from profiled sheet metal minimum BMT 0.48 mm that achieves minimum R_w 18
- Windows on the west side of shed open/closed
- Roller door on north open when workshop activities in use

4.2 Site fencing

The existing 1.6 m high (approximate) Colorbond fence to the south and west site boundaries are included in the calculation of noise levels from the site. To provide adequate noise reduction, it is recommended the fence is made good and double skin (i.e. supply additional sheet metal to the inside of the property). The fence to be sealed at the base to the ground, rear and sides of the property.

¹ Rubbish and waste collection activity that exceeds 60 dB L_{Amax} at the nearest noise-affected premises

4.3 Predicted noise levels

The predicted noise levels at the nearest noise-affected premises, based on the above assumptions, are provided in Table 4.

Table 4: Predicted noise levels, dB L_{Aeq}

Noise-affected premise	Predicted level (North roller door open)	Indicative noise level	Complies (✓/×)
R1	43	52	✓
R2	42	52	✓
R3	41	52	✓
R4	38	52	✓

The predicted noise levels meet the day indicative noise level at all nearest noise-affected premises with the roller door to the north open.

5.0 SUMMARY

A new motor repair station is proposed at 56 Wellington Road, Mount Barker.

An environmental noise assessment of the proposed site operations has been carried out in accordance with the relevant planning provisions and South Australian EPA legislation.

This assessment has considered:

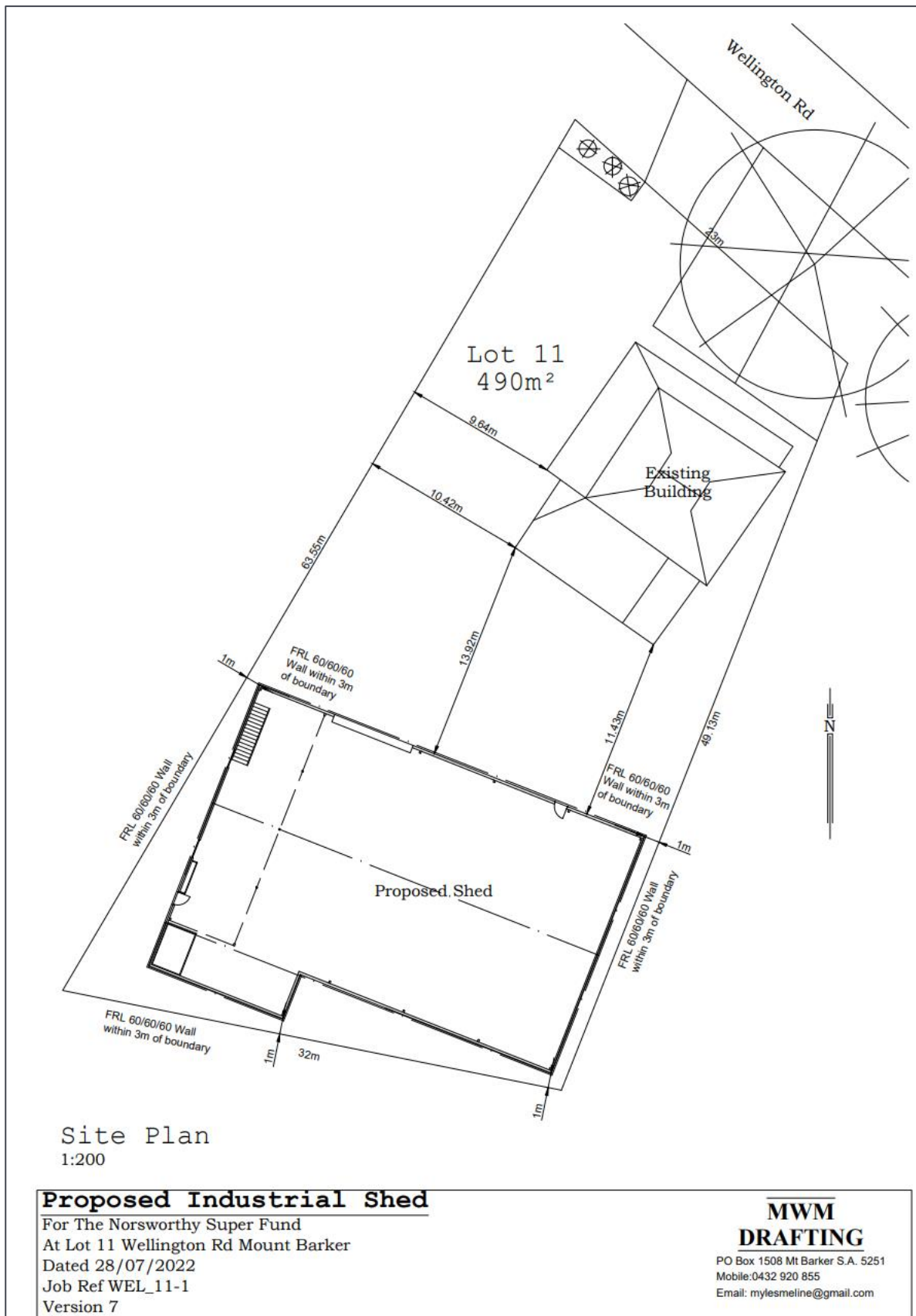
- Assessment noise levels determined in accordance with the relevant provisions of the Planning and Design Code, and the *Environment Protection (Noise) Policy*.
- Noise modelling of the site and surrounding environment, accounting for typical worst-case atmospheric conditions which favour the propagation of sound towards noise-affected premises.

The assessment has demonstrated that noise levels associated with the proposed use of the site can operate within the relevant provisions of the Planning and Design Code and *Environment Protection (Noise) Policy*.

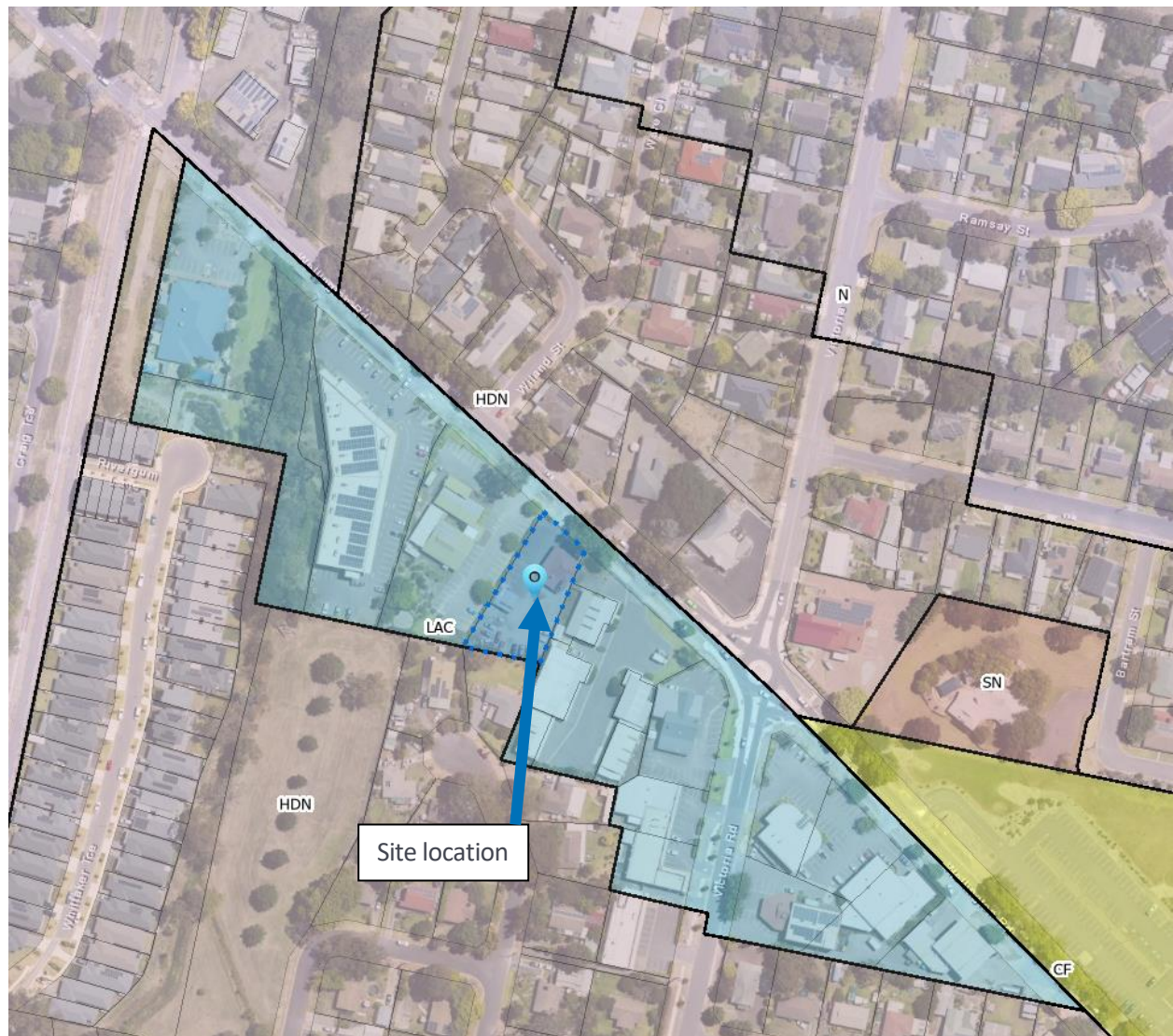
APPENDIX A GLOSSARY OF TERMINOLOGY

Ambient	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.
A-weighting	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.
dB	<p>Decibel: The unit of sound level.</p> <p>Expressed as a logarithmic ratio of sound pressure P relative to a reference pressure of $P_r=20 \mu\text{Pa}$ i.e. $\text{dB} = 20 \times \log(P/P_r)$</p>
Frequency	The number of pressure fluctuation cycles per second of a sound wave. Measured in units of Hertz (Hz).
Hertz (Hz)	<p>Hertz is the unit of frequency. One hertz is one cycle per second.</p> <p>One thousand hertz is a kilohertz (kHz).</p>
$L_{Aeq}(t)$	<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>
L_w	<p><u>Sound Power Level</u></p> <p>A logarithmic ratio of the acoustic power output of a source relative to 10^{-12} watts and expressed in decibels. Sound power level is calculated from measured sound pressure levels and represents the level of total sound power radiated by a sound source.</p>

APPENDIX B SITE LAYOUT



APPENDIX C ZONE MAP



APPENDIX D PLANING AND DESIGN CODE

D1 General – interface between land uses

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)	
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Activities Generating Noise or Vibration	
PO 4.1	DTS/DPF 4.1
Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2	DTS/DPF 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: locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers housing plant and equipment within an enclosed structure or acoustic enclosure providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	None are applicable.
PO 4.3	DTS/DPF 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).	The pump and/or filtration system ancillary to a dwelling erected on the same site is: enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or located at least 12m from the nearest habitable room located on an adjoining allotment.

D2 Noise source – Local Activity Centre zone

Desired Outcome

DO 1 A range of small-scale shops, offices, business, health and community facilities to provide daily services to and support walkable neighbourhoods.

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

Retail, office, health and community facilities, services and other businesses provide a range of goods and services to the local community.

DTS/DPF 1.1

Development comprises one or more of the following:

- a) Advertisement
 - b) Community facility
 - c) Consulting room
 - d) Dwelling
 - e) Office
 - f) Pre-school
 - g) Shop
-

D3 Noise-affected premise – Housing Diversity Neighbourhood Zone

Desired Outcome

DO 1 Medium density housing supports a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

APPENDIX E 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 residential dwellings in the vicinity of the subject site. The noise model has been used to calculate noise levels at noise-affected premises 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 noise-affected premises within an angle of +/-45 degrees from a line connecting the source to the noise-affected premises, 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 noise-affected premises locations. Under alternative atmospheric conditions, such as when the wind is blowing from a noise-affected premises 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 noise-affected premises 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.

- Noise-affected premises at 1.5 m (single storey) and 4.5 m (two storey) above ground level
- Noise-affected premises locations positioned according to review of public aerial imagery (imagery sourced from Google Earth, Google Maps and Nearmap)
- Emission data for each source at the site as detailed in Appendix F
- Noise levels calculated at the noise-affected premises (i.e. free-field noise levels)

APPENDIX F NOISE LEVELS OF SITE OPERATIONS

The noise level data used in the assessment is provided in Table 5 below.

Table 5: Noise data of site activities, dB Lp

Source	Octave band centre frequency (Hz)							
	A	63	125	250	500	1000	2000	4000
Internal noise level within workshop	76	70	70	71	73	71	66	68

03 August 2022

Mr Keith Norsworthy
56 Wellington Road
Mount Barker SA 5251
E-mail: automotivedoctor1@gmail.com

Our ref: 56 Wellington Road
Mount Barker Development
SMP
Revision: 1

56 Wellington Road, Mount Barker Development - Stormwater Management Plan

1 Introduction

Mr Keith Norsworthy commissioned DBN Consulting Engineers to prepare a Stormwater Management Plan (SMP) for the proposed new development at 56 Wellington Road, Mount Barker (site). The existing site is shown in Image 1 and has a total area of 1,490 m². The proposed development includes the construction of a proposed shed and surrounding hardstand area at the rear of the lot, as shown in Image 2.

This stormwater management plan summarises District Council of Mount Barker (Council) stormwater management requirements, proposed stormwater management strategy, hydrology and hydraulics and maintenance.



Image 1 – Existing site

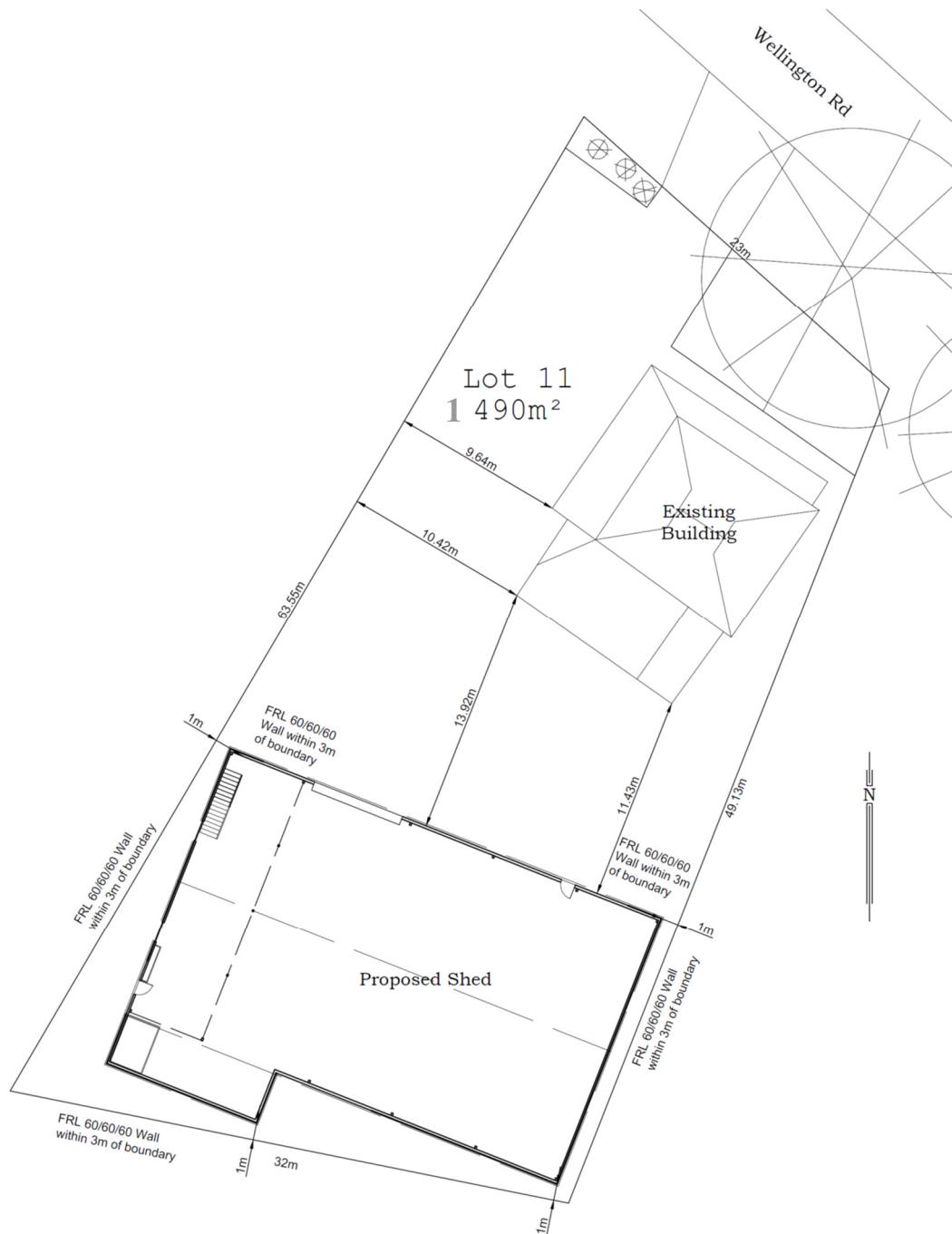


Image 2 – Proposed development

2 Existing Stormwater System and Council Requirements

2.1 Existing Stormwater System

There is an existing DN375 mm pipe along the southern side of Wellington Road. There are a series of driveway cross overs, however there are few inlets along the southern side of Wellington Road that discharge to the existing DN375 mm pipe. The site has two DN150 mm uPVC outlet pipes that discharge to the roadside swale on the western side of the existing site driveway crossover. The two

DN150 mm uPVC pipes convey stormwater runoff from an existing grated inlet pit in the northern corner of the site.

2.2 Council Stormwater Management Requirements

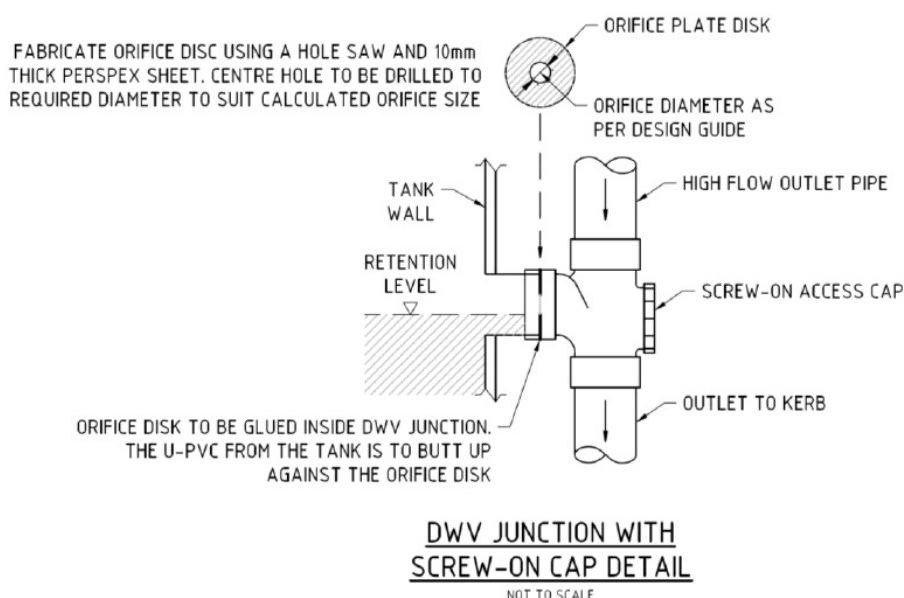
Council have advised that:

- The post development peak 10% and 1% Annual Exceedance Probability (AEP) flow rates from the proposed development are to be less than or equal to the equivalent pre-development flow rate
- There are no specific stormwater quality treatment requirements, assuming that any oils and greases from the automotive repair's operations are contained and treated within the proposed shed. Council encourages Water Sensitive Urban Design (WSUD) measures are incorporated into the proposed development to remove sediment and nutrients.
- Erosion control is to be provided at the discharge point to the swale on Wellington Road.

3 Proposed Stormwater Management Strategy

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

- The existing dwelling and hardstand area on the northern side of the site will remain largely untouched. The grading around the proposed shed is based on providing access to the shed and ensuring that there is adequate fall away from the proposed shed. The grading dictates that there will be a low point in the southwest corner of the site. Stormwater can pond approximately 100 mm before overflowing along the western boundary of the site to GIP 3 and the existing Grated Inlet Pit (GIP) in the northern corner of the site. A minimum 200 mm high kerb will be provided in the southwest corner of the site to reduce the likelihood of overflows to adjacent properties. Approximately 2 m³ of detention storage is provided on the surface at GIP1 and approximately 4 m³ of detention storage is provided at the existing GIP, before overflowing.
- A new minimum 100 mm high kerb and gutter will be constructed along the western property boundary to capture and convey stormwater runoff to the existing GIP.
- A 14 kL detention tank will be provided to detain stormwater runoff from the proposed shed. All roofwater runoff from the proposed shed will be conveyed to the 14 kL tank. A DN30 mm orifice will be provided as close to the invert of the tank as possible. Image 3 shows the orifice arrangement for the detention tank. A DN150 mm overflow pipe will be provided at the top of the tank.
- The existing dwelling downpipes will continue to discharge as per the existing case.
- The existing GIP in the northern end of the site will be retained. The existing 2 x DN150 mm outlet pipes will also be retained. All new and existing GIPs will be fitted with a Drain Warden and oil absorbent pillow to remove any sediment and oil from the hardstand area stormwater runoff. A 150 mm thick rock ballast layer over a Bidim A34 geofabric will be provided at the outlet of the 2 x DN150 mm outlet pipes.



DWV – Drain Waste and Vent

Image 3 – Detention tank orifice arrangement.

4 Hydrology and Hydraulics

4.1 Catchment Plan

Figure 1, Appendix A shows the catchment areas. A summary of the catchment areas and assumed percentage impervious fraction is shown in Table 1.

Table 1 – Post development catchment areas and assumed % impervious fraction

Catchment ID	Area (m ²)	Pervious Area (m ²)	% Impervious
cRoofTank	447	0	100%
cExistGIP	911	91	90%
cGIP1	132	0	100%

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 model:

- The catchment areas and percentage impervious fractions for the proposed development are as shown in Table 1.

- Paved and landscaped area depression storages equal 1 mm and 5 mm respectively.
- Soil type equals 4.
- Antecedent moisture condition equals 3.

4.2.1 DRAINS Modelling Results

The proposed development DRAINS model was simulated for a range of storm durations for the 10% and 1% AEP storm events, using Australian Rainfall and Runoff, 2016 Temporal Patterns and 2019 Bureau of Meteorology, Intensity Frequency Duration data.

The DRAINS model configuration, 10% and 1% AEP existing and proposed development DRAINS modelling results are shown in Appendix B. A summary of the DRAINS modelling results is shown in Table 2. The DRAINS modelling results show that the 10% and 1% AEP peak flow rate from the proposed development are both less than the equivalent existing conditions flow rates. The 1% AEP peak flow rate from the site is conveyed by the existing DN150 mm pipes and there is no overflow onto adjoining properties or across the verge.

Table 2 – Existing conditions and post development 10% and 1% AEP flow rates

Scenario	10% AEP Peak Flow Rate (L/s)	1% AEP Peak Flow Rate (L/s)
Existing	22	38
Proposed	22	32

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.
- Check that the orifice plate in the detention tank low level outlet is not blocked.
- Check that the Drain Wardens in all new and the existing GIPs are not blocked. If stormwater ponds on the surface around the grated inlet pits, then the Drain Warden will likely be blocked and may need to be replaced.

Routine maintenance inspections should be undertaken every 6 to 12 months and/or after rainfall events totalling 20 mm or more.

6 Conclusion

A stormwater management strategy has been developed for the proposed development at Wellington Road, Mount Barker and includes:

- The existing dwelling and hardstand area on the northern side of the site will remain largely untouched. The grading around the proposed shed is based on providing access to the shed and ensuring that there is adequate fall away from the proposed shed. The grading dictates that there will be a low point in the southwest corner of the site. Stormwater can pond approximately 100 mm before overflowing along the western boundary of the site to GIP3 and the existing GIP in the northern corner of the site. A minimum 200 mm high kerb will be provided in the

southwest corner of the site to reduce the likelihood of overflows to adjacent properties.

Approximately 2 m³ of detention storage is provided on the surface at GIP1 and approximately 4 m³ of detention storage is provided at the existing GIP, before overflowing.

- A new minimum 100 mm high kerb and gutter will be constructed along the western property boundary to capture and convey stormwater runoff to the existing Grated Inlet Pit (GIP).
- A 14 kL detention tank will be provided to detain stormwater runoff from the proposed shed. All roofwater runoff from the proposed shed will be conveyed to the 14 kL tank. A DN30 mm orifice will be provided as close to the invert of the tank as possible. A DN150 mm overflow pipe will be provided at the top of the tank.
- The existing dwelling roof downpipes will continue to discharge as per the existing case.
- The existing GIP in the northern end of the site will be retained. The existing 2 x DN150 mm outlet pipes will also be retained. All new and existing GIPs will be fitted with a Drain Warden and oil absorbent pillow to remove any sediment and oil from the hardstand area stormwater runoff. A 150 mm thick rock ballast layer over a Bidim A34 geofabric will be provided at the outlet of the 2 x DN150 mm outlet pipes.

DRAINS modelling results show that the 10% and 1% AEP peak flow rate from the proposed development are both less than the equivalent existing conditions flow rates. The 1% AEP peak flow rate from the site is conveyed by the existing DN150 mm pipes and there is no overflow onto adjoining properties or across the verge.

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

Yours faithfully

DBN Consulting Engineers Pty Ltd



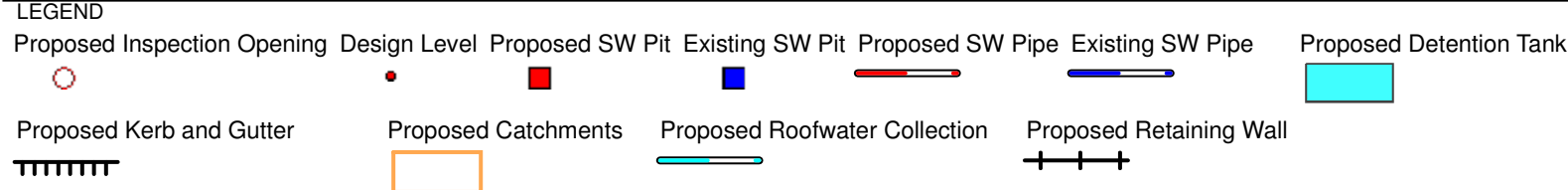
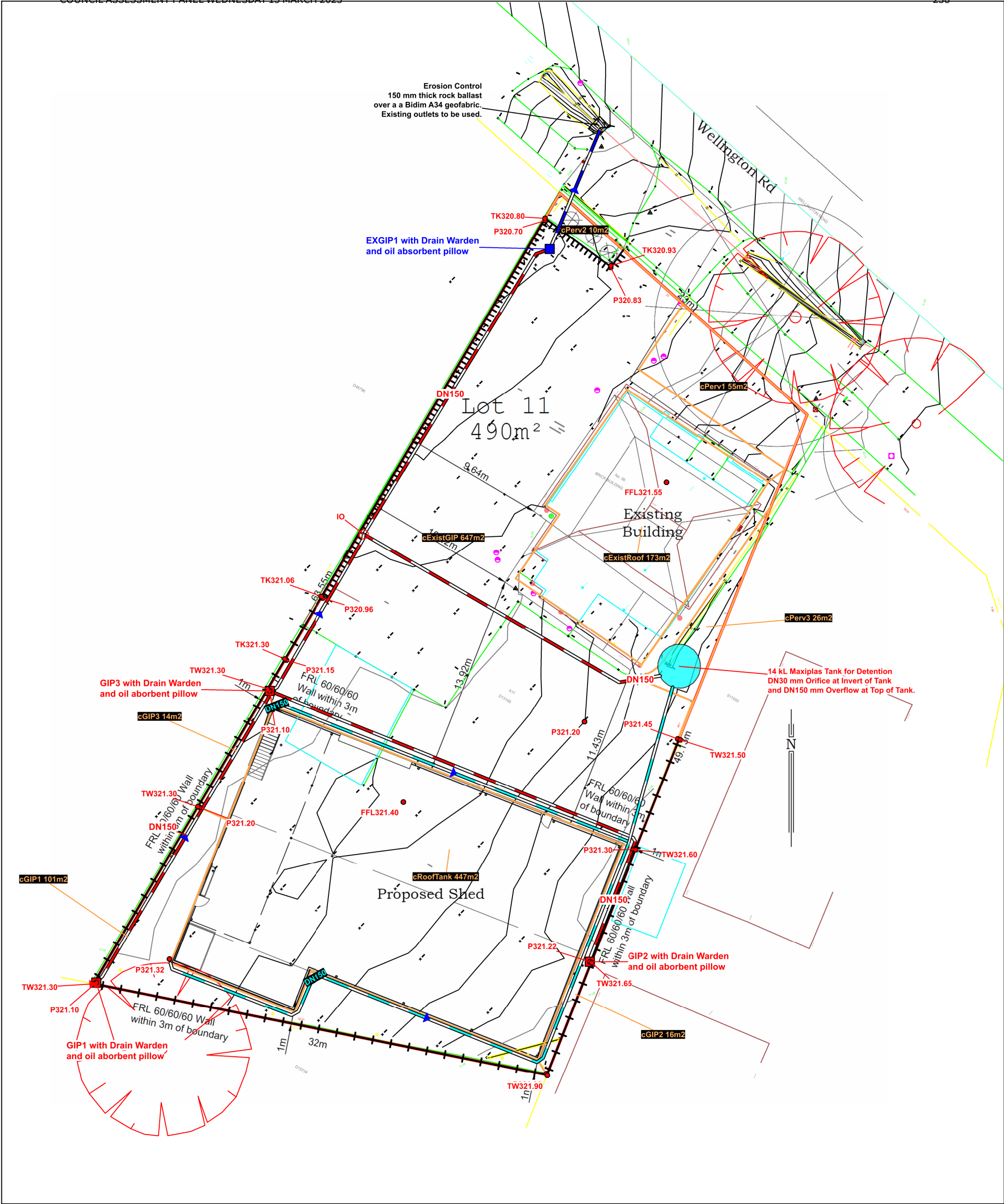
Dean Nobbs

Director

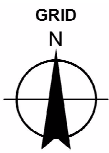
0422 150 775

Appendix A - Figures

Figure 1 – Stormwater Management Plan



1:250



DBN Consulting Engineers Pty Ltd

M 0422 150 775 E deannobbs@internode.on.net

The Norsworthy Superfund
56 Wellington Road, Mt Barker
Stormwater Management Plan

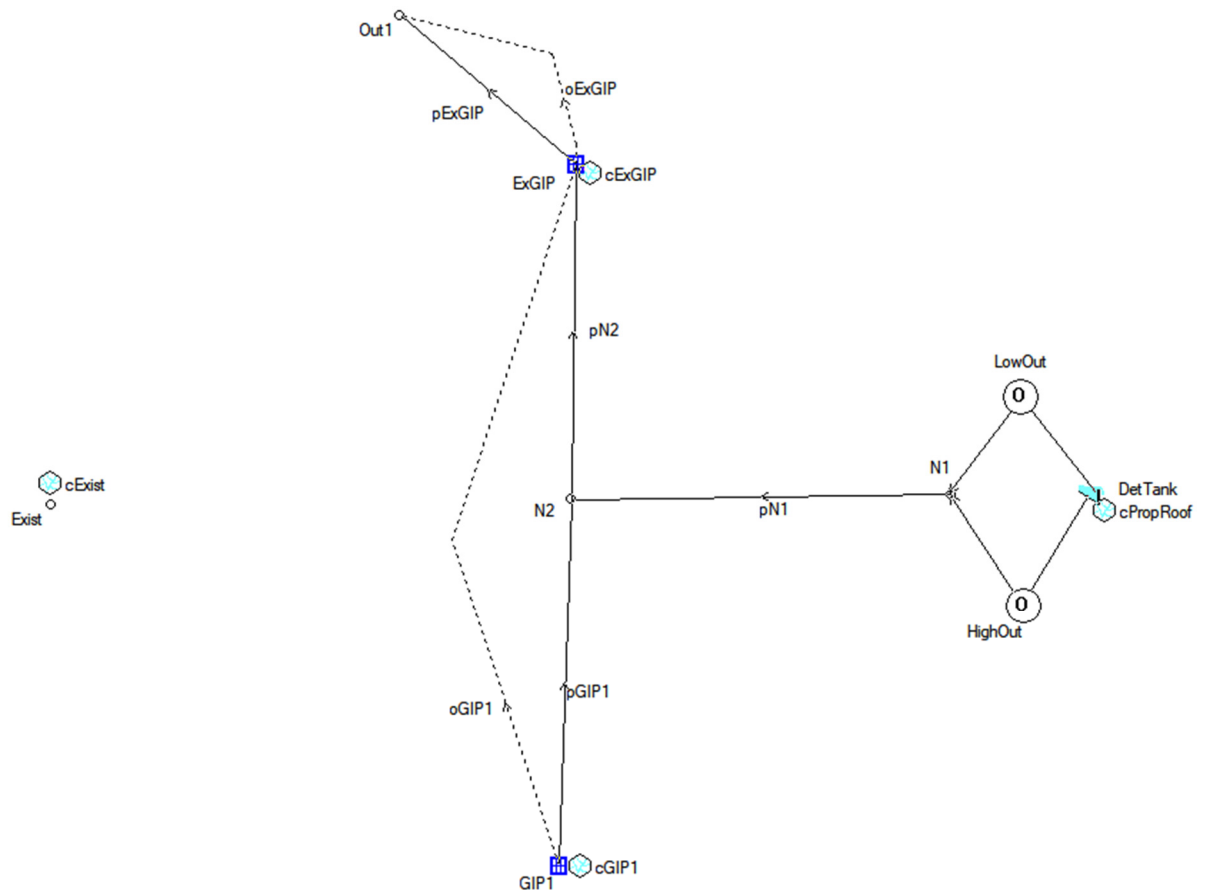
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rev no. | C

Figure 01

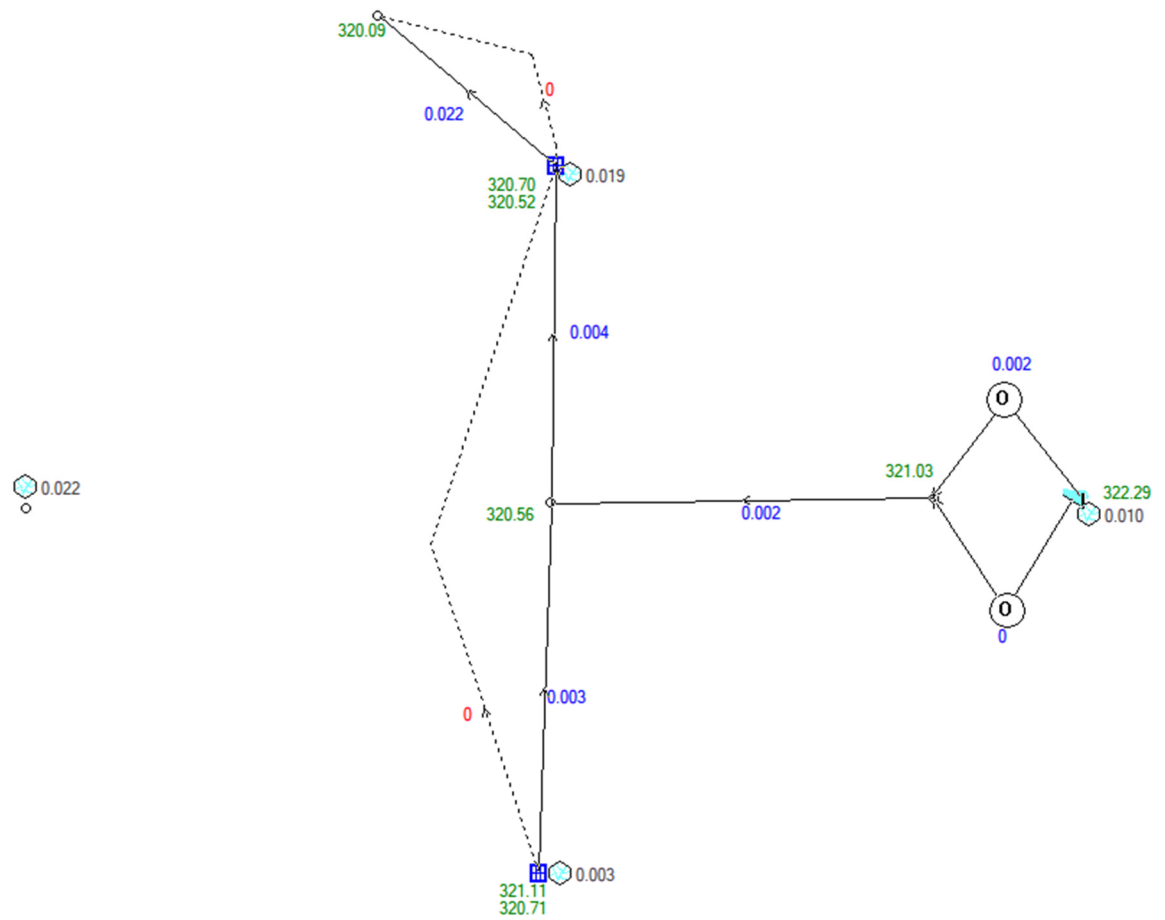
29 | July 2022

Map projection: Universal Transverse Mercator
Horizontal datum: Geocentric Datum of Australia 1994
Grid: Map Grid of Australia, Zone 54

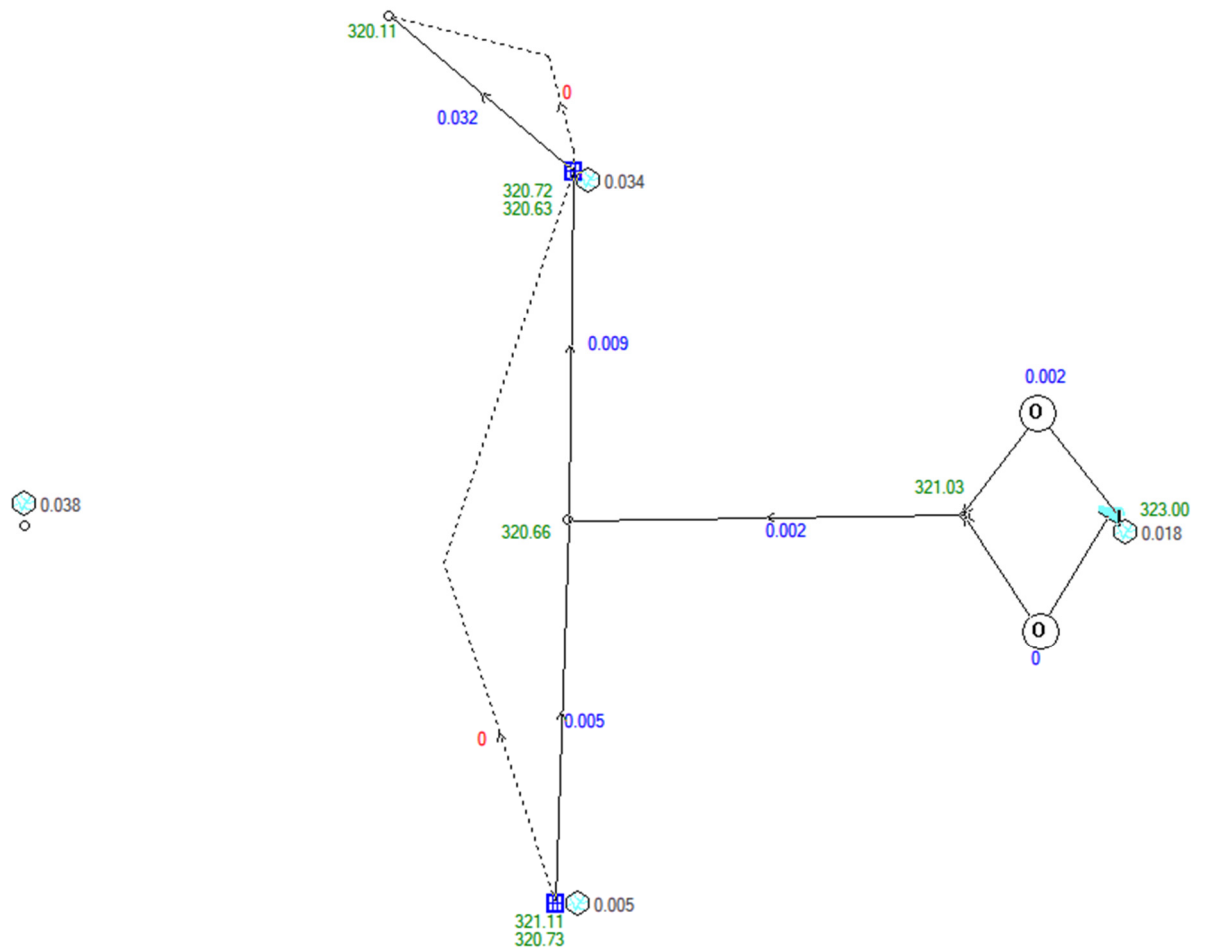
Appendix B – DRAINS Model Results



DRAINS Model Layout (above)



10% AEP DRAINS Model Results (above)



1% AEP DRAINS Model Results (above)

Consultant Traffic Engineers

ABN 67 093 665 680

204 Young Street
Unley SA 5061

P: 08 8271 5999

E: mail@philweaver.com.au

File: 21-227

19 January 2022

Mr Brett Norsworthy
C/- Mr Peter Meline

By email: petermeline@bigpond.com

Dear Pete,

PROPOSED MOTOR REPAIR STATION (580/224/21) – 56 WELLINGTON ROAD, MOUNT BARKER – PARKING AND ACCESS ASSESSMENT

We refer to our previous discussions with respect to the proposed construction of a shed and use of the subject land as a motor repair station.

As requested, we have undertaken the following review of the parking and vehicular access related aspects of the subject development.

1. EXISTING SITUATION

The subject site is located on the southern side of Wellington Road, Mount Barker, within the *Local Centre Zone* as identified in the final version of Councils Development Plan dated 20th August 2020.

The existing building at the front of the site was previously used as a dental care facility. The site also accommodates a shed located along the western boundary of the site.

A two-way access point is centred approximately 8.5m from the western boundary of the site, which provides access to the (unlinemarked) 12-space on-site car parking area provided on the hardstand in the north-western portion of the site and the existing shed.

Wellington Road is a two-way arterial roadway providing one traffic lane in each direction separated by a single continuous barrier line. This roadway has a sealed width of approximately 7.0m and does not include kerbing in the locality of the subject site.

Adjacent to the site, Wellington Road has a posted speed limit of 60km/h and carries an Annual Average Daily Traffic (AADT) volume of approximately 14,900 vehicles per day (vpd).

The applicant currently utilises an allotment opposite the subject site at 55 Wellington Road, Mount Barker, as a motor repair station.

Aerial imagery of the subject site and adjoining locality is provided in *Figure 1* below.



Figure 1: Subject site and surrounding locality

2. PROPOSED DEVELOPMENT

The proposed development is identified on a series of plans prepared by MWM Drafting (Ref WEL_11-1) including a Site Plan (Version 3) dated 08/12/2020.

The proposed development will comprise construction of a 576m² 'industrial shed' component at the rear of the site, to accommodate the service areas associated with the proposed motor repair station land use. Construction of this building will require demolition of the existing shed.

The existing building on the site (previously accommodating a dental care facility) will be utilised by the proposed motor repair land use for administrative purposes.

There are no proposed alterations to the existing vehicular site access arrangements.

On-site car parking is not identified on the Site Plan and has therefore been discussed in section 4 of this report below.

3. COUNCIL RFI

Council staff provided a Request for Further Information (Ref: DOC/21/120177) dated 29th July 2021. Amongst other matters, this RFI identified a need for the following parking and access related aspects to be addressed, namely:

- Provision of a car parking layout plan;
- Assessment of the required level of car parking for the proposed land use;
- Details of the number of service bays; and
- Preparation of vehicle turn paths to ensure that all vehicles can enter and exit the site in a forward direction.

These aspects have therefore been considered below.

4. PARKING ASSESSMENT

4.1 Car Parking Requirements

Table MtB/2 - Off Street Vehicle Parking Requirements within Councils Development Plan identifies car parking provisions for 'motor repair stations' of:

"1 per 50 square metres of gross leaseable floor area or 4 spaces per service bay whichever is the greater"

It is noted that the RFI listed car parking requirements for office developments. However these rates are not considered relevant to the proposed land use, noting that the existing building will not be leased to external office users and will be used by the motor repair station for standard administrative purposes (such as a reception area and small administrative office), i.e., this building will be ancillary to the primary land use function. Parking requirements associated with such a use would therefore be captured within the relevant 'motor repair station' rate identified above.

The proposed shed and existing building have a combined area of approximately 750m². As such, a minimum of 15 on-site car parking spaces would be required based on the floor area requirement identified above (1 space per 50m²).

A mark-up of the site plan is provided in *Figure 2* below, identifying how such parking requirements could be accommodated on-site.

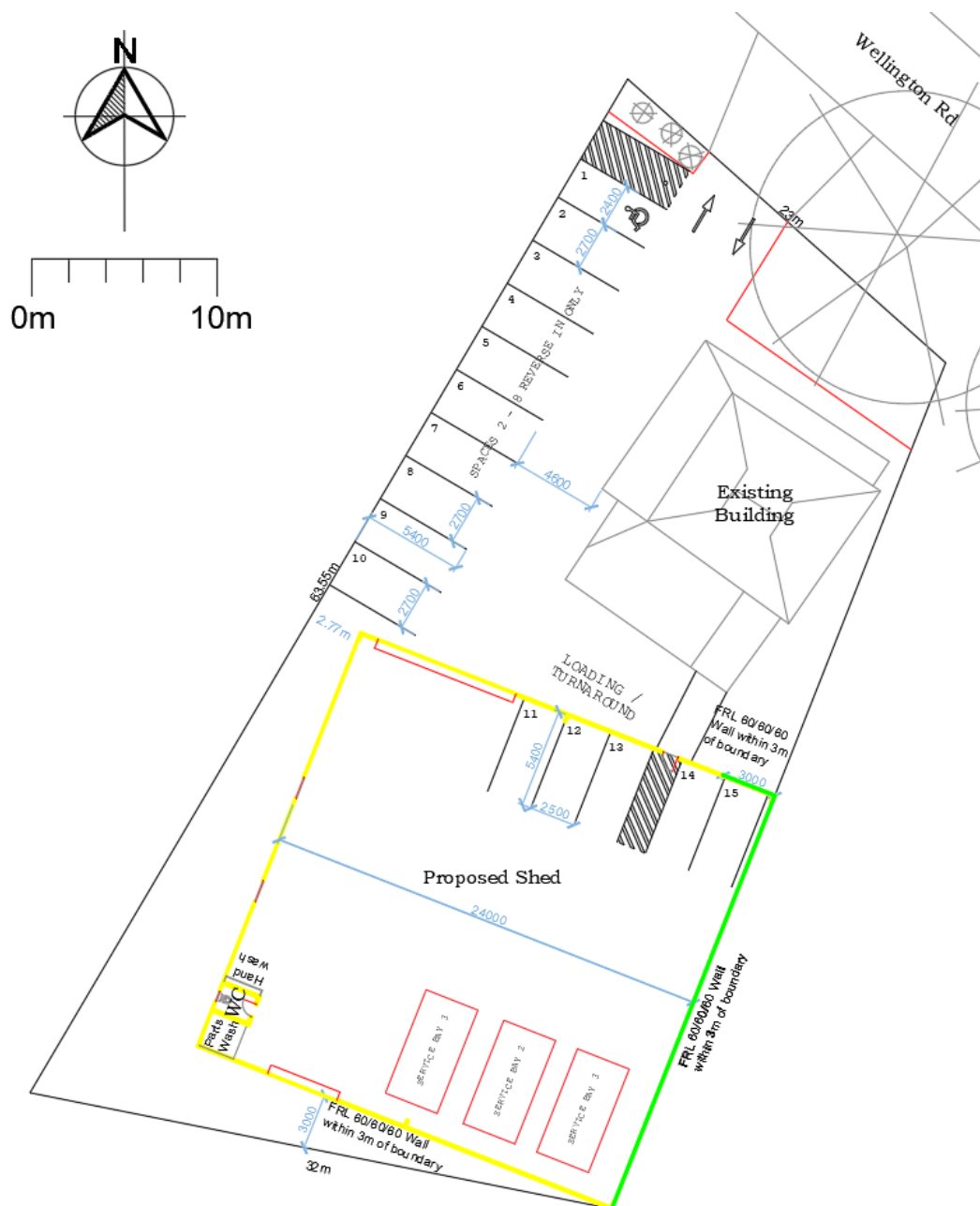


Figure 2: Concept car parking and service bay arrangement

The concept in *Figure 2* allows for ten car parking spaces to be provided in the existing hardstand area adjacent to the western boundary of the site, including provision of a dedicated accessible parking space and associated shared area.

A further five parking spaces are identified within the proposed shed. Given the nature of the proposed land use, such spaces could either be used for staff parking, or alternatively for storage of vehicles before / after servicing (moved into and out of the shed by staff only).

4.2 Service Bays

As per the Development Plan requirement for 4 car parking spaces per service bay, three service bays have been proposed in *Figure 2* to fully comply with the on-site car parking provisions (15 spaces). However it is noted that a fourth service bay could be provided with only a negligible one-space on-site car parking shortfall as per these requirements.

Alternatively it is noted that the Development Plan has since been superseded by the *Planning and Design Code* which requires a lesser quantity of 3 on site car parking spaces per service bay for 'motor repair stations', with no floor area provisions. On this basis, the following arrangements would also be supported:

- Provision of three service bays and removal of the internal parking spaces; or
- Provision of up to five service bays with 15 overall parking spaces including internal parking areas.

4.3 Car Park Design

The proposed external car parking spaces will have lengths of 5.4m and widths of 2.7m (2.4m for the accessible space and associated shared area).

The Site Plan identifies, at the narrowest location, a width between the existing building and the western boundary of the site of approximately 10.0m. As such, this aisle width would not be fully compliant with the relevant off-street car parking standard (*AS/NZS 2890.1:2004*) in terms of the adjacent 90-degree parking spaces given that the length of the spaces would be 5.4 m. The width of these adjoining spaces would therefore are greater than the minimum requirements of the off-street car parking standard to address this aspect.

The swept path diagram provided in *Figure 3* below identifies that B85 passenger design vehicles can be readily reversed into theses spaces when the adjoining spaces are occupied. Based on historical imagery, such a rear-in arrangement appears to currently occur with vehicles parked in this area

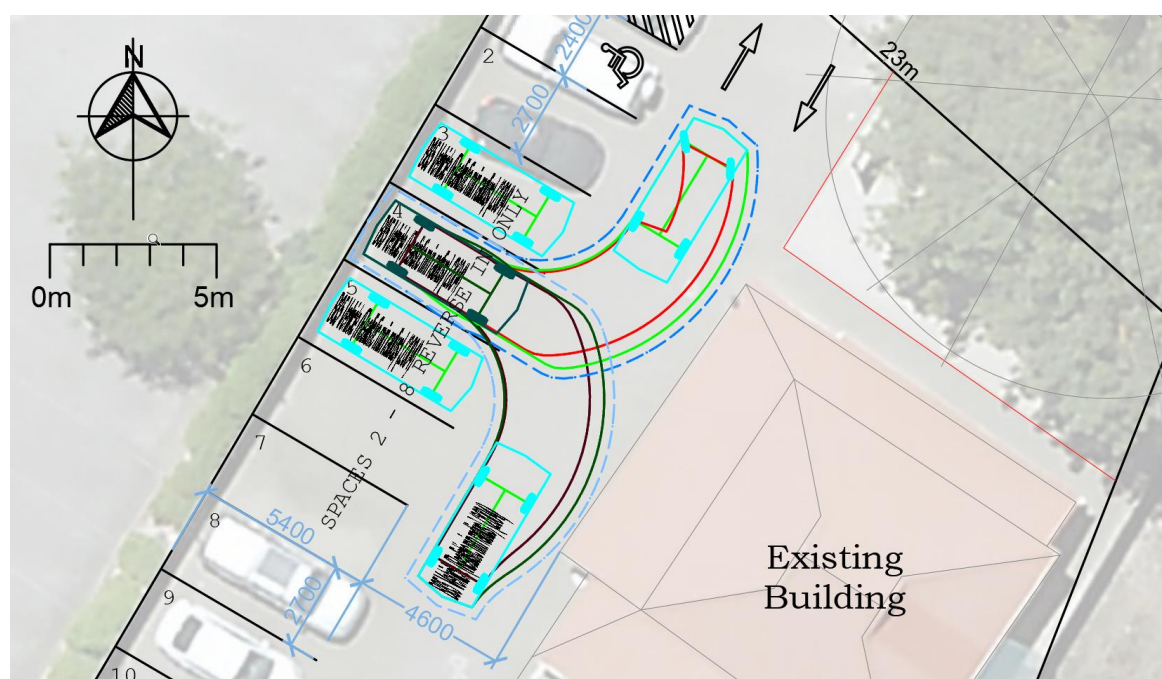


Figure 3: B85 reverse entry / forward exit for existing external car parking area adjacent existing building

In order to reinforce this arrangement, it is recommended that signage be applied to the spaces labelled 2 to 8 identifying that these parking spaces are 'reverse-in' only.

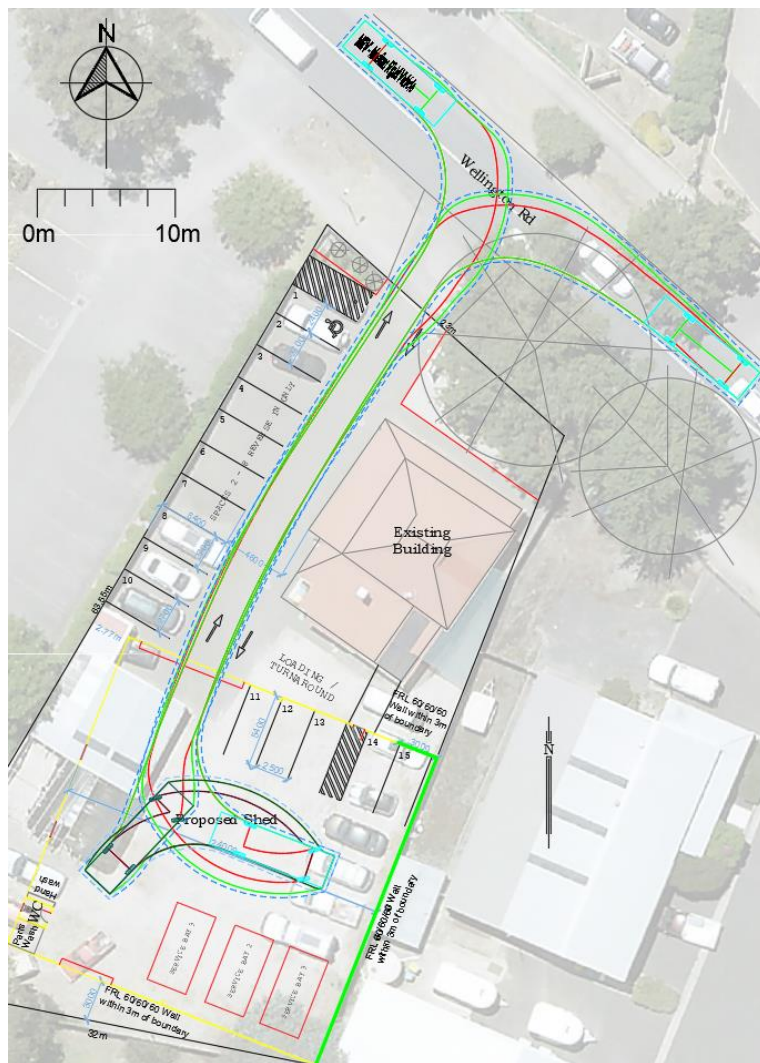
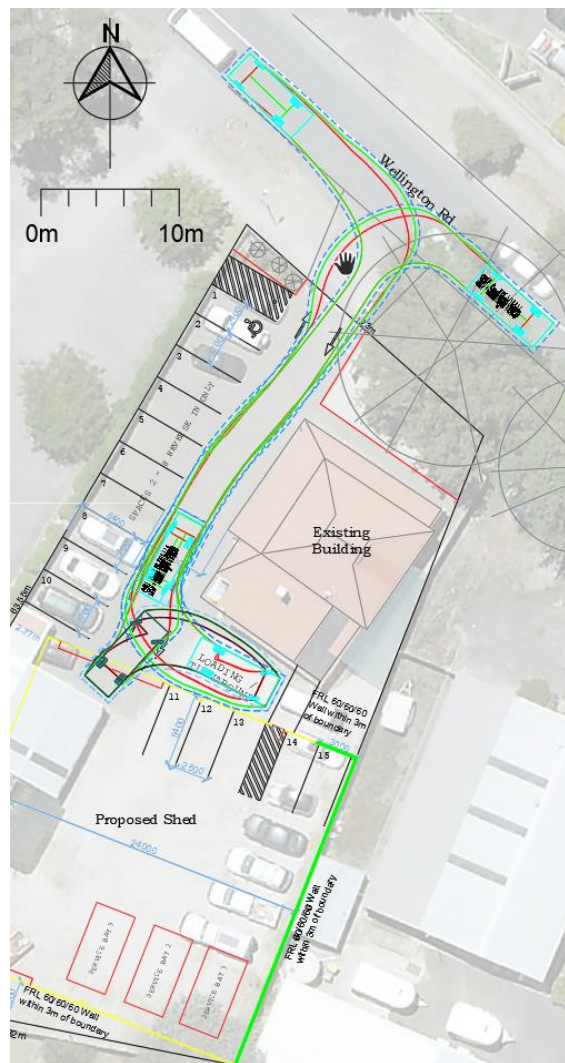
The internal parking spaces within the proposed new building will provide lengths of 5.4m and widths of 2.5m adjacent an aisle width of indicatively 11m. These spaces will be used by staff only.

On the above basis, it is considered that a satisfactory parking arrangement will be provided given the constraint of the location of the existing building at the northern end of the subject land.

Figure 4 below identifies critical B99 design vehicle movements including simultaneous site entry and exit movements, and on-site 3-point turnaround.



6



Figures 5 and 6: Potential SRV and MRV site access and on-site turnaround movements

The elements of *Figures 2 to 6* are overlaid onto a higher-resolution image (*Figure 7*) attached as an appendix to this report.

6. SUMMARY

In summary, we consider that the proposed development / change of use will provide an appropriate quantity of on-site car parking spaces in a satisfactory arrangement, and will continue to accommodate forward site entry and exit movements of all vehicles anticipated to access the proposed development.

Yours sincerely,

Phil Weaver
Phil Weaver and Associates Pty Ltd

Enc: Figure 7

Consultant Traffic Engineers
ABN 67 093 665 680

204 Young Street
Unley SA 5061

P: 08 8271 5999
E: mail@philweaver.com.au

File: 21-227

5 August 2022

Mr Brett Norsworthy
C/- Mr Peter Meline

By email: petermeline@bigpond.com

Dear Pete,

**PROPOSED MOTOR REPAIR STATION (580/224/21) – 56 WELLINGTON ROAD, MOUNT BARKER –
ADDENDUM TO PARKING AND ACCESS ASSESSMENT**

We refer to our original Parking and Access Assessment (File: 21-227) dated 19 January 2022 in relation to the above matter.

We understand that in an email dated 31 March 2022, Andrew Houlihan, Team Leader Planning, Mount Barker District Council, provided seven comments in relation to traffic and car parking.

MWM Drafting have subsequently prepared an updated Site Plan (Version 7, dated 28 July 2022) and you have requested us to overlay an amended car parking layout onto this plan to address the comments raised in Mr Houlihan's email. We note that the proposed shed component has been moved further to the south-west within the site.

The amended car parking layout is attached as an appendix to this addendum and includes 13 car parking spaces. Such a quantity of car parking is considered to be more than sufficient for the three proposed car hoists which are anticipated to be installed within the proposed shed.

The comments raised by Council staff have been reproduced in blue below, with responses provided below each point in relation to the updated design:

- 1. Current 90 degree parking does not meet the minimum requirements of AS2890 and the reverse in arrangement is not supported for customer parking.*

The car parking layout has since been amended and the eight remaining 90-degree car parking spaces within the amended design would all be compliant with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009*.

- 2. It is suggested alternate arrangements for car parking are investigated including angled car parks with a dedicated turnaround area to allow exit from the site in a forward direction.*

The amended car parking layout now provides for 45-degree angled car parking opposite the existing building. A wide turnaround / manoeuvring area between the existing building and proposed shed would allow for cars to turn around on-site in order to exit the site in a forward direction.

3. Please provide details on the SRV and MRV trucks that will use the site including the frequency and purpose.

The applicant has advised that:

- SRV's are expected on-site typically once per year for the collection of steel waste, and
- MRV's are expected on-site approximately once per week for the purpose of delivery of broken-down cars.

4. B99 vehicle to be demonstrated for swept paths as the site is commercial.

B99 design vehicles were previously utilised for critical movements in *Figure 4* of the original *Parking and Access Assessment*. The simultaneous site entry / exit movements shown in this figure are considered to remain relevant, and it is noted that the on-site turnaround area is now larger than previously provided and would therefore readily accommodate B99 design vehicle 3-point turns.

Swept paths are no longer required for car parking space accessibility given all spaces would comply with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009*.

5. Parking vehicles in the shed is unlikely to provide car parking that supports the fluent and transient nature of movements or accessibility for all users. Recommend that all car parking is open air.

All internal car parking has been removed from the latest design.

6. DIT support required through referral.

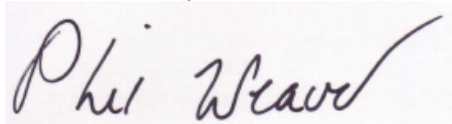
Noted.

7. Waste collection details to be provided.

The applicant has identified that private steel waste collection will be undertaken on-site once per year as identified in point 3 above, and that councils standard kerbside waste collection services will be utilised for general, organic, and recyclable waste.

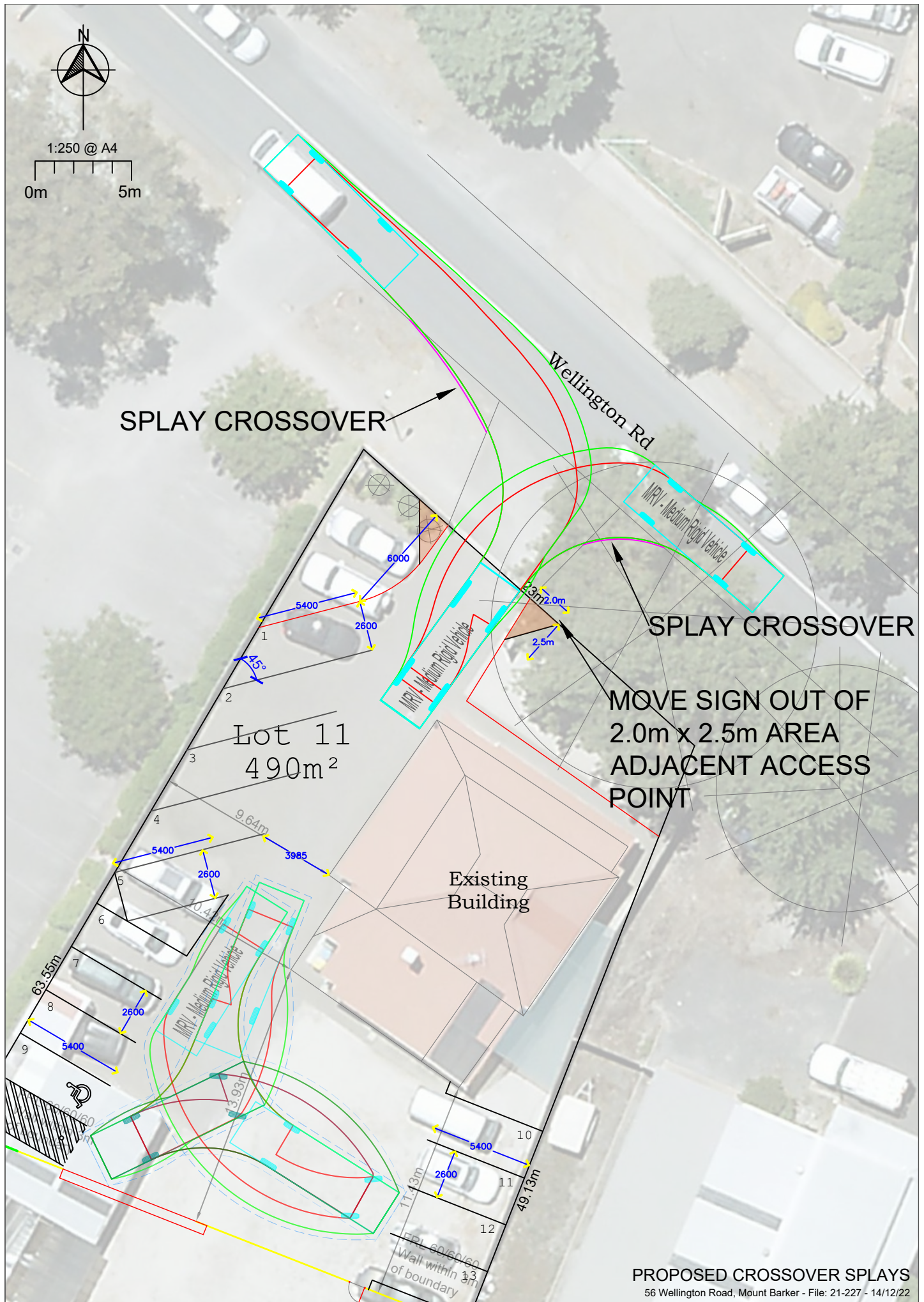
In summary, we consider that the amended plans would address the concerns raised above in relation to the proposed car parking layout.

Yours sincerely,

A handwritten signature in dark ink, reading 'Phil Weaver', is displayed on a light-colored rectangular background.

Phil Weaver
Phil Weaver and Associates Pty Ltd

Enc: Amended Car Park Layout



Site inspection form



- Aerial image of subject site and surrounds, with zoning overlay (January 2022)



- entrance to 56 Wellington Road, Mount Barker



- looking southeast, directly outside subject site



- within subject site



– looking into site



– front of existing building on the site, marked as an office



– looking towards rear boundary





- to rear/ south of existing shed/ outbuilding within central part of site



- tree outside subject site



- looking to eastern/ side boundary



- looking into the site from the rear boundary



- looking along eastern side of building towards Wellington Road



- back of main building



- front of shed within the site with abutting carport



- view towards Wellington Road



- gate, signage and entrance to No. 56 Wellington Road, Mount Barker



- looking southeast up Wellington Road, note car upholsterers adjacent at 1/ 56A Wellington Road (CUT / Custom Upholstery and Trimming)



- looking northwest along Wellington Road towards subject site



- see 'Automotive Doctor' opposite subject site at 55 Wellington Road



— view into 55 Wellington Road



— as above



— view into 55 Wellington Road



— neighbouring site to the northwest, Churches of Christ at 54 Wellington Road.

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Details of Representations

Application Summary

Application ID	22028256
Proposal	Change in use to motor repair station, including conversion of consulting rooms to ancillary office and store, construction of a new workshop building and associated signage, car parking and infrastructure
Location	56 WELLINGTON RD MOUNT BARKER SA 5251

Representations

Representor 1 - Helen White

Name	Helen White
Address	27 ALBERG AVENUE MOUNT BARKER SA, 5251 Australia
Submission Date	03/02/2023 03:33 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

The specific reasons I believe that planning consent should be granted/refused are: It is an Industrial shed and enterprise that do not fit with the Local Activity Centre Guidelines for this immediate area. Specific concerns are; Change of use to a workshop adjacent to our home, potential noise pollution from machinery, air compressor, pressure cleaner which are to be sited right alongside our house. We do not believe the indicated noise levels in the application can be maintained given the industrial workshop purposes, and will impact on our health and lifestyle. If approved, future owners of the workshop can then use it for far more industrial/noise generating activities, ie engine building, tuning, metal fabrication. These changes will negatively impact our property value, amenity, liveability, as we move into retirement and spend more time at home.

Attached Documents

Rep22028256WhiteTomlinson-4803665.pdf

The specific reasons I believe that planning consent should be granted/refused are:

It is an Industrial shed and enterprise that do not fit with the Local Activity Centre Guidelines for this immediate area.

Specific concerns are;

Change of use to a workshop adjacent to our home, potential noise pollution from machinery, air compressor, pressure cleaner which are to be sited right alongside our house. We do not believe the indicated noise levels in the application can be maintained given the industrial workshop purposes, and will impact on our health and lifestyle.

If approved, future owners of the workshop can then use it for far more industrial/noise generating activities, ie engine building, tuning, metal fabrication.

These changes will negatively impact our property value, amenity, liveability, as we move into retirement and spend more time at home.

[attach additional pages as needed]

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

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

I: ☒ 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:



Date: 31/1/23

Return Address *[relevant authority postal address]* or

Email: lodgement@mountbarker.sa.gov.au *[relevant authority email address]* or

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

PETER MELINE & ASSOCIATES
TOWN AND COUNTRY PLANNERS
PO BOX 1508, MT. BARKER, SA, 5251.
MOBILE 0448 395 299
petermeline@bigpond.com

08/09/2022

Mr. S. Conn,
DC Mt Barker,
6 Dutton Rd,
Mt Barker SA 5251

Dear Randall,

22028256
56 Wellington Rd Mount Barker
RESPONSE TO WRITTEN REPRESENTATIONS

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.

REPRESENTOR	SUMMARY OF ISSUES
Helen White	<ul style="list-style-type: none">• Potential noise pollution

It is noted that one valid representation has been received (opposed) regarding the proposal. The issues raised by the representor are addressed below in turn:

NOISE

An acoustic report has been obtained from Marshall Day Acoustics 19/10/22 ref Rp001R0120210748 and submitted with this DA.

The report concludes as follows vide pg.8;

*A new motor repair station is proposed at 56 Wellington Road, Mount Barker.
An environmental noise assessment of the proposed site operations has been carried out in accordance with the relevant planning provisions and South Australian EPA legislation.
This assessment has considered:*

- Assessment noise levels determined in accordance with the relevant provisions of the Planning and Design Code, and the Environment Protection (Noise) Policy.*
- Noise modelling of the site and surrounding environment, accounting for typical worst-case atmospheric conditions which favour the propagation of sound towards noise-affected premises.*

The assessment has demonstrated that noise levels associated with the proposed use of the site can operate within the relevant provisions of the Planning and Design Code and Environment Protection (Noise) Policy.

Additionally it is submitted that-

The workshop will use only electric power tools, with no pneumatic tools or air compressors to be used on site. In addition to this, no work will be conducted outside of the business hours of 8am to 5pm.

The entire rear wall of the workshop which is facing the zone boundary will include sound attenuating insulation of $R_w + C_{TR}$ of 50 vide NCC Vol.1 F5.5 to prevent sound transmission to neighbouring properties.

CONCLUSION

The noise impact of the proposal will be minimal, and alleviated by the use of sound proofing and only produced during work hours.

The proposal is not considered to offend any relevant Performance Objectives of the PDI Code.

It is therefore recommended that the application should be submitted to the Council Assessment Panel for grant of Planning Consent subject to conditions

Regards,



Peter Meline
RPIA, MAIBS, JP.

Referral Snapshot

Development Application number:
22028256

Consent:
Planning Consent

Relevant authority:
Mount Barker District Council

Consent type for distribution:

Referral body:
Commissioner of Highways

Response type:
Schedule 9 (3)(7) Development Affecting Transport Routes and Corridors

Referral type:
Direction

Response date:
4 Jan 2023

Advice:
With comments, conditions and/or notes

Condition 1

All access to/from the development shall be gained in accordance with the plan produced by MWM Drafting, Proposed Industrial Shed Plan Job Ref WEL_11-1, Version 9 dated 21/12/2022.

Condition 2

All vehicles shall enter and exit the site in a forward direction and all maneuvering areas shall be clear of impediments.

Condition 3

Stormwater run-off shall be collected on-site and discharged without impacting the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

5.2.2. 22000732 - BEYOND INK

Application ID	22000732
Applicant	Beyond Ink
Subject Land	Lot 15, 8 , 22 and 30 Mount Barker Road, Totness SA 5250
Nature of Development	Expansion of storage facility comprising seven storage buildings incorporating 30 shipping containers, maintenance shed, two caravan storage shelters and associated landscaping
Lodgement Date	3 March 2022
Relevant Authority	Council Assessment Panel
Zone	Employment Zone and Rural Zone
Planning and Design Code	2022.4 – 3 March 2022
Version Number	
Categorisation	Code Assessed (Performance Assessed)
Notification	Yes
Representations	6
Persons to be heard	4
Referrals - Statutory	Nil
Referrals – Non-Statutory	Development Engineering
Responsible Officer	Greg Sproule – Senior Planner
Recommendation	Grant Planning Consent subject to reserved matters, condition and advisory notes

APPENDIX 1:	Relevant Planning and Design Code Policies
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ATTACHMENT 1:	Application Documents
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ATTACHMENT 2:	Site Photos
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ATTACHMENT 3:	Representations
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ATTACHMENT 4:	Response to Representations
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1. PROPOSAL

The proposal is best described as follows;

“Expansion of storage facility comprising seven storage buildings incorporating 30 shipping containers, maintenance shed, two caravan storage shelters and associated landscaping”.

The proposal comprises the following;

- Five (5) storage buildings constructed from shipping containers
 - Total of 30 containers
 - Containers have a height of 2.6m and are sited on 150mm levelling blocks
 - A skillion roof fixed to top of containers constructed from corrugated colorbond sheeting in shale grey colour and fixed to steel C-channels
 - External walls and access doors painted in shale grey
- Two (2) caravan storage shelters
 - Storage for 10 caravans
 - Larger shelter (marked A on plans) measures 14.4m wide, 10.19m deep and has a height of 3.81m – 4.35m
 - Smaller shelter (marked B on the plans) measures 10.0m wide, 7.2m deep and has a height of 3.81m-4.35m
 - Shelter A that is located 1.5m from the boundary of the site includes a 190mm concrete block wall to the rear/boundary elevation with 3.0m returns to each side to function as a fire rated wall required under the National Construction Code.
 - Roof sheeting for both shelters will be in Trimdeck profile and in colorbond in Surfmist colour.
- Landscaping in the form of revegetation works within and along the banks of the watercourse that traverses through allotment 15 that form part of the site, as shown on submitted landscaping plan - PA03.
 - Note: A separate Authorisation for a Water Affecting Activity Permit from the Hills and Fleurieu Landscape Board is required prior the owner of the land undertaking the proposed revegetation works within and along the watercourse.
- The largest vehicle size associated with the proposed caravan storage buildings is a 4WD and a double axle caravan that have a total length of 12.9m.

Access and hours of operation for the existing storage facility will remain unchanged as follows:

- Access to the proposed storage buildings is via the existing 7.9m wide, two-way bituminised access point to Mount Barker Road (30 Mount Barker Road) with the path of travel through the balance of the site via existing internal driveways as shown on the submitted plans (Site Plan - PA00).
- Customers have access to site through the locked gates using an assigned ‘fob’ between the hours of 6.00am and 8.00pm every day. The office of Adelaide Hills Storage is open 8.30am-5.00pm Monday to Friday and 8.30am-12.30pm Saturday.

The proposal does not include any additional signage or the removal of any regulated trees or native vegetation.

Refer to **Attachment 1** for details of the application documents.

2. SUBJECT LAND

The subject land comprises a number of allotments that are common known and formally identified as:

- Lot 15 Mount Barker Road Totness SA 5250 – Deposited Plan 20352 in CT 5862/62
- 8 Mount Barker Road Totness SA 5250 – Deposited Plan 76572 in CT 6019/175
- 22 Mount Barker Road Totness SA 5250 – Deposited Plan 76572 in CT 6019/170
- 30 Mount Barker Road Totness SA 5250 – Deposited Plan 6019/168 in CT 76572

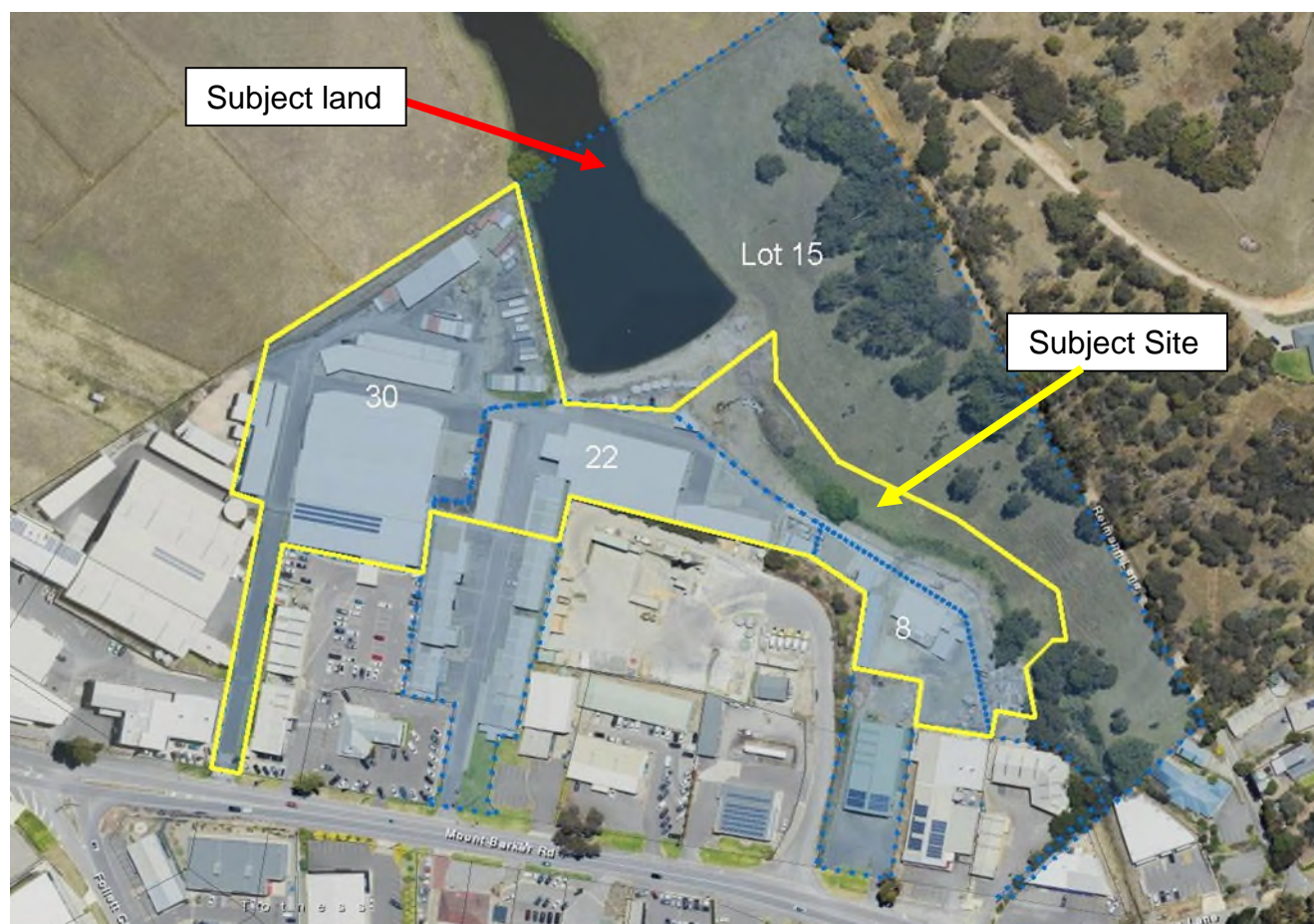
The subject site comprises the whole of 8, 22 and 30 Mount Barker Road and a portion of allotment 15 on the south-western side of the of the watercourse that is identified as Littlehampton Creek and traverses through the land in a north-west to south-easterly direction. The perimeter boundary of the site is physically defined by an existing chainmesh security fence.

Council's records indicate that the existing storage facility use was first was established on the site the early-mid 2000's and has expanded incrementally overtime subject to several development authorisations. The facility currently trades and is identified as Adelaide Hills Storage.

The site is irregular in shape and the topography is described as sloping, whereby the western portion slopes down away from Mount Barker Road with the balance of the site sloping down the east toward the watercourse. The natural topography has been significantly modified through the benching of the site (cut and fill) as it has been developed in order to accommodate the existing buildings, associated vehicle access and manoeuvring areas, and outdoor storage areas.

As noted above, all vehicular access to the storage facility is via the existing 7.9m wide, two-way bituminised entry point to Mount Barker Road (of 30 Mount Barker Road).

Figure 1. Location of the subject land (blue outline) and subject site (yellow line).



Refer to **ATTACHMENT 2** for site photos.

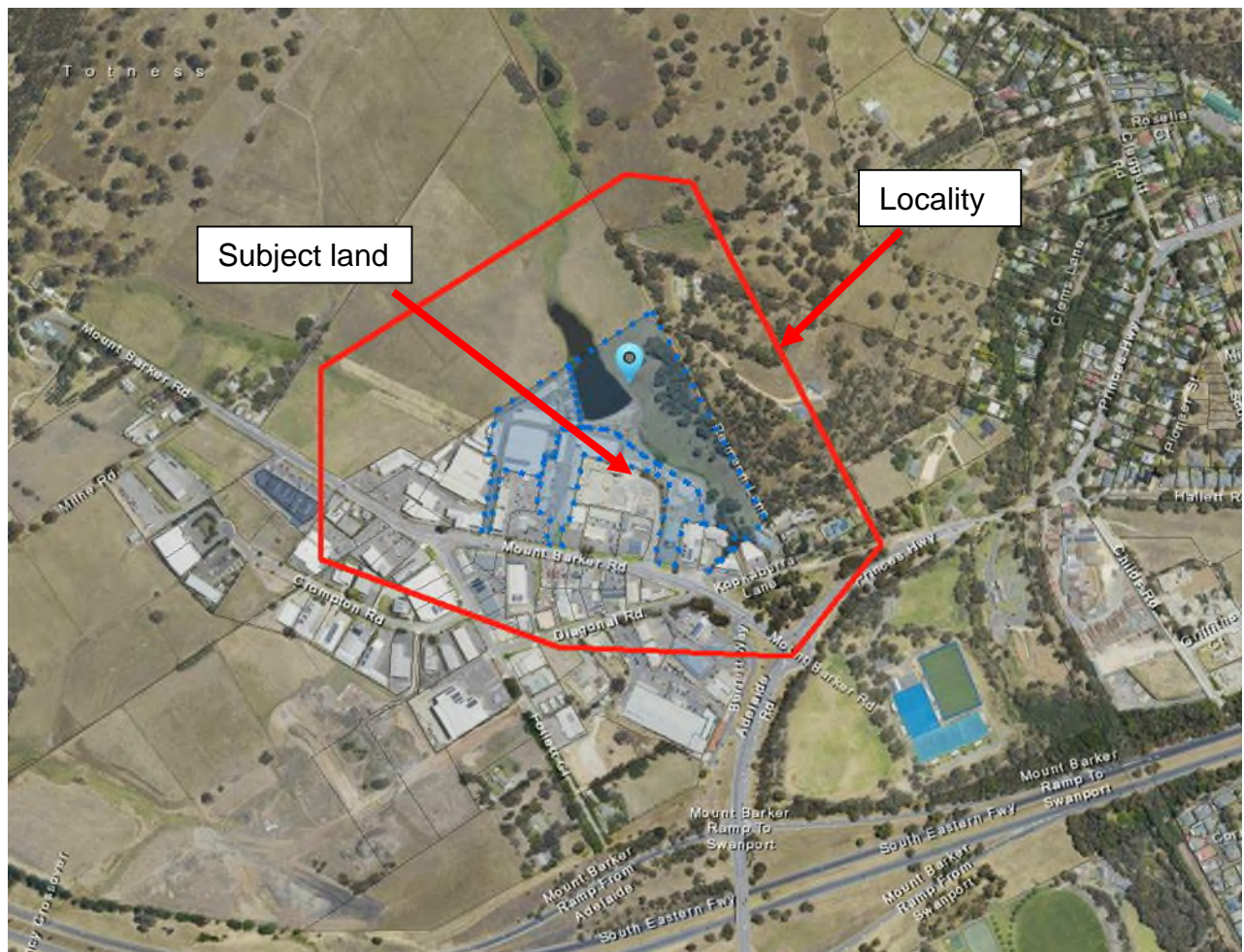
3. **THE LOCALITY**

The subject locality is characterised by a mixture of land uses that are located in the Employment Zone and Rural Zone.

The Employment Zone comprises a wide range of commercial land uses including services trade premises, bulky goods outlets, motor vehicle repairers, light industry, a brewery, and notably a concrete batching plant, that all front or gain vehicular access to either side of Mount Barker Road.

The balance of the locality in the Rural Zone comprises rural properties on the western side and the northern end of Reimann Lane, and rural living and residential properties on the steeper hillsides on the eastern side of Reimann Lane and on the northern side of Kookaburra Lane that intersects with Mount Barker Road.

Figure 2. Locality Plan



3.1. Zoning

The subject land is located within the Employment Zone (8, 22 and 30 Mount Barker Road) and the Rural Zone (Lot 15 Mount Barker Road, and is covered by the following overlays and technical and numerical variations (TNVs):

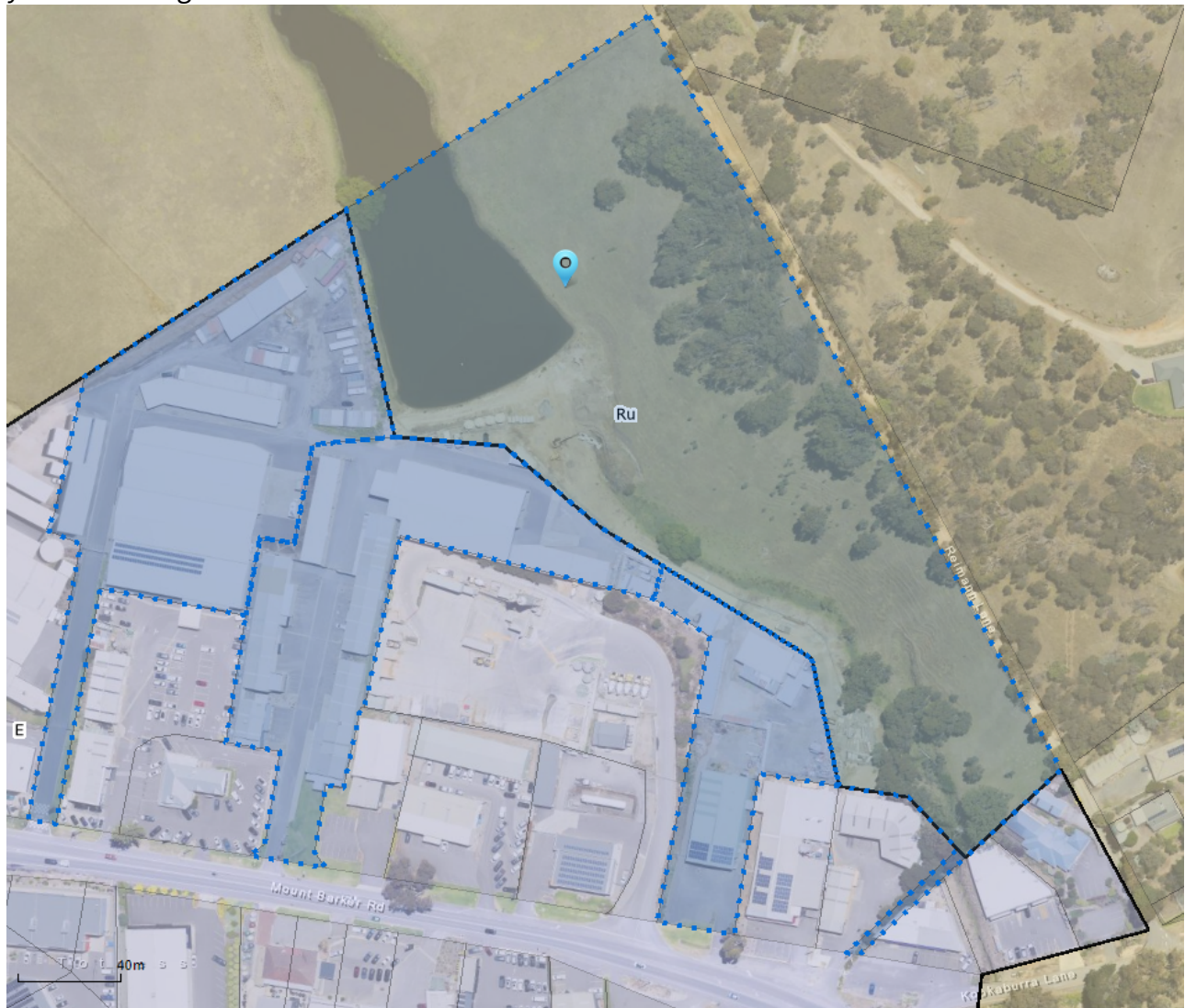
Overlays

- Hazards (Bushfire - Medium Risk)
- Hazards (Flooding - Evidence Required)
- Murray-Darling Basin
- Native Vegetation
- Prescribed Water Resources Area
- River Murray Tributaries Protection Area
- Regulated and Significant Tree
- Traffic Generating Development
- Urban Transport Routes
- Water Resources
- Limited Land Division
- Scenic Quality

Technical and Numerical Variations (TNVs)

- Concept Plan (Concept Plan 114 - Totness)
- Concept Plan (Concept Plan 3 - Mount Barker and Littlehampton)

Figure 3. Planning and Design Code Zoning: Employment Zone - blue shading and Rural Zone – yellow shading.



4. PROCEDURAL MATTERS

4.1. Categorisation

The proposed development is not categorised as an *accepted development*, *impact assessed development* or *code assessed development* (deemed-to-satisfy), 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*.

4.2. Notification

All Performance Assessed development requires notification unless, pursuant to Section 107(6) of the *Planning Development and Infrastructure Act 2016*, the class of development is excluded from notification by virtue of Table 5 – Procedural Matters (PM) of the relevant Zone of the Planning and Design Code.

The proposed development is not identified as a class of development that is excluded from the requirement of notification in the subject Employment Zone and Rural Zone.

Notification of the Application was undertaken in accordance with 107(3) of the *Planning, Development and Infrastructure Act 2016* and Section 47 *Planning, Development and Infrastructure (General) Regulations 2017*.

4.2.1. Representations

Six (6) representations were received as a result of the public notification. All representors oppose the development and four (4) have requested to be heard by the Council Assessment Panel. The representations received are summarised as follows.

	Representor	Summary of Issues	Request to be heard
1	Katrina Kong	<ul style="list-style-type: none"> • Impact on watercourse and native vegetation • Encroachment into Rural Zone • Interface impacts (increased noise) • Increased traffic congestion 	Yes
2	Andrew Wood	<ul style="list-style-type: none"> • Concerns regarding works to dam and proximity of development and impacts to watercourse (Littlehampton Creek) • Encroachment into Rural Zone 	No
3	Kelly Shute	<ul style="list-style-type: none"> • Interface and amenity impacts from further development, increased noise and traffic 	No
4	Barbara Kempnich	<ul style="list-style-type: none"> • Encroachment into Rural Zone and lack of separation (land use buffer) • Removal of native vegetation along the creek • Insufficient/inadequacy of landscaping • Proximity of development to watercourse and potential contamination impacts from runoff (spills) • Dams works and vehicle access across watercourse into allotment 15 	Yes
5	Jen Clark	<ul style="list-style-type: none"> • Encroachment into Rural Zone with lack of buffer between land uses • Insufficient landscaping screening 	Yes
6	Michelle Davs	<ul style="list-style-type: none"> • Encroachment into Rural Zone and insufficient land use buffer • Impact on native vegetation and habitat of native flora and fauna 	Yes

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

4.2.2. Map of Representors



4.2.3. Response to Representations

The applicant has provided a written response to the representations received which is found in **Attachment Four (4)**.

5. REFERRALS - STATUTORY

The proposed development did require referral to a prescribed body pursuant to Section 122 of the Planning, Development and Infrastructure Act 2016.

6. REFERRALS - NON-STATUTORY

6.1. Council Development Engineering

The application was referred internally to Council's Development Engineer to review the proposal and provide advice on stormwater management and vehicle access and onsite manoeuvring related matters.

In response to concerns regarding the grade, narrow width and driver site lines associated with the existing concrete access ramp between the central portion of the site (22 Mount Barker Road) and the lower eastern portion of the site of the proposed storage buildings (8 Mount Barker Road), the

applicant provided an updated set of plans with supporting photos. Council's development engineer was satisfied with the proposed 'give way' sign and line marking at the top of the ramp so that vehicles travelling up the ramp from the lower portion of the site have right of way.

With regard to stormwater management from the proposed storage buildings and subject driveway and manoeuvring areas of the site, Council development engineers are requesting that a stormwater management plan be provided that addresses the following matters:

1. Plans currently show stormwater discharged directly to the creek. Detention is to be provided restricting post-development flows to pre-development for both the 1% and 10% AEP events.
2. Given the site is predominantly unsealed any run-off towards the creek is to be treated before reaching the embankment. This could be achieved through vegetated strips with some depression storage to treat these flows.
3. Headwalls with scour protection at the outlets is to be provided for all pipes discharging to the creek. Scour protection is to be located outside of the creek line such that it does not conflict with the natural watercourse.
4. Preliminary plans shows gravel areas graded toward a GPT/GIP. Confirmation of what stormwater device is proposed prior to discharge into the creek and that the driveway and vehicle manoeuvring areas will be sealed with bitumen or concrete.

It is recommended that a reserved matter included in any Planning Consent requiring the applicant to submit a stormwater management plan to the satisfaction of Council that addresses the above matters.

7. KEY ISSUES

The following matters are considered pertinent in reaching a recommendation for this proposal and are discussed within detail in section 8 of this report:

- Zoning and Land Use
- Design, appearance and siting of built form
- Interface between Land Uses
- Native Vegetation, Regulated and Significant Trees and Landscaping

8. 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 policy extract.

8.1 Zoning and Land Use

The proposed storage buildings constitute a further expansion of the existing storage facility that was established on the western end of the subject site and has expanded incrementally overtime to the north and east subject to several development authorisations.

As noted in Section 3.1 and as depicted in Figures 1 and 3, the subject site is situated in the Employment Zone and Rural Zone. More precisely, the zone interface within the subject site follows the existing property boundaries between allotment 15 that is within the Rural Zone and 8, 22 and 30 Mount Barker Road that are within the Employment Zone.

With regard to the proposed development, five (5) of the proposed storage buildings constructed from shipping containers and the larger caravan shelter A are sited on number 8 Mount Barker Road that is wholly located within the Employment Zone. While it is noted that only the smaller caravan storage shelter B and a small portion of the subject site in the form of associated driveways and manoeuvring areas are located within and encroach into allotment 15 and the Rural Zone.

From a zoning and land use perspective, a store is considered to be a compatible business type that serves the local community and is identified as an envisaged form of development in the Employment Zone as per PO 1.1 and DPF 1.1.

The encroachment of the proposed development and site into the Rural Zone is considered to be acceptable for a number of reasons. The extent of the existing encroachment of the site into allotment 15 is negligible and it appears to have not impacted on the productive value of the rural land that forms the balance of the subject land, and will remain protected and maintained as per Rural Zone PO1.1.

It is noted that further expansion of the storage facility into the Rural Zone will be significantly hindered by the existence of Littlehampton Creek and its embankments, the existing retaining walls and fencing along the site boundary, and the notably steeper topography on the eastern side of allotment 15 up to Riemann Lane. Further encroachment is also restrained by the presence of native vegetation in the form of large remnant Eucalyptus trees and native sedges, rushes and grasses within the watercourse. The applicant has committed to retaining and enhancing the watercourse through revegetation works and obtaining a separate authorisation for a Water Affecting Activity permit from the Hills and Fleurieu Landscape Board.

The expansion of the existing storage facility within the Employment Zone and encroachment into the Rural Zone is therefore considered appropriate from a land use perspective.

8.2 Built form and character

The proposed storage buildings are considered to be relatively modest in their design and appearance which is considered acceptable given both their function and more importantly their location in context of the subject site and locality.

The enclosed storage units that are constructed from shipping containers with low pitched skillion roof attached and already situated on the site are not visible from Mount Barker Road which functions as the main arterial road through the subject locality. The proposed caravan storage

shelters will also not be readily visible from Mount Barker Road due to being obscured by the existing and larger commercial and light industry buildings on the subject land and adjoining properties to the south.

A site visit also confirmed that the shipping containers storage units are currently visible from Riemann Lane, but are not directly visible from the nearest residential dwellings on Riemann and Kookaburra Lanes, including those occupied by the representators. The establishment of the

proposed landscaping, in particular the River Red Gums will further assist in softening views of the existing site and proposed development and will complement and enhance the rural character as per the intent of the Scenic Quality Overlay assessment provisions.

The same applies to the proposed caravan storage shelters that are sited on the lower level of the subject site that is situated within a valley, with generous setbacks to Reimann Lane, and visually screened by the mature Eucalyptus trees within the creek line when viewed from south-eastern end of Riemann Lane.

With reference to plan PA04 and site visit photos in attachment 2, the external elevations of the proposed shipping container storage buildings have been painted in a light shale grey to provide a uniform appearance that complements both the existing buildings on the subject site and neighbouring commercial properties.

The proposed caravan storage shelters have been designed to match the existing caravan storage buildings on the subject site as shown in the site visit photos in attachment 2. The Surfmist colorbond roof will match that of the existing caravan storage building on the site.

In summary, the design and appearance of the proposed buildings achieve the relevant assessment provisions for built form and character of the subject Employment Zone and Rural Zone.

8.3 Building height, siting and boundary setbacks

The height, siting and boundary setbacks of the proposed storage buildings are also considered appropriate having regard to the relevant assessment provisions of the Employment Zone and Rural Zone.

The proposed storage buildings with a maximum roof height of 4.35metres for the larger caravan storage shelter A, comfortably comply with the recommended maximum building height of 2 building levels and up to a height of 9m as per PO3.5 in the Employment Zone and are of scale that maintains and does not impact upon the rural character and respects the landscape amenity of the subject locality as per PO4.3 of the Rural Zone.

The siting and boundary setbacks of the proposed storage buildings ensures that their associated vehicle access and manoeuvring areas are functional and provide appropriate access for emergency purposes as per Employment Zone PO3.4. The proposed buildings are also sited on existing flat hardstand areas, therefore no further cut and filling of site is required as per Rural Zone PO 2.2.

8.4 Interface between Land Uses

Due to the site being sited on the interface of the Employment Zone and Rural Zone it is important that the relevant assessment provisions of the Interface between Land Uses module of the Code are considered to ensure that the proposed development is located and designed to mitigate adverse effects on neighbouring and proximate land uses as per DO 1.

For the subject development and locality this is ultimately limited to ensuring that any noise emissions associated with on-site activities, hours of operation, and areas for on-site manoeuvring are appropriately sited so as to not unreasonably impact on the amenity of sensitive receivers as per PO 4.1 and 4.2. The nearest sensitive receivers are the existing dwellings at 6 and 7 Riemann Lane which are located approximately 110 metres from the site of proposed development.

Noise emission associated with the proposed storage buildings should be generally limited to the on-site manoeuvring of vehicles including trailers and caravans, the opening and closing of vehicle doors, the opening/locking and loading/unloading of the shipping containers and the jacking up, stabilisation and mobilisation of the stored caravans. Given the proposed containers are for long-term storage and the additional 10 caravans are anticipated to generate on average less than 1 movement per week, noise associated with these on-site activities are not expected to unreasonably impact on the amenity of the nearest sensitive receivers identified above without the need for any additional noise mitigation measures such as acoustic barriers and fences.

As noted by the applicant in the submitted documentation and Section 1 of this report, the hours of operation of the existing storage facility will remain unchanged. Customers storing items and caravans with the proposed storage buildings will have access to site through the locked gates using an assigned 'fob' between the hours 6.00am and 8.00pm every day.

To ensure that the proposed development does not cause unreasonable light spill impacts, a condition is recommended to be applied to any approval that requires that the proposed motion activated security lighting to comply with the requirements of Australian Standard 4282-1997 'Control of the obtrusive effects of outdoor lighting'. By meeting this standard, surface areas will be appropriately lit without adversely impacting upon neighbouring properties due to unreasonable glare and light spill.

8.5 Native Vegetation, Regulated and Significant Trees and Landscaping

With reference to the submitted site plan PA01, the proposed caravan storage shelter B has been reduced in size and sited to be at least 10 metres from the trunk of the two (2) remnant Eucalyptus trees in Littlehampton Creek that have been identified as native vegetation. By siting the proposed buildings more than 10 metres from these trees, this ensures they remain protected under both the Native Vegetation Act 1991 and the Planning, Development and Infrastructure Act 2016 as Regulated or Significant trees, whereby their removal or any tree-damaging activity would require approval from the Native Vegetation Council and Development Authorisation from Council.

Once established, the proposed landscaping comprising the revegetation with locally indigenous species within and along the banks of the watercourse should assist in enhancing the visual landscape quality and overall amenity of the subject site when viewed from Riemann Lane as per

the intent PO3.1 of the Scenic Quality Overlay and PO 5.1 and 5.2 of the Employment Zone that are also considered relevant given the majority of the subject site is situated within this zone.

9. CONCLUSION

The proposed development comprising the expansion of the existing storage facility is considered to be an appropriate form of development on the subject land and within the subject locality and generally complies with the relevant assessment provisions of the Employment Zone and Rural Zone, the applicable Overlays and General Development Policy Modules of the Planning and Design Code.

From a zoning and land use perspective the proposed storage use is identified as envisaged form of development in the Employment Zone of which most of the proposed development is situated. The encroachment of the proposed development and existing site within the Rural Zone is considered to be acceptable on the basis that the encroachment was negligible and it appears to have not impacted on the productive value of the rural land that forms the balance of the subject land and will remain protected and maintained.

The design and appearance of proposed storage buildings were considered to be acceptable having regard to their function and their location in context of the subject site and locality where they will be directly visible from Mount Barker Road and from the nearest residential dwellings.

The height, siting and boundary setbacks of the proposed storage buildings is also considered appropriate within the applicable zone and comfortably comply with the recommended maximum building heights and ensure that the associated vehicle access and manoeuvring areas are functional.

Noise from the on-site activities associated with the proposed development is not expected to impact on the amenity of the nearest sensitive receivers and the proposed outdoor security lighting will be required to comply the relevant Australian Standard to mitigate the impacts of unreasonable glare and light spill upon the neighbouring properties.

The proposed buildings have been sited to ensure that the existing remnant trees Eucalyptus trees in Littlehampton Creek are retained while the proposed landscaping comprising the revegetation with locally indigenous species within and along the banks of the watercourse should assist in enhancing the visual landscape quality and overall amenity of the subject site.

Overall, the proposal is not considered to be seriously at variance with the provisions of the Planning and Design Code and is considered to have sufficient merit to warrant consent.

10. RECOMMENDATION

It is recommended that the Council Assessment Panel:

DETERMINE that the proposed development is not seriously at variance with the provisions of the Planning and Design Code, in accordance with Section 126(1) of the *Planning, Development and Infrastructure Act 2016*; and

GRANT Planning Consent to the application by Beyond Ink to the expansion of storage facility comprising seven storage buildings incorporating 30 shipping containers, maintenance shed, two caravan storage shelters and associated landscaping at Lot 15, 8 , 22 and 30 Mount Barker Road, Totness SA 5250 as detailed in (Application ID: 22000732) subject to the following reserved matters, conditions, and advisory notes:

RESERVED MATTERS

1. A stormwater management plan shall be provided to the satisfaction of Council that addresses the following:
 - a. Plans currently show stormwater discharged directly to the creek. Detention is to be provided restricting post-development flows to pre-development for both the 1% and 10% AEP events. Pre-development is to be assumed as grassed.
 - b. Given the site is predominantly unsealed any run-off towards the creek is to be treated before reaching the embankment. This could be achieved through vegetated strips with some depression storage to treat these flows.
 - c. Headwalls with scour protection at the outlets is to be provided for all pipes discharging to the creek. Scour protection is to be located outside of the creek line such that it does not conflict with the natural watercourse.
 - d. Preliminary plans shows gravel areas graded toward a GPT/GIP. Confirmation of what stormwater device is proposed prior to discharge into the creek and that the driveway and vehicle manoeuvring areas will be sealed with bitumen or concrete.

CONDITIONS OF PLANNING CONSENT

1. The development approved herein shall be established and maintained in accordance with approved plans and documentation.
2. All external lighting, including illuminated signage, shall be designed to comply with Australian Standard 4282-1997 'Control of the obtrusive effects of outdoor lighting', to ensure surface areas are appropriate lit without adversely impacting upon neighbouring properties or causing distraction to drivers on adjacent roads due to unreasonable glare and light spill.
3. The site and buildings are to be maintained in a neat and serviceable condition and operated in an orderly and tidy manner at all times, to the reasonable satisfaction of Council.
4. 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.
5. When configuring a stormwater collection system, it is important that it remains independent of any waste control system. Under no circumstance shall stormwater be diverted or incorporated into either:
 - Council's Common Waste Management System (CWMS)

- SA Water's Sewerage system, or
- A localised waste water system (septic tank).

Stormwater entering into any of these systems is detrimental to the function for which they are intended. This will ensure that all stormwater discharge points are properly controlled and diverted in such a manner to minimise impact on waste control systems and/or adjoining property owners.

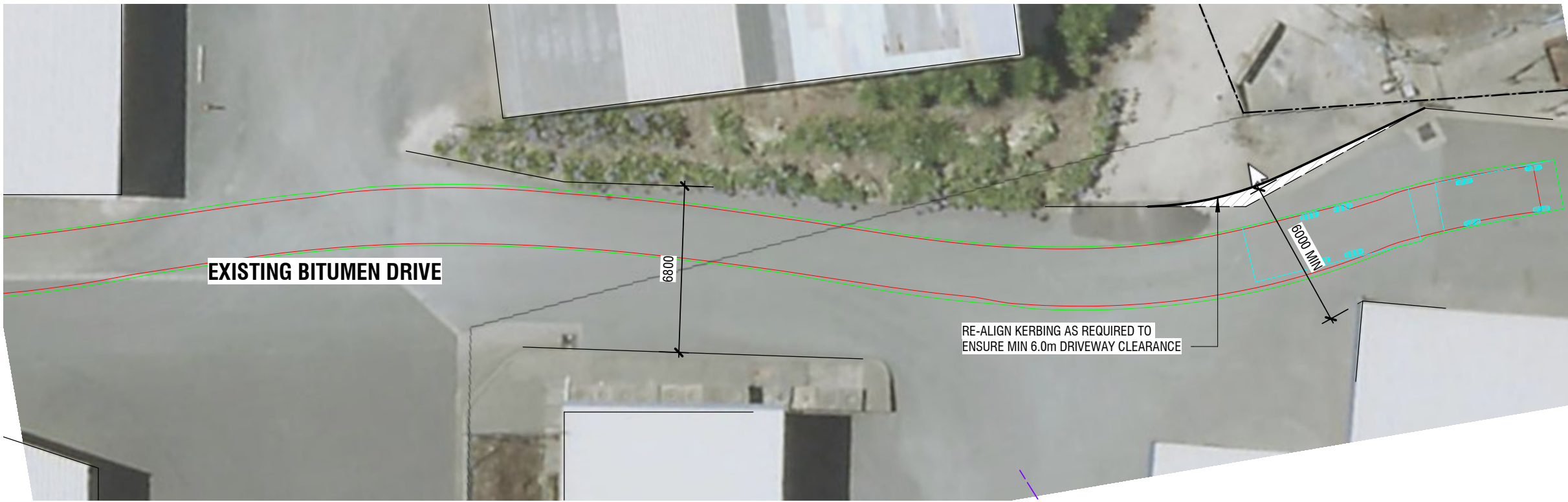
6. The landscaping shown on the plans approved herein shall be established within 6 months of the commencement of the land use and shall be maintained and nurtured at all times to the reasonable satisfaction of Council, with all dead, dying or diseased plants being replaced in a timely manner.
7. All parking, driveways and manoeuvring areas shall be sealed in bitumen, concrete or brick paving prior to the operation of the land use approved herein.

NOTES

Council Advisory Notes

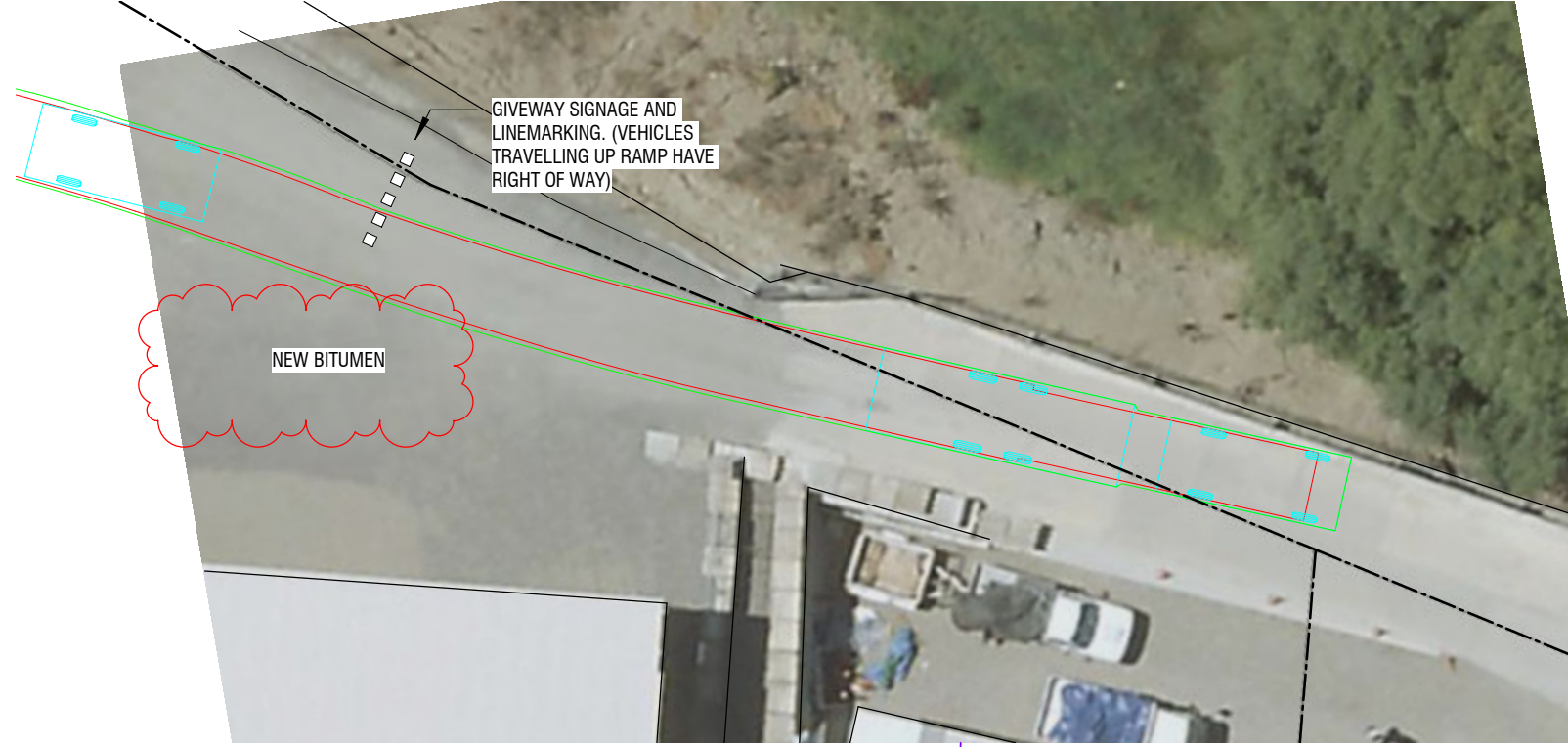
1. No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development 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 applicant is reminded of their general environmental duty, as required by Section 25 of the Environment Protection Act, to take all reasonable and practical measures to ensure that any activities on the site do not pollute the environment.
6. 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.

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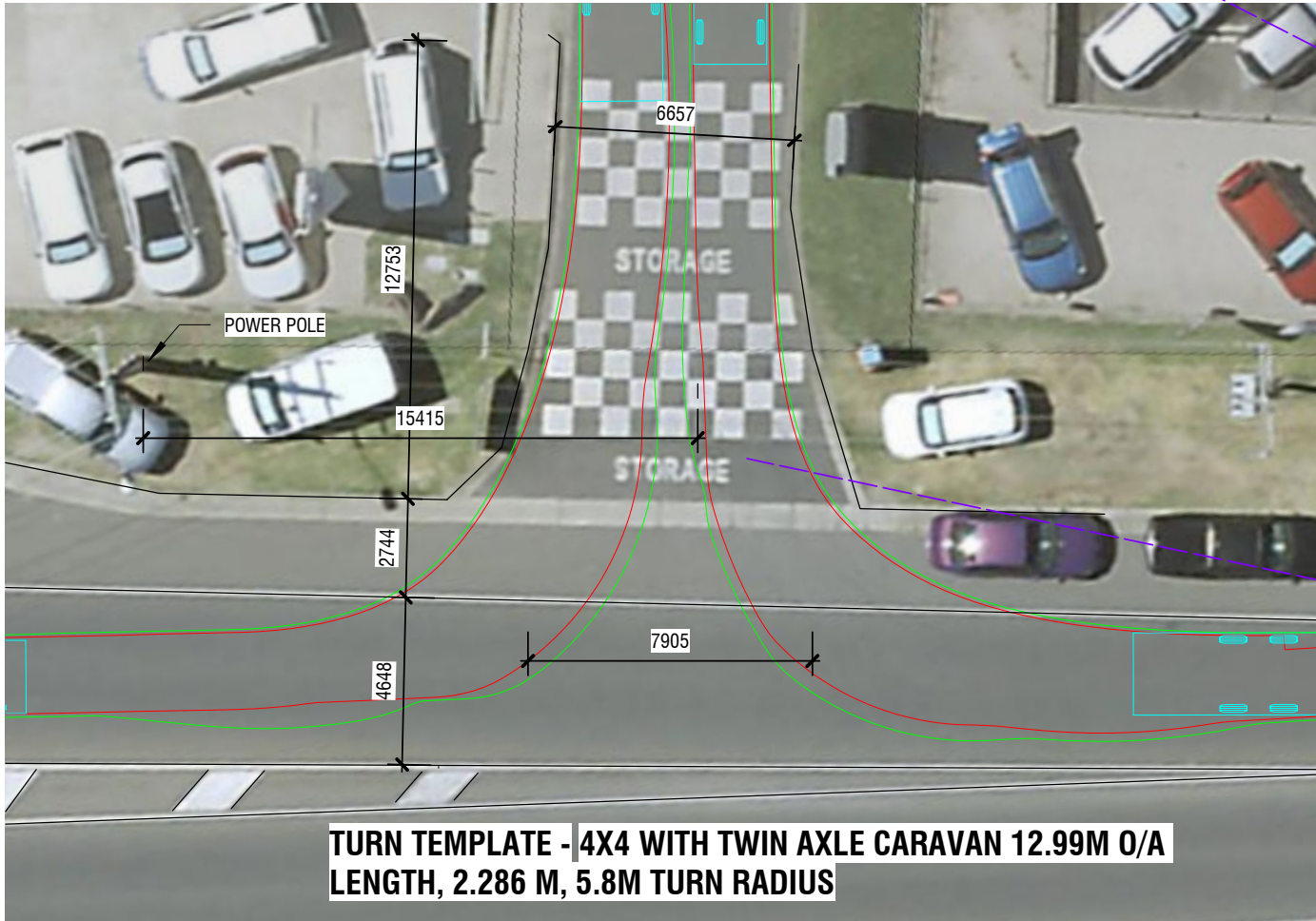
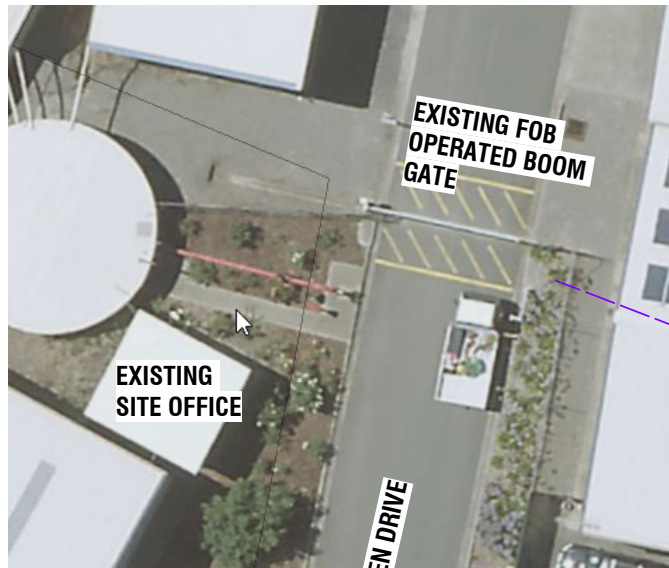
LOCATION PLAN - Callout 2

1 : 200



LOCATION PLAN - Callout 3

1 : 200



LOCATION PLAN - Callout 1

1 : 200



LOCATION PLAN

1 : 1000

B	30/01/2023	Update note
A	18/10/2022	Updated as per Planning RFI including 2 bays deleted from shelter B
Rev No	Rev Date	Revision Description

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3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

PROPOSED CARAVAN STORAGE SHELTERS

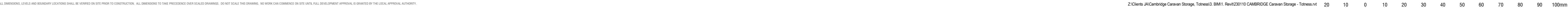
8 AND LOT 15 MOUNT BARKER ROAD, TOTNESS, SA, 5250

SITE PLAN

FOR APPROVAL

Drawn NW
Date 30/01/2023
Scale @A1 size : As indicated

Revision **B**
Sheet Number **PA00**



1 ELEVATION - SHELTER A
1 : 100

2 ELEVATION - SHELTER A
1 : 100

3 ELEVATION - SHELTER A

5 ELEVATION - SHELTER B
1:100

6 ELEVATION - SHELTER B
1 : 100

7 ELEVATION - SHELTER B
1:100

8 ELEVATION - SHELTER B
1:100

PERSPECTIVE 1

4 ELEVATION - SHELTER A
1:100

PA02 4

FLOOR PLAN

ABBREVIATIONS	
ABBREV.	DESCRIPTION
COL	Column to engineer's documents
DP	Downpipe
EG	Eaves gutter (to match existing)

WALL TYPE SCHEDULE	
Type	Description
WT1	190mm concrete block wall to Engineers documents, Painted to exposed surfaces as scheduled

ROOF SCHEDULE	
Type	Description
RD1	Metal deck roof. Colorbond finish - colour surfmist. Roof pitch as indicated on plans

B	18/10/2022	Updated as per Planning RFI including 2 bays deleted from shelter B
A	11/08/2022	2 bays deleted from shelter A
Rev No	Rev Date	Revision Description

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PROPOSED CARAVAN STORAGE SHELTERS

8 AND LOT 15 MOUNT BARKER ROAD, TOTNESS,
SA, 5250

FLOORPLAN / ELEVATIONS

FOR APPROVAL

Television **B**

Drawn NW
Date 11/01/2022
Scale @A1 size : 1 : 100



- ## LANDSCAPING NOTE

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PROPOSED CARAVAN STORAGE SHELTERS

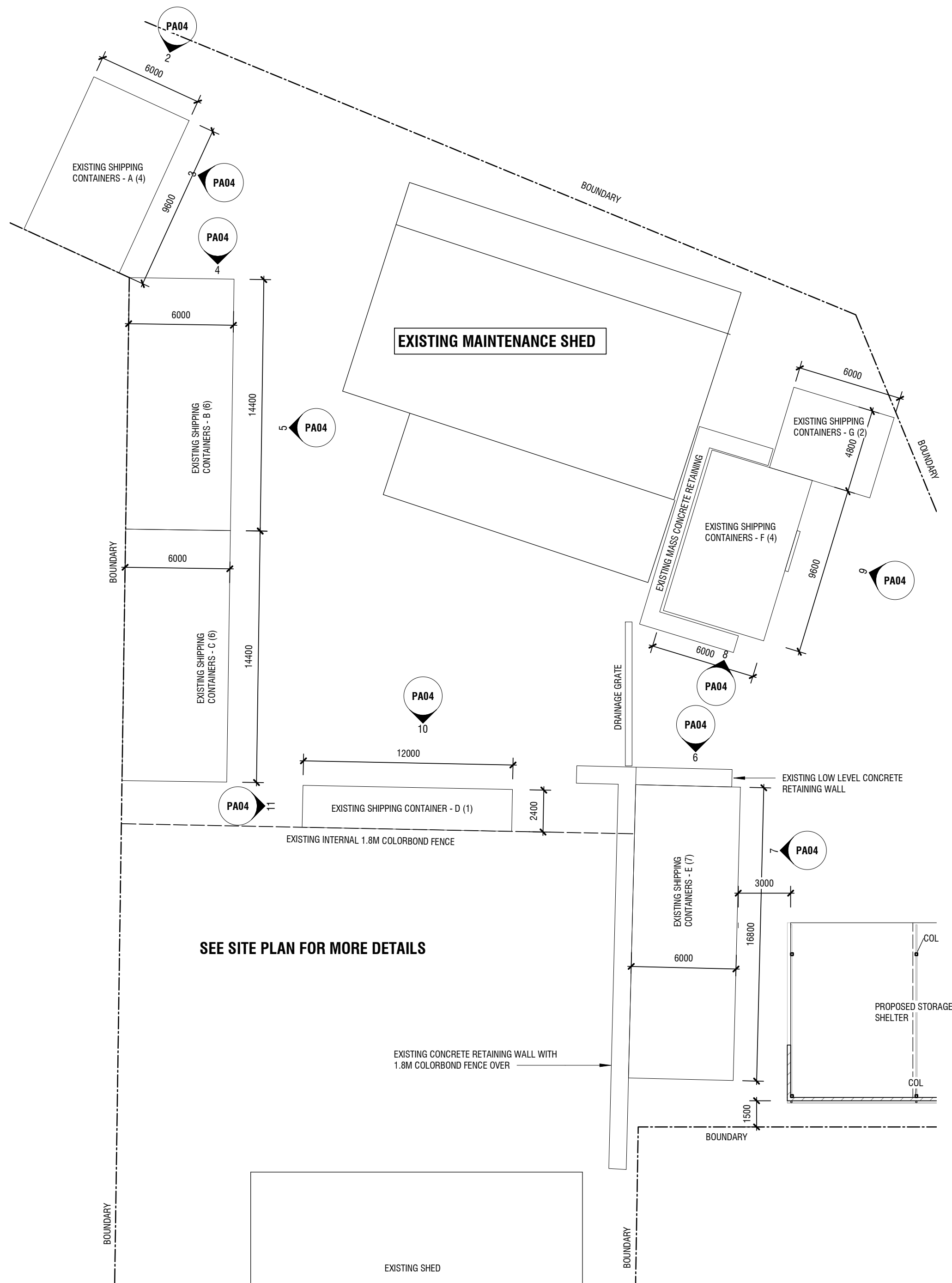
8 AND LOT 15 MOUNT BARKER ROAD, TOTNESS,
SA, 5250

LANDSCAPING PLAN

FOR APPROVAL

B

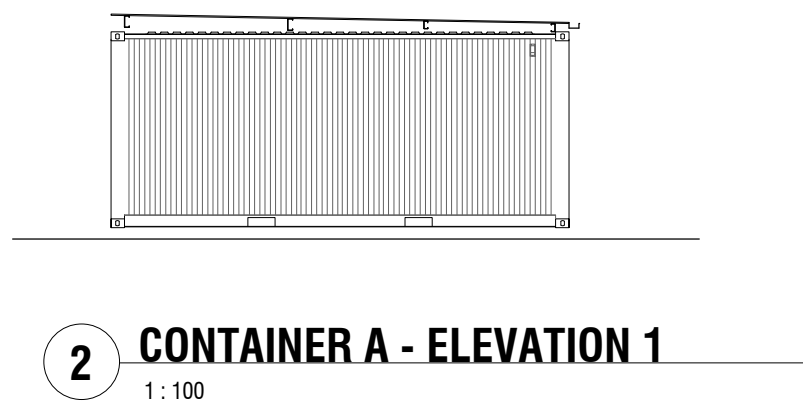
Drawn NW
Date 30/01/2023
Scale @A1 size : As indicated



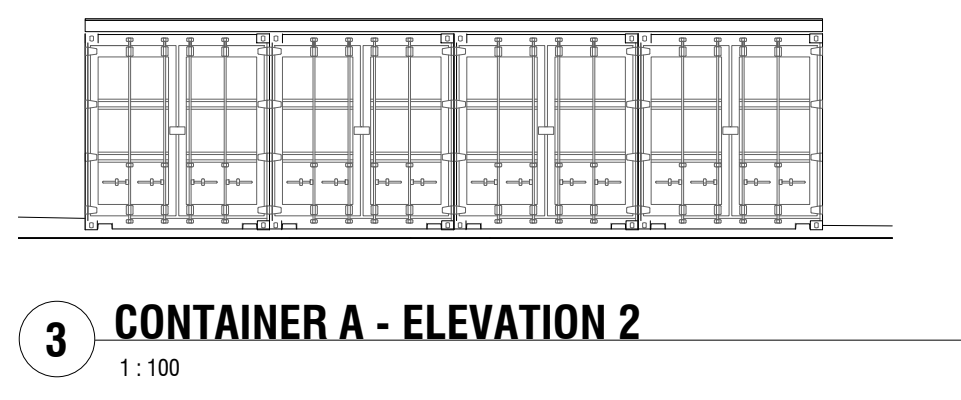
FLOOR PLAN
1 : 200



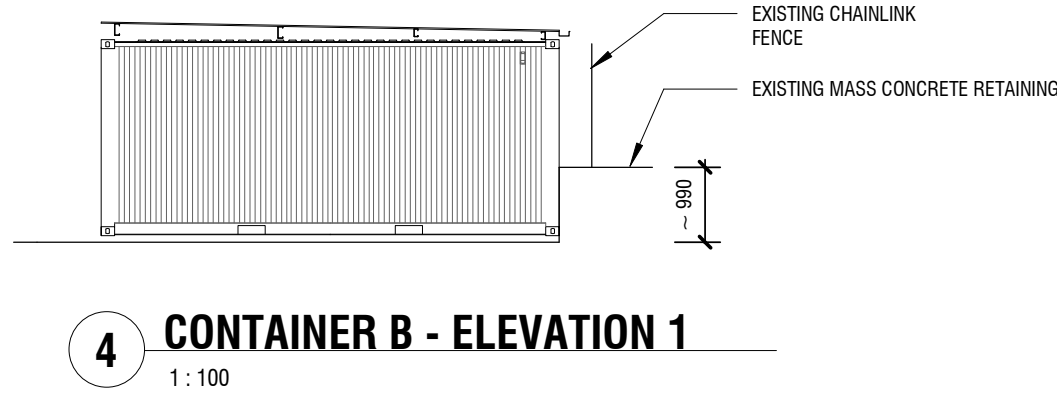
TYPICAL CONTAINER SETUP



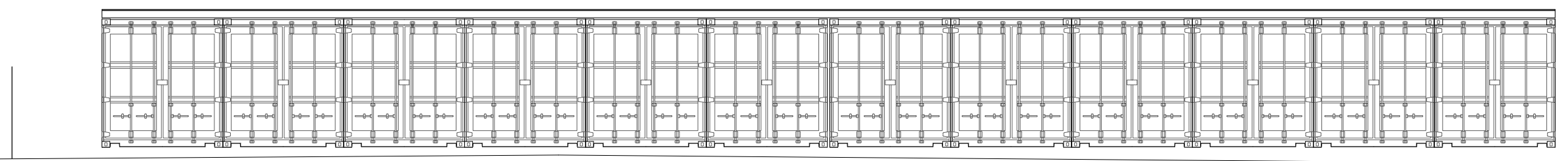
2 CONTAINER A - ELEVATION 1
1 : 100



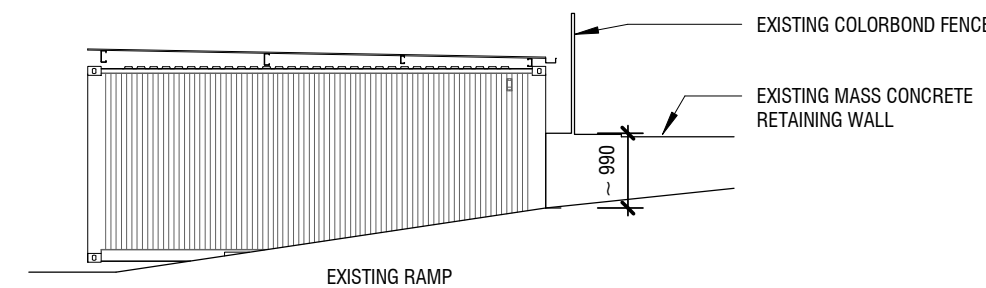
3 CONTAINER A - ELEVATION 2
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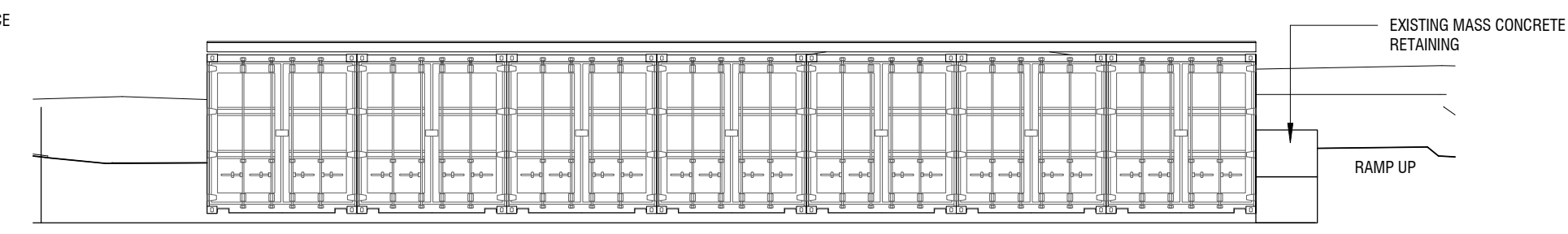
4 CONTAINER B - ELEVATION 1
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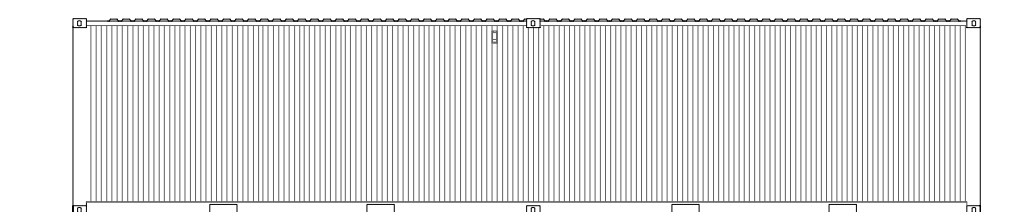
5 CONTAINER B,C - ELEVATION 2
1 : 100



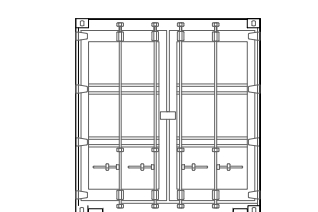
6 CONTAINER E - ELEVATION 1
1 : 100



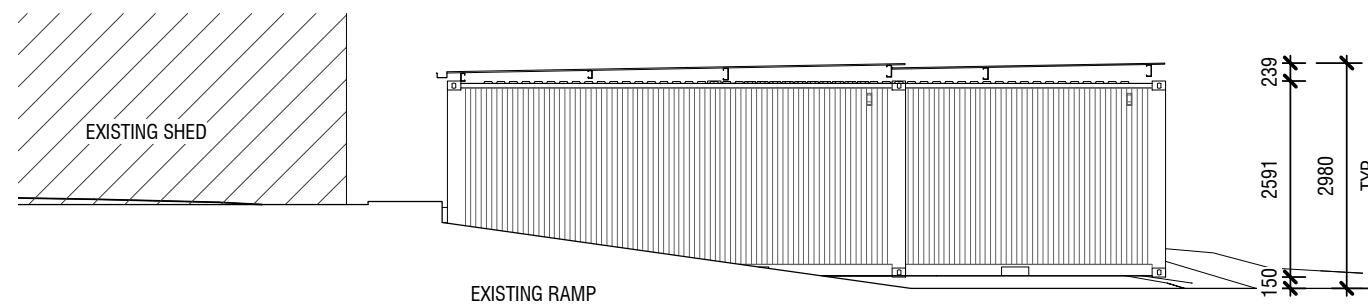
7 CONTAINER E - ELEVATION 2
1 : 100



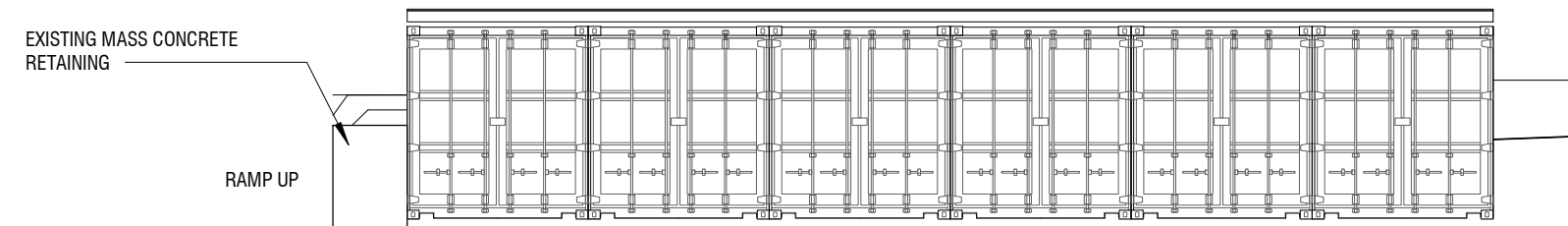
10 CONTAINER D - ELEVATION 1
1 : 100



11 CONTAINER D - ELEVATION 2
1 : 100



8 CONTAINER F,G - ELEVATION
1 : 100



9 CONTAINER F,G - ELEVATION 2
1 : 100

A	18/10/2022	Updated as per Planning RFI including 2 bays deleted from shelter 8
Rev No	Rev Date	Revision Description

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PROPOSED CARAVAN STORAGE SHELTERS

8 AND LOT 15 MOUNT BARKER ROAD, TOTNESS, SA, 5250

SHIPPING CONTAINERS - PLANS

FOR APPROVAL

Drawn NW
Date 06/09/2022
Scale @A1 size : As indicated

Revision

A

Sheet Number

PA04



Wednesday, 23 February 2022

District Council of Mount Barker
PO BOX 54
MOUNT BARKER SA 5251

Attention: Michael Dickson

Dear Michael,

**22000732 Partial Change in Use to Storage Facility
at Lots 15, 117 and 112 Mount Barker Rd, Totness**

Please refer below and attached in response to your request for documentation.

Amended plans attached showing:

- Levels and earthworks
- Path of travel adjusted – this was shown incorrectly on the submitted plans.
- Access information – modifications shown, surface material noted, gradients as existing, dimensions as needed
- Swept paths – Shown at pinch points, junctions, onsite circulation
- Building heights
- Security lighting
- Stormwater disposal

Please note: there are no septic tanks in the vicinity of the development

As indicated above, the path of travel for vehicles was shown incorrectly on the plans initially submitted. This has been corrected on the attached, with vehicles entering/exiting the site using the existing access gates at Adelaide Hills Storage and travelling to the storage area as shown on the plans. No new access points are proposed. The largest vehicle that will access the site as a result of this proposal is a 4WD + double axle caravan combination, with a total length of 12.9m. Refer swept paths shown on plans.

The caravan storage proposed forms part of Adelaide Hills Storage. Customers are able to access the site between 6.00am and 8.00pm daily with the office being open 8.30am to 5.00pm Monday to Friday and 8.30am to 12.30pm Saturday. Customers access the facility through locked gates using a 'fob' specifically assigned to them.

In times of low light, security lighting is located throughout the facility in the form of motion activated sensor lights. This lighting has also been incorporated into the proposed development and is of a form that will not cause light spill into neighbouring properties.

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Currently there are in excess of 100 caravans stored at Adelaide Hills Storage, which equates to 2-3 vehicle movements per week. This proposal allows for another 10 caravans to be stored at the facility, we expect this to result in an increase of less than 1 additional vehicle movement per week.

If you have any more questions, please let me know.

Yours Sincerely,

Jordana O'Sullivan

Friday, 9 September 2022

District Council of Mount Barker
PO BOX 54
MOUNT BARKER SA 5251

Attention: Michael Dickson

Dear Michael,

**Application Details – 22000732, Expansion of storage facility (covered caravan storage), 8, 22, 30
and lot 15 Mount Barker Road, Totness**

I am responding to your queries that you had in respect to this application and provide the following for your information:

- Hours of operation – there will be no change to the hours of operation from letter provided to Council dated 23 February, 2022 – 6.00am to 8.00pm (daily) with the office being open 8.30am to 5.00pm Monday to Friday and 8.30am to 12.30pm Saturday.
- All shipping containers will be 2.6m high plus 150mm levelling blocks plus cover and gutter – totaling approximately 2.9m – shown on plans.
- The containers will be either on boundary or sufficient distance away for cleaning debris from adjacent properties with same owner as per the plans.
- Concern regarding proximity of the containers to the boundary – this can be assessed at Building Consent stage, but we have had advice that the containers can be assessed as Class 10A and do not require means of egress or fire measures.
- In total there are 29 standard 6m x 2.4m x 2.6m high containers and one (1) longer container 12m x 2.4m x 2.6m high.
- Colours / materials – shale grey.
- The development cost has not changed.

I hope this has addressed your queries regarding the application and that it may be progressed from here. Please call me should you have any further queries.

Yours Sincerely,

Sonia Gallarello
Senior Town Planner

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

Tuesday, 18 October 2022

District Council of Mount Barker
PO BOX 54
MOUNT BARKER SA 5251

Attention: Michael Dickson

Dear Michael,

Response to Request for Information – 22000732 – Lot 15 Mount Barker Road, Totness SA 5250

In response to your request for information dated 29 September 2022, please see the amended plans detailing the following:

1. Shipping container locations amended to be shown on boundaries.
2. Caravan shelter B reduced in size and moved at least 10 metres from native vegetation.
3. Driveway widths provided. Where driveway is less than 6m in width, Give Way signs are detailed.
4. Detail of the guardrails for concrete ramp.
5. Grade of ramp.
6. Elevations for Container D.
7. Roof sheeting colour – Surfmist.

Further to the amendments above I can advise the following.

- The shipping containers are for long-term commercial storage. It is very rare that they change ownership. Visits to these containers is anticipated to be once every 3 months. The largest vehicle to access these are work vans or utes. No MRV's will access these.
- The existing shed and lean to is used for maintenance purposes in association with the storage use. There is no change of use proposed for this building and will continue to be used as light industry. We believe no further information is required for this.

We request that the stormwater detail form part of a reserved matter.

Any detail regarding the building class can be dealt with by the Private Certifier during the Building Rules Assessment. If they have any concerns with setbacks or materials we can deal with at that stage, noting that this may require a variation to the planning consent.

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

Yours Sincerely,

Sean Elliott
Senior Town Planner

 <p>MOUNT BARKER DISTRICT COUNCIL</p>	<p>Site inspection form</p>
--	------------------------------------

Site Visit Photos: 23.2.2023

Officer: Greg Sproule – Senior Planner

Development Location(s)

LOT 15 MOUNT BARKER RD TOTNESS SA 5250
8 MOUNT BARKER RD TOTNESS SA 5250
22 MOUNT BARKER RD TOTNESS SA 5250
30 MOUNT BARKER RD TOTNESS SA 5250

Nature of development

Expansion of storage facility comprising seven storage buildings incorporating 30 shipping containers, maintenance shed, two caravan storage shelters and associated landscaping



Photo 1: Existing shipping containers storage – marked A on the submitted Site Plan PA01.

Site inspection form



Photo 2: Existing shipping containers storage – marked B & C on the submitted Site Plan PA01.



Photo 3: Existing shipping container storage – marked D on the submitted Site Plan PA01.

Site inspection form



Photo 4: Existing shipping container storage – marked E on the submitted Site Plan PA01.



Photo 5: Existing shipping container storage – marked F & G on the submitted Site Plan PA01.

Site inspection form



Photo 6: Site of proposed caravan storage shelter A



Photo 7: Site of proposed caravan storage shelter B.

Site inspection form



Photo 8: Looking west toward the vehicle access ramp within the site.



Photo 9: Looking north-west along site boundary on allotment 15 with watercourse in centre of photo and rural land to the right.

Site inspection form



Photo 10: Photo of existing on-site caravan storage shelters.



Photo 11: View of subject site and proposed shipping containers looking south-west from elevated position on Reimann Lane.

Site inspection form



Photo 12: View of subject site looking west across allotment 15 from south-eastern end of Reimann Lane.

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Details of Representations

Application Summary

Application ID	22000732
Proposal	Expansion of storage facility comprising seven storage buildings incorporating 30 shipping containers, maintenance shed, two caravan storage shelters and associated landscaping
Location	22 MOUNT BARKER RD TOTNESS SA 5250, 30 MOUNT BARKER RD TOTNESS SA 5250, 8 MOUNT BARKER RD TOTNESS SA 5250, LOT 15 MOUNT BARKER RD TOTNESS SA 5250

Representations

Representor 1 - Katrina Kong

Name	Katrina Kong
Address	PO Box 1613 LITTLEHAMPTON SA, 5250 Australia
Submission Date	20/12/2022 10:23 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

The impact of the proposed development on the waterway and native vegetation in the rural residential area in which we reside. We have seen the impacts of climate changes on the environment. The proposed development will further deteriorate the environment. When investigating the proposal, I discovered that Lot 15 is showed as both rural and employment/residential. It is appreciated if someone could inform me how there are two zoning on a single parcel of land. On a personal level, there are currently no buffer zone between the employment/industrial and rural residential zoning. The proposal will further encroach of the rural residential area in which my family and I reside. It will also further impact on the noise pollution and existing traffic congestions in this area.

Attached Documents

Representor 2 - Andrew Wood

Name	Andrew Wood
Address	PO BOX 1613 LITTLEHAMPTON SA, 5250 Australia
Submission Date	20/12/2022 05:35 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

Regarding Development Application 22000732: I have numbered my 7 objections in parenthesis below. My main concern pertains to Lot 15 DP 20352 CT 5862/62: referenced herein as Lot 15. According to the Mount Barker District Council Development Register for the period: 1/03/2021 to 31/03/2021, page 43 of 331, Lot 15 had a zoning designation of 'Rural Landscape Protection Zone'. However I have been unable to locate a copy of the request and/or approval from Mount Barker Council, nor the Hills and Fleurieu Landscape board for Lot 15 to be rezoned into what it is today. (1) Could the council please provide supporting evidence and associated timelines which in turn lead to this zoning transition? As one can observe; Lot 15 includes the Littlehampton Creek and a substantial dam; as documented in 'Mt Barker, Totness & Littlehampton Stormwater Management Plan (Southfront Ref: 14042-7H)', page 85, Section 6.6.5 Littlehampton Creek: "A potential flood risk was identified with respect to overflow from a large dam located immediately north of the industrial precinct on the northern side of Mount Barker Road in Totness. Raising of the bank around the dam is recommended to ensure that dam overflows are directed in a controlled manner to the downstream creek channel, rather than spilling through the industrial estate. Given that the dam and affected land is entirely within private ownership, it is recommended that Council notify the affected landowners of the issue and provide logistical support in the design and development of remedial works." One would be hard pressed to have observed a substantial piece of work recently, and ongoing, to above said dam, including the ability for vehicles to navigate across Littlehampton creek. (2) Was 'logistical support' provided by council, as recommended? (3) Was this piece of work carried out to ensure that any future flooding not have a negative impact on the associated businesses, downstream business or on properties downstream, given that this creek goes on to flow straight through Mount Barker. (4) Was the Landscape South Australia Act 2019 followed, along with the appropriate regulatory requirements met? While I do note that the application includes 'grasses', 'trees and grasses', 'spillways', and 'sedges', (5) what would be an appropriate period of time be inasmuch as the expectation of the business to look after and be responsible for said 'grasses', 'trees and grasses', 'spillways', and 'sedges'? Obviously if it was anything like Mount Barkers "Laratinga Wetlands" this entire line of questioning becomes null and void, however given Lot 15 is on private property I doubt this would be the result. Furthermore, yet still pertaining to the Littlehampton Creek, proximity of requested submission for Lot 15 comes precariously close; far too close in my opinion. (6) What steps are being taken to ensure no oils, chemicals and/or contaminates will find their way into the creek, in turn creating a natural disaster for the council of Mount Barker? And finally, having observed the SAPPa parcel map and compared this to local observations from Reimann Lane in person, it is glaringly obvious that said business have already encroached onto Lot 15; previously as a car park then more recently as a dumping ground for scopes of works and providing paving capability for vehicles. While I am not in possession of all the facts, this does suggest to me that part of this application contains an 'after the fact' component. (7) Has there been an encroachment onto Lot 15, beyond the documented land titles? Thank you.

Attached Documents

Representor 3 - Kelly Shute

Name	Kelly Shute
Address	PO Box 175 LITTLEHAMPTON SA, 5250 Australia
Submission Date	21/12/2022 08:12 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I live with my family on Kookaburra Lane Littlehampton. We have been here for 10 years and in that short time our home and our street has been taken over and overwhelmed by encroaching businesses, traffic and noise. Our home will once again be directly affected if this development goes ahead. There is already a significant amount of development happening next to us and the noise and traffic has increased to concerning levels. I am not in favour of anymore development Littlehampton side of Mt Barker road. It is too close to homes and a detriment to the township of Littlehampton.

Attached Documents

Representor 4 - Barbara Kempnich

Name	Barbara Kempnich
Address	PO Box 207, (6 Reimann Lane, Littlehampton 5250) MOUNT BARKER SA, 5251 Australia
Submission Date	21/12/2022 04:11 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons See attached document.	

Attached Documents

Objection-to-Application-22000732-1160579.pdf

REL

Rural Edge of Littlehampton

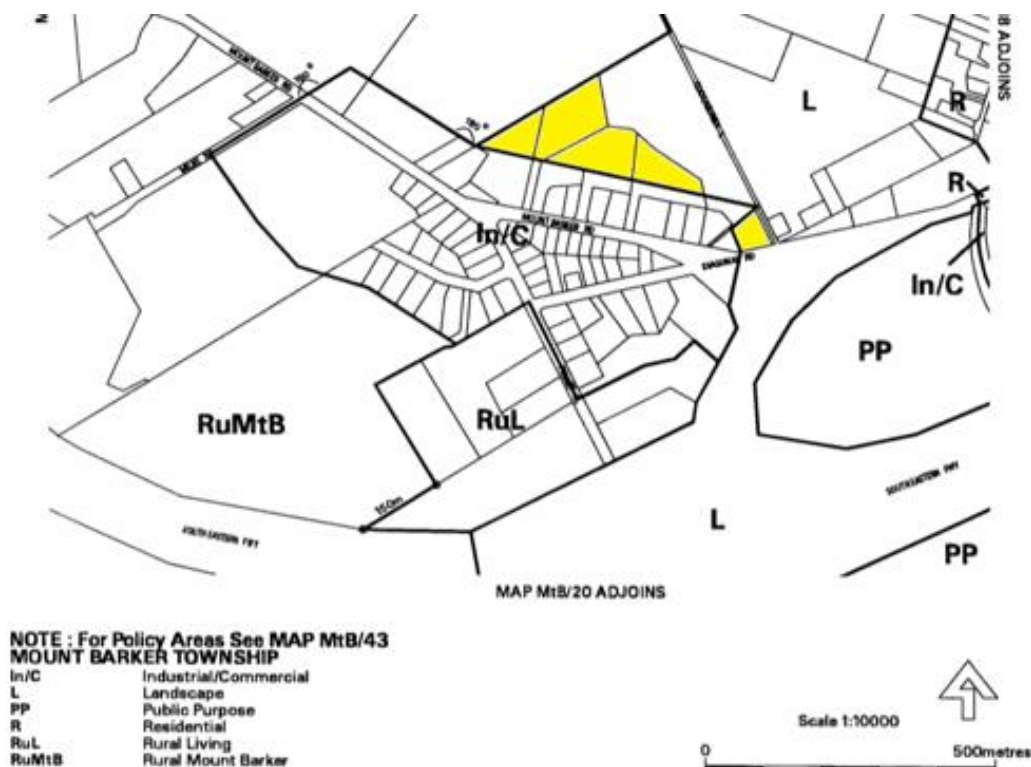
I am part of a group of concerned residents who are focused on preserving the rural landscape surrounding Littlehampton. Although my objection to this proposal (Application 22000732) contains my individual views, these are shared by many others in the area.

In summary, my objection relates to:

- the inclusion of Lot 15 in the proposal (noting that it is not even labelled on the site map provided by the applicant) and the continuous encroachment into the rural zone
- removal of native vegetation
- inadequacy of landscaping and previous damage to the landscape
- environmental concerns such as the failure to respect or protect a waterway.

Continuous encroachment into adjoining zone

The incremental eating away of open space began with a 2001 Development Plan Amendment where five parcels of land were rezoned from Rural Landscape Protection to Industrial/Commercial. These changes were inserted into the plan at a very late stage and were not described in the DPA documentation or public advertising. As a result, they were precluded from the consultation process. Affected landowners were not advised and had no opportunity to comment. Those five parcels are highlighted in this map. The ongoing impact of this seems to be that a green light (albeit tacit) has been given for further expansion of commercial/industrial activity in this direction



Since the DPA rezoning occurred, land boundaries appear to have changed substantially, making it difficult to reconcile the maps in SAPPA with the previous layout. Nevertheless, there has clearly been further encroachment of industrial/commercial activity into the adjoining zone (now 'Rural' under the planning and design code).

In July 2020 local residents contacted council about earthworks along the creek bank and identified structures that had been placed on Lot 15. Council undertook to investigate the issue and provide residents with a formal response regarding the outcome. This formal response was never received. Nor were answers provided to direct questions asked at the time regarding whether approval had ever been sought or granted for the encroachment.

Major earthworks in Lot 15 have continued since that time. This satellite image from SAPPA clearly shows the extent of encroachment across parcel boundaries.



One of my concerns is that approval of the current application may set a precedent for retrospective approval of previous incursions onto Lot 15, and open the door for further encroachment in the future.

Zoning anomaly

I note that SPPA lists two different zones for lot 15 – Rural and Employment. This is untenable and needs to be rectified. Lot 15 is a steep site sloping down to a creek. This should be designated as a buffer zone between the existing commercial activity and the adjoining rural zone. Otherwise this creeping rezoning by stealth is likely to continue unchallenged.

Vegetation and landscaping

The new Planning and Design Code emphasises both landscaping and the retention of native vegetation. For example:

- Employment zone - PO 5.1 Landscaping is provided to enhance the visual appearance of development when viewed from public roads and thoroughfares.
- Employment zone - PO 5.2 Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.
- Native vegetation overlay - 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.

Over the years encroachment into lot 15 has completely stripped the vegetation along the creek banks. The proposed landscaping does nothing to address this, with only two areas where trees are proposed, the rest being sedges, grasses and rushes. In addition the proposal calls for the removal of the only remaining stands of native trees on the creek bank – this is totally unacceptable.

Viewed from Reimann Lane, this area is already a complete eyesore. It is bare of vegetation and landscaping and constitutes a dust hazard for neighbouring properties. Removing the few remaining trees is a ludicrous notion.

Environmental concerns

In addition to the environmental degradation related to lack of vegetation and landscaping, the damage already done to the creek running through Lot 15 has needlessly removed habitat and threatens local species.

I am concerned about the proximity of proposed structures and existing roadways to the banks of the creek. The potential for toxic spills and runoff seems not to have been considered, and I'm aware of past incidents where environmental officers have been called out to investigate noxious smells and suspected dumping.

Further, the creek has been completely dammed, making it now possible for vehicles to easily cross into Lot 15. I have serious concerns that the long term intention is to push further into this parcel with commercial structures and activity. This parcel of land needs to be designated as a barrier between an ugly sprawling development and a rural zone. The stated intention of the Rural zone (previously Rural Landscape protection) has always been to preserve the separation between Mount Barker and Littlehampton.

Representor 5 - Jen Clark

Name	Jen Clark
Address	PO Box 317 LITTLEHAMPTON SA, 5250 Australia
Submission Date	21/12/2022 07:57 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons I submit a separate file which details my Opposition.	

Attached Documents

J-Clark-objection-December-2022-1160656.pdf

REL

Rural Edge of Littlehampton

As a resident on the Totness boundary of Littlehampton I am a member of REL. REL profiles the need to establish and maintain the rural/semi-rural nature of the boundaries of Littlehampton. REL came into being when residents on the interphase with Totness found their homes, access to their homes, air quality, noise pollution and right to live a peaceful life constantly undermined.

Objection to Development Application 22000732

This application involves expansion of storage facilities in the Totness industrial area, including placing new buildings on land that is zoned rural (non-compliant activities in a rural zone).

I have serious concerns with this application.

Lot 15 is a very important parcel of land.

Zoning and adherence to zoning carries profound significance and ramifications for residents on the Edge of Littlehampton who, to date, have intriguingly received no protection from MB Council in the form of a recognised, properly landscaped and official buffer between vastly incompatible land uses.

Encroachment from industrial-commercial-employment development continues.

Residents on the Rural edge of Littlehampton first raised the issue of encroachment with Council in 2020. Extensive land reshaping work took place without permissions around the enormous dam on Lot 15 and intruded beyond zone boundary. This was so extensive that a Stop Work Order was issued. Residents were promised a formal response from Council detailing what they had done to address it. This never happened. Air filled with dust and various industrial/commercial noises from equipment are only two examples of the impact on nearby residents.

Missing Identification

Lot 15 (currently zoned Rural), is included in the plan provided, but is unnumbered (ie not clearly identified) on the map. This is unacceptable and should render this application void.

This large, steep parcel of land is directly opposite long established residential homes at the edge of Littlehampton, across a very narrow, mostly unsealed, country lane (now called Reimann Lane and previously called Kookaburra Lane).

Allowing non-complying activities to encroach into a rural zone, and specifically Lot 15, would seriously adversely impact all the nearby residences in the enclave accessed by Kookaburra Lane.

These residences appear to constitute an overlooked enclave and are literally the furthest edge of Littlehampton.

What IS the Zoning Designation and Why is it Important?

The SAPPA map shows the zoning for lot 15 is rural, but when you click in for full details it lists both Employment and Rural zones. **Two zonings for a single parcel of land.**

This is tantamount to rezoning by subterfuge.

Questions need to be answered and clarification needs to exist regards whether Retrospective Zoning is being awarded to intrusions that have already taken place. If so, this would be akin to rewarding a burglar.

OOPS! Let's Pretend there isn't a Problem

Over the many years of industrial-Commercial-Employment development in Totness, **No Buffer Zone** has been designated between residential homes in the Rural Zone at the edge of Littlehampton and what is now called an Employment Zone.

Littlehampton Deserves A Buffer

Lot 15 must be reserved as a buffer between incompatible land uses, particularly in light of historical failure to establish a viable buffer.

Any encroachment, such as proposed here, threatens the achievement of that.

If development pushes into Lot 15 our homes will serve as the de-facto buffer between the industrial-commercial-employment zone and Littlehampton.

The viability of our homes, safe access to our homes and quality of life are all already compromised.

Two of the homes in this enclave at the Edge of Littlehampton are early stone cottages of historical significance and are being, and have been, lovingly restored. One sits directly on Reimann Lane.

Just Words

Where landscaping is promised as part of a development proposal this seldom comes to fruition in reality (such as recent undertaking to landscape behind the bus stop in front of the nearby car wash on Mount Barker Road).

A bomb-proof and followed-through undertaking for effective screening between the stark eye-sore of development and residences along Reimann Lane must be an immediate priority.

Residents of the Rural Zone enclave at the edge of Littlehampton must receive the same protections as other residents near employment and industrial development.

Mount Barker Council, the ball has been dropped many times in the matter of zoning. It is time for the tide to turn.

This application should be staunchly opposed.

Jen Clark

Please see 2 maps and screen shot evidence of dual zoning below.

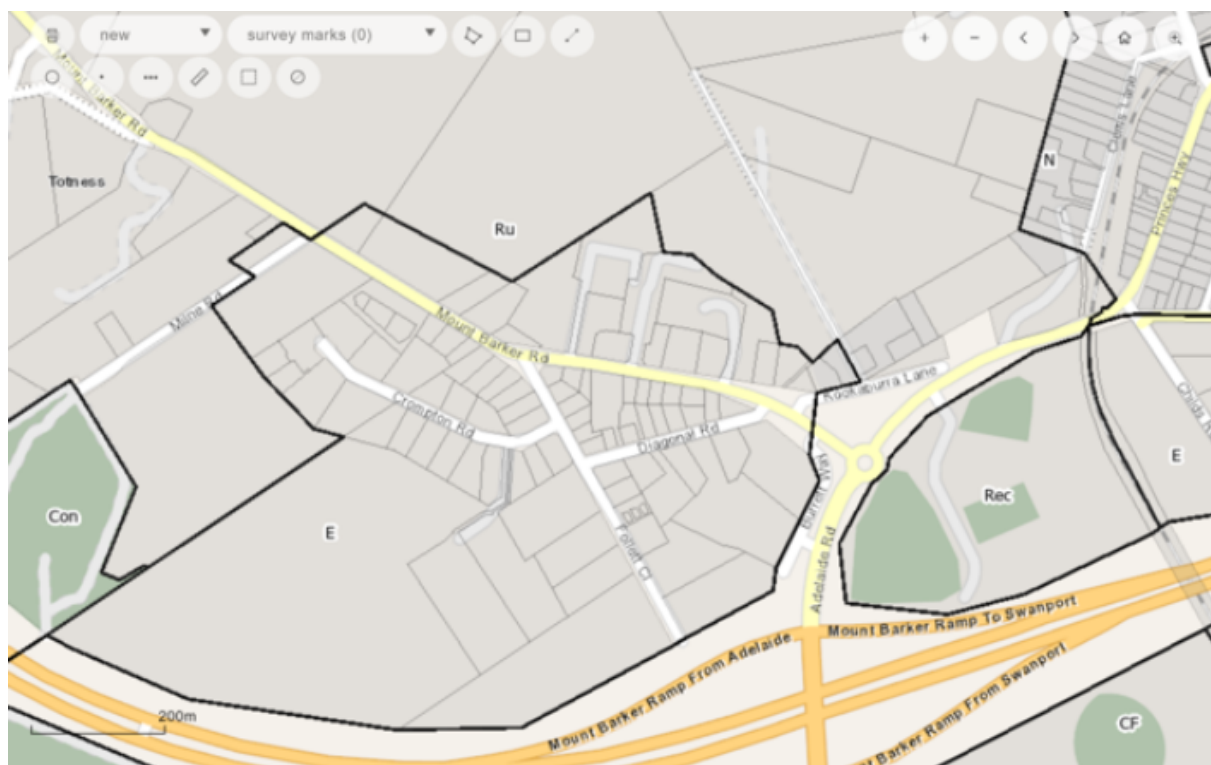
Application 22000732

Expansion of storage facility comprising seven storage buildings incorporating 30 shipping containers, maintenance shed, two caravan storage shelters and associated landscaping

Lot 15 is included unnumbered - the large, steep, block alongside Reimann Lane (off Kookaburra Lane)



SAPPA current zoning map



Dual Zoning – both Rural & Employment

×

Planning Zones & Overlays

Location: MOUNT BARKER RD TOTNESS SA 5250 LT 15 D20352
Valuation: 5810067509
Title Prefix: CT
Title Volume: 5862
Title Folio: 62
SAILIS: [Link](#)
Planning Report: [Print Report](#)

Planning & Design Code:

[All policies that apply to this address](#)
[Policies for a development at this address](#)

Zones

Employment - E
Rural - Ru

Overlays

[Hazards \(Bushfire - High Risk\)](#)
The Hazards (Bushfire - High Risk) Overlay seeks to ensure development responds to the high level of bushfire risk by siting and designing buildings to mitigate threat and impact of bushfires on life and property, facilitating access for emergency service vehicles and siting activities that increase the number of people living and working in the area away from areas of unacceptable bushfire risk.

Representor 6 - Michelle Davis

Name	Michelle Davis
Address	PO Box 1726 LITTLEHAMPTON SA, 5250 Australia
Submission Date	21/12/2022 08:57 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons I believe that the current application Encroaches on a natural buffer zone between the current Industrial zone and the village of littlehampton. It impacts on the natural habitat, flora and fauna. I support the local community action group REL Rural Edge of Littlehampton. Littlehampton needs a buffer zone, Littlehampton deserves a buffer zone to preserve its heritage and quality of life for its residents, wild life and future.	

Attached Documents



Monday, 30 January 2023

District Council of Mount Barker
PO BOX 54
MOUNT BARKER SA 5251

Attention: Michael Dickson

Dear Michael,

Response to Representations – 22000732 – Lot 15 Mount Barker Road, 8 Mount Barker Road, 22 Mount Barker Road and 30 Mount Barker Road, Totness

I refer to the proposed development application for the expansion of the storage facility including storage buildings in the form of shipping containers, shedding, caravan storage shelters and landscaping.

During the public notification period a total of six (6) representations were received. It is noted all representors oppose the development, four of which have indicated their desire to be heard by the Council Assessment Panel. Below is a summary of the concerns raised and a detailed response to each issue provided thereafter.

Summary of Concerns

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

- Impact to natural environment also including:
 - Impact on dam and creek and potential contamination
 - Impact on existing vegetation
- Encroachment into Rural Zone
- Noise
- Traffic

Impact to natural environment

Several representors raised concerns about the impact the proposal will have on the surrounding natural environment within the Rural Zone.

It is noted that the proposal does not involve the removal of any vegetation, nor is there any earthworks proposed as part of the proposal. The works are not proposed to extend further than what is already constructed on site. The proposed buildings are located on top of existing infrastructure thus limiting any additional impacts on surrounding natural areas.

The storage buildings are sited to ensure they are at least 10 metres from existing native vegetation, thus protecting their status as native vegetation. The plans have been amended to better reflect the protection of the native vegetation.

The owner has already committed to the planting of vegetation around the dam. This initial work has already taken place and is ready for planting. The plantings will be in a similar vein to what is proposed as part of this application. However, the owner is not averse to planting species recommended by Council that may be more suited to the area.

The Landscaping Plan has been amended to extend the landscaping area to create and help reinforce the natural buffer between the storage facility and the adjacent residential land. The creek and vegetation will create a natural buffer between the rural and commercial land.

The creek is to be protected from contaminants by existing and further proposed bunds and kerbing. The water within the creek will be slowed by existing vegetation, which will not be touched. The spill way has large rocks placed within it to slow down flows.

Encroachment into Rural Zone

Several representors raised concern about the encroachment of the proposal into the Rural Zone.

Vast majority of the works are located within the Employment Zone, however, a small section of the proposal on Lot 15 Mount Barker Road, is marginally within the Rural Zone.

The relationship between the allotment boundaries and Zone boundaries is depicted below:



Fig 1. Zone boundaries in relation to the site boundaries.

The yellow shaded area above is within the Rural Zone and the purple shaded area is within the Employment Zone. Red depicts the subject site boundary.

The Zoning applicable is dependent on the specific location of the works. In this instance the works on 8, 22 & 30 Mount Barker Road are assessed against the Employment Zone Provisions, and the works on Lot 15 Mount Barker Road are assessed against the Rural Zone Provisions.

It is not uncommon for allotments to straddle two zones as zone boundaries do not always reflect allotment boundaries.

Desired Outcome (DO) 2 of the Rural Zone states:

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.

A storage facility is supported by the above DO in the Rural Zone and therefore acceptable.

Performance Outcome (PO) 1.1 states:

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.

The limited area and extensive vegetation render the proposal consistent with the above, as much of the rural land is protected and maintained. Any further expansion within the Rural Zone will require further consideration from Council.

The additional vegetation will act as a natural screen between the adjacent residential properties and the storage facility, reducing the impact on scenic and rural vistas.

It is considered in the circumstances, the minor encroachment of the storage facility into the Rural Zone is acceptable.

Noise

It is not anticipated there will be any adverse noise impacts as a result of the proposed development. The maintenance shed is already approved as such, with the only additional noise source being vehicle movements.

There will be 2-3 vehicle movements per week for the caravan storage, likewise the shipping containers are for long-term storage, being accessed once every 3 months or so. Operating hours are 8.30am to 5pm, therefore the site will not be open late at night, further mitigating noise impacts.

No trucks or large vehicles will access the site.

The closest sensitive receiver is over 100 metres away and separated by a vegetated buffer. It will be difficult to distinguish traffic noise from the site and traffic noise from the surrounding road network.

Traffic

As indicated above, traffic movements are 2-3 times per week for caravan storage and once every 3 months or so for long-term storage, therefore infrequently accessed.

This means at its most intensive, the proposal will result in an additional 4 traffic movements within the local road network per week. This will be absorbed with no noticeable impact on traffic flows.

Access to the site is via the driveway located on 30 Mount Barker Road, well away from any sensitive receiver.

The proposal results in no adverse traffic impacts.

Conclusion

It is our opinion that the concerns of the representors have been addressed and the proposed development is deserving of Planning Consent. As the applicant we wish to appear at the Council Assessment Panel meeting when this application is considered to answer any questions from the members and respond to any representations.

We look forward to the matter being presented to the next available Council Assessment Panel Meeting. Please advise us of the upcoming date and time of the meeting.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Sean', written in a cursive style.

Sean Elliott
Senior Town Planner

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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**