MOUNT BARKER
DISTRICT COUNCIL

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 19 February 2025.

9.30am Council Assessment Panel



A. Houlihan
ASSESSMENT MANAGER

6 February 2025

****

MOUNT BARKER DISTRICT COUNCIL

COUNCIL ASSESSMENT PANEL

Wednesday 19 February 2025, 9.30 am

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1. APOLOGIES

2. CONFLICT OF INTEREST DECLARATION

3. CONFIRMATION OF MINUTES

3.1. That the minutes of the meeting held on 18 December 2024 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.

5.2. PLANNING, DEVELOPMENT AND INFRASTRUCTURE ACT APPLICATIONS

5.2.1. 24038722 – Beyond Ink

Application ID	24038722
Applicant	Beyond Ink
Subject Land	44, 46 & 48 Adelaide Road, Mount Barker SA 5251
Nature of Development	Demolition of all existing buildings (including one (1) Local Heritage Place - ID 16124), removal of two (2) Regulated Trees (one *Platanus orientalis* and one *Liquidambar styraciflua*), construction of a two-storey consulting room building, associated signage (advertising), fencing, retaining, carparking and landscaping.
Lodgement Date	26 November 2024
Relevant Authority	Assessment Panel at Mount Barker District Council
Zone	Neighbourhood Zone
Planning and Design Code Version Number	2024.21 – dated 21 November 2024
Categorisation	Code Assessed (Performance Assessed)
Notification	Yes
Representations	17
Persons to be heard	4
Referrals - Statutory	• Commissioner of Highways
Referrals – Non Statutory	• Development Engineering Officer • Heritage Advisor • Wastewater Engineer
Responsible Officer	Matthew Fielke – Senior Planner
Recommendation	Grant Planning Consent

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

The proposal is best described as follows;

Demolition of all existing buildings, including one (1) Local Heritage Place (ID 16124 – Cottage), located within the Historic Area Overlay.

Construction of a two-storey consulting room building, comprising a floor area of approximately 1,578m² and:

- 15 consulting rooms, including nine (9) at lower ground level and six (6) at upper ground level.
- Associated supporting facilities, including administration areas, offices, staff rooms, wet areas, bin storage; mechanical plant and communications rooms; foyer and lift.
- Materials and finishes comprising:
    - Face brickwork in *Littlehampton Bricks 'Flinders'* including extruded brickwork features to south-western and south-eastern elevations
    - Roof sheeting in *Colorbond 'Windspray'* at a pitch of 23 degrees
    - Profiled metal wall cladding in *Colorbond 'Windspray'*
    - Aluminium framed windows (frame in *Colorbond 'Windspray'*)
    - Shroud treatments to south-east facing windows
    - Hardwood timber framed pergola's and Colorbond verandah (in *'Windspray'*) to south-western elevation
    - Cantilevered aluminium framed awnings to north-east elevation.
- Hours of operation, including:
    - Monday to Friday – 8:00am to 6:00pm
    - Saturday – 8:00am to 5:00pm
    - Sunday – 9:00am to 5:00pm
    - Public Holidays - Closed

Car parking for 42 vehicles, including two (2) Disability Discrimination Act (DDA) compliant car parking spaces. Associated access from Druids Avenue to utilise an existing dual-width crossover.

Removal of two (2) Regulated Trees (one *Platanus orientalis* and one *Liquidambar sturaciflua*), both of which are sited within 20m of established dwellings. Removal of these two (2) trees can be undertaken without a development authorisation pursuant with Schedule 4 Clause 18 (1)(b) of the *Planning, Development and Infrastructure (General) Regulations 2017*.

Associated landscaping, retaining walls (0.3m – 1m to various property boundaries) and fencing (up to 2.1m in height) are also proposed, with associated earthworks being predominantly excavation for the establishment of the lower-ground level tenancies. Stormwater management infrastructure will also be installed on the land, with a detention tank located beneath the proposed car parking area.

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

2. SUBJECT LAND

The subject land comprises three (3) individual Torrens Title allotments, commonly known as 44, 46 and 48 Adelaide Road, Mount Barker being allotment 1 in Filed Plan 158970 (CT 5290/81), allotment 49 in Filed Plan 160226 (CT 5662/913) and allotment 50 in Filed Plan 160227 (CT 5541/525), respectively. Combined, the land comprises a total of 2,753m² of land and provides frontage to Adelaide Road (63.17m) and Druids Avenue (38.02m). Vehicle access is available to each individual allotment, with two (2) crossovers to Adelaide Road (a State maintained road) and one (1) crossover to Druids Avenue.

Existing improvements on the land include three (3) single-storey detached dwellings, one (1) of which has previously been subject to a change of use to consulting rooms (44 Adelaide Road). Associated outbuildings also exist on the land, together with a sealed car parking area dedicated to the consulting room(s) at 44 Adelaide Road. The site is mostly devoid of vegetation, with some landscaping remaining to the south-western and south-eastern ends of the land.

The subject land also falls within the Hazards (Flooding) Overlay, which reflects the findings of the Mount Barker Flood Study of 2010 in this location. The study has identified that approximately 325m^2 of land to the north-east will be inundated in a 1% AEP flood event. This area is currently un-developed.

Figure 1. Location of the subject land



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

3. THE LOCALITY

The subject land is located directly to the north-west of the Urban Activity Centre of the Mount Barker Township and adjacent the signalised junction of Adelaide Road and Druids Avenue. It is located wholly within the Neighbourhood Zone and adjacent to a number of Local Heritage listed buildings.

The locality (as demonstrated in Figure 2 below) is characterised by a mix of land uses and building form, reflecting the proximity of the land to the Urban Activity Centre Zone of Mount Barker and its location along Adelaide Road (a State maintained road). Land to the north, east and west is predominantly used for residential purposes, comprising a mix of single and double-storey built form. Notwithstanding the extent of the Neighbourhood Zone, a number of commercial land uses are also located along Adelaide Road, including service trade premises and collision repair.

Allotments to the north, west and east of the subject land vary significantly in size, ranging from approximately 280m^2 through to 3,000m^2. Land to the south and south-west is predominantly non-residential, comprising offices, pre-school (childcare) and various retail outlets. Further south-east of the land is the Mount Barker Centre, comprising a large range of commercial land uses. Vacant land to the east is earmarked for development by Council and Burke Urban Investments, with the current master plan comprising a town square, retail and dining spaces, offices, a civic and co-working hub, car parking and accommodation.

Land beyond the extent of the locality is characterised by further residential development (north and west), including the Spring Grove Estate and Southern Cross Care (retirement villages) as well as private dwellings on Torrens and Community/Strata Title allotments. Cornerstone School is also located some 350m north of the subject land.

3.1. Locality Plan

Figure 2. Locality Plan



3.2. Zoning

The subject land is wholly located within the Neighbourhood Zone, and is covered by the following overlays and technical and numerical variations (TNV's) in the *Planning and Design Code (**Code**)*:

Overlays

- Advertising Near Signalised Intersections
- Affordable Housing
- Hazards (Flooding)
- Hazards (Flooding – General)
- Hazards (Bushfire – Medium Risk)
- Historic Area (MtB3)
- Local Heritage Place
- Heritage Adjacency
- Urban Transport Routes
- Traffic Generating Development
- Water Resources
- River Murray Tributaries Protection Area
- Prescribed Water Resources Area
- Murray-Darling Basin
- Native Vegetation
- Regulated and Significant Trees

Technical and Numerical Variations (TNV's)

- Maximum Building Height (9m)
- Maximum Building Height (2 levels)
- Minimum Frontage (detached dwelling 15m, group dwelling 15m)
- Minimum Site Area (detached dwelling 600m^2, group dwelling 600m^2)

Concept Map/s

- Concept Plan 3 – Mount Barker and Littlehampton.

Figure 3. Planning and Design Code Concept Plan 3

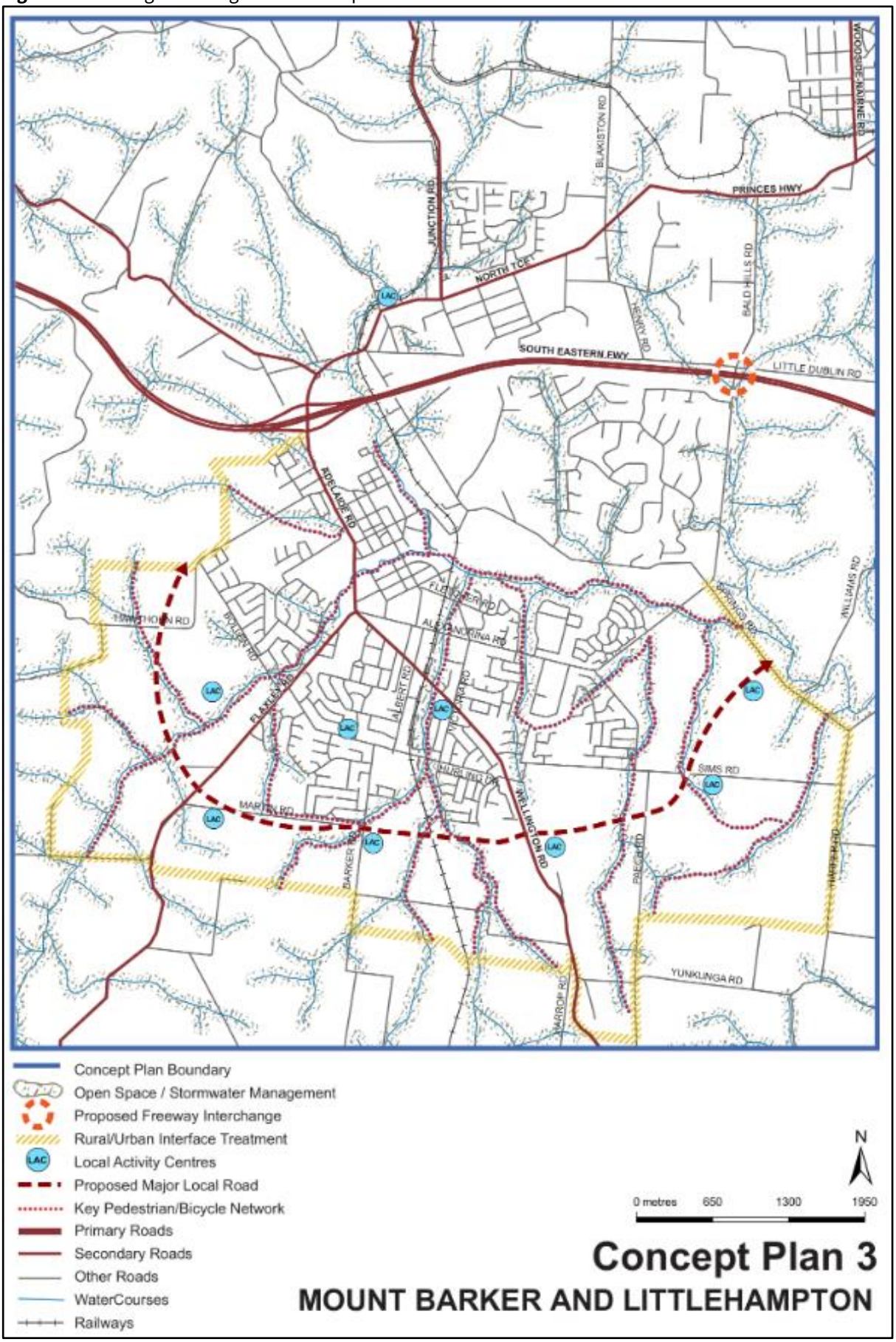
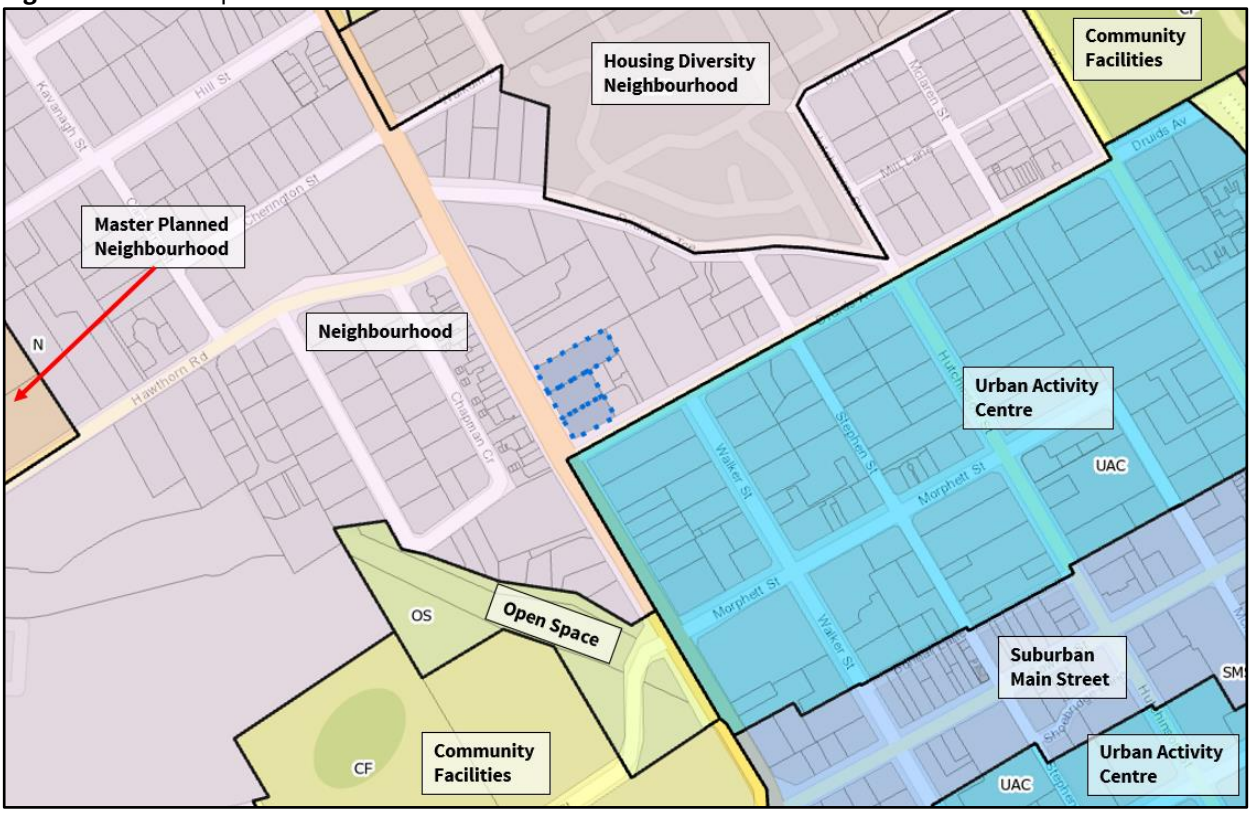


Figure XX. Zone Map



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*. (**Act**).

4.2. Notification

All performance assessed development requires notification unless, pursuant to Section 107(6) of the **Act**, the class of development is excluded from notification by virtue of Table 5 – Procedural Matters (PM) of the relevant Zone of the **Code.**

The proposed development is not identified as a class of development that is excluded from the requirement of notification of the 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* (**Regulations**).

4.2.1. Representations

20 representations were received as a result of the public notification, and are summarised as follows.

	Representor	Summary of Representation	Request to be heard
1	Maurice Sherrah *(Oppose)*	• Highly congested area of Mount Barker and associated increase in traffic generated by the development. • Associated safety concerns. • Existing medical clinics in the area that are more than satisfactory. • Additional clinics should be established in growth areas. • Demolition of Local Heritage Place and significant flora.	No
2	Adam Hatty *(Oppose)*	• Additional traffic requires upgrades to existing road infrastructure.	No
3	Catherine Barnes *(Support with Concerns)*	• Highly congested area of Mount Barker and associated increase in traffic generated by the development. • Should be refused unless DIT commit to upgrades for Adelaide Road. • Council should consult with DIT before accepting any further submissions that would likely increase congestion.	No
4	Fiona Anderson *(Oppose)*	• Opposes demolition of the Local Heritage Place. • Modern building design would not be in keeping with the current streetscape character. • Inappropriate location for this facility. Highly congested area of Mount Barker and associated increase in traffic generated by the development. • Additional clinics should be established in growth areas.	No
5	Megan Sweetman *(Oppose)*	• Opposes demolition of the Local Heritage Place. • Highly congested area of Mount Barker and associated increase in traffic generated by the development. • Alternative sites should be investigated.	No
6	John Fennell *(Oppose)*	• Additional clinics should be established in growth areas. • Inappropriate location of proposed facility.	No
7	Kirsten Benfield *(Oppose)*	• Oppose demolition of the Local Heritage Place. Listing should not be ignored. • Highly congested area of Mount Barker and associated increase in traffic generated by the development. • Alternative sites should be investigated.	No
8	Sarah Bodle *(Oppose)*	• Nil	No
9	B Schmeiss *(Oppose)*	• Additional clinics should be established in growth areas. • Buildings to be demolished are not beyond repair. • Oppose demolition of Local Heritage Place. • Efforts should be made similar to Cheap as Chips.	No
10	Leah Sparnon *(Support with concerns)*	• Replicating heritage buildings restricts innovation. • Development warrants modern revision to be an innovative site.	No
11	Ruth Vasey (National Trust SA - *Oppose)*	• Opposes demolition of the Local Heritage Place. • Local Heritage Place displays historical, economic and/or social themes that are important to the local area. • No attempt made to recognise the heritage character of the cottage or its local context. • Owners should assume responsibility for the protection of the Heritage Place.	No

		• Suspect owner has allowed further degradation of Heritage Building to facilitate demolition. • 2019 Local Heritage DPA sought to retain the buildings listing as a Local Heritage Place. • Heritage building could be incorporated into the design of the facility. • Demolition of this Local Heritage Place degrades the value of the Historic Area.	
12 – 15	Val Hansen *(Support with Concerns)*	• Opposes demolition of Local Heritage Place. • Owner should be required to maintain the building and not use its deteriorated condition as reason for demolition. • 'Demolition by neglect'.	No
16	Julie Hockey *(Oppose)*	• Opposes demolition of the Local Heritage Place. • Council's 2044 Community Plan supports preservation and promotion of Local Heritage. • Council staff engaged for advice prior to lodgement of the application. • Owner should seek to implement conservation works to retain the Local Heritage Place. • Building was not removed from the Local Heritage Place register despite not meeting the relevant criteria. Argues that the building sufficiently meets the criteria for Local Heritage listing. • Repairs are generally required to older buildings and should not be used to justify demolition. • Code encourages adaptive reuse of heritage buildings. • Opposes removal of housing amidst housing crisis. • Land use not appropriate in a Neighbourhood Zone. • Development will not assist the Zone to provide a convenient place to live. Development will 'adversely impact the residential amenity…' • Interface impacts on existing residents. • Operating hours are inappropriate. • Increased traffic and congestion as a result of the development. • Insufficient off-street car parking provision. • Development should incorporate rehabilitation of watercourse to the north of the development. • Existing street trees should be protected. • Additional landscaping should be incorporated into the development.	Yes
17	Richard Fishlock *(Oppose)*	• Opposes demolition of the Local Heritage Place. • Demolition sets precedent for further erosion of heritage fabric. • Design conflicts with the character and amenity of the residential area (and Historic Area). • Interface issues with adjacent residents as a result of built form (and scale), traffic and noise impacts. • Highly congested area of Mount Barker and associated increase in traffic generated by the development. • Insufficient off-street car parking provision. • Impact on existing vegetation. • Applicant has not considered development opportunities that do not involve the demolition of the existing Heritage building.	Yes
18	Sally Harding *(Oppose)*	• Interface impacts on existing residents. In particular, inappropriate line-of-sight to back yard of Unit 2, 1A Druids Avenue.	Yes

		• Noise impacts on residents of the same. Suggests higher boundary fencing. Questions accuracy of Sonus Environmental Noise Assessment. • Noise attenuation should be provided to upper storey levels of existing adjacent dwellings in addition to improving boundary treatments. • Boundary fencing should be installed prior to construction commencing.	
19	Dianne van Eck *(Mt Barker & Districts Residents' Association Inc – Oppose)*	• Opposes demolition of the Local Heritage Place. • The Local Heritage Place is not beyond repair – restoration is possible. • Development at odds with the intent of the Historic Area and Council's Community Plan. • Highly congested area of Mount Barker and associated increase in traffic generated by the development. • Insufficient off-street car parking provision. May result in overflow to adjacent car parks for unrelated businesses. A reduction in building floor area would lessen parking demand. • Loss of regulated trees, impact on neighbouring trees and risk of damage to heritage listed oak tree. Council's Arborist should be involved. • Interface issues with adjacent residents (noise and lighting).	Yes
20	Carol Bailey *(Oppose)*	• Opposes demolition of Local Heritage Place. • Land use is inappropriate in a Neighbourhood Zone. • Lack of strategic planning for this area. • Highly congested area of Mount Barker and associated increase in traffic generated by the development – alternatives should be sought.	No

Note: ***** indicates duplicate representation by same person.

4.2.2. Map of Representors

Figure 5. Map of Representors.



Refer to **ATTACHMENT 3** for a copy of the representations received.

4.2.3. Response to Representations

Refer to **ATTACHMENT 4** for a copy of the applicant's response to the representations.

Since public notification was completed, an amendment to the elevation plan was undertaken. This amendment applies obscure glazing to the upper (north-east facing) windows for their entire height (2.3m above FFL).

5. REFERRALS – STATUTORY

5.1. Commissioner of Highways

A referral to the Commissioner of Highways (Department for Infrastructure and Transport) was required pursuant to Section 122 of the *Planning, Development and Infrastructure Act 2016* and Schedule 9 clause 3 item 7 of the *Planning, Development and Infrastructure (General) Regulations 2017.* A response was received on 31 January 2025 in accordance with section 122(5)(b)(ii) of the *Planning, Development and Infrastructure Act 2016.*

The purpose of the referral is 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. The referral is required as the development seeks to modify the volume and nature of vehicular movements through an existing crossover located within 25 metres of an intersection with a State maintained road.

The statutory referral response raised no objections to the proposed development and provides conditional support. A total of six (6) conditions have been included – all of which can be found in the recommendation at the conclusion of this report. Conditions seek to ensure that access and egress to and from the land is done so in a safe and efficient manner, with all redundant crossovers closed.

6. REFERRALS – NON STATUTORY

6.1. Development Engineering Officer

During pre-lodgement discussions, the applicant (through FMG Engineering) engaged with Council's Development Engineering Team to ensure that stormwater was managed appropriately and in accordance with Council's requirements. Council provided the following guidance to FMG Engineering specific to this site:

- Stormwater discharge for the proposed development shall be via a kerb outlet to Druids Avenue. Where a pump system is adopted, the system shall be designed in accordance with AS 3500.3-2015, including the safety in design risk assessment.
- Stormwater detention is to be provided within the site to limit up to 1% AEP post-development peak flows to 1% AEP pre-development peak flows and the discharge to the street kerb shall not exceed 15L/s per kerb outlet. Stormwater calculations are to be provided for 10% AEP and 1% AEP pre-and-post development peak flows.
- Stormwater discharge must pass through an appropriate treatment chain to achieve stormwater quality targets set by the EPA. Treatment measures shall be located within the site, prior to discharge to street kerb outlet.
- The subject land is partially inundated in a 1% AEP storm event. Finished floor levels for all buildings shall be a minimum of 300mm above the estimated 1% AEP flood level.
- In addition to the flood data commentary above – should the proposed development include car parking within the 1% AEP flood extent, the flood study should demonstrate the impact of this development on the floodplain up and down stream.

The applicant has submitted a detailed Stormwater Management Plan responding to the above requirements and Councils Development Engineering Team are satisfied with the design and no changes were required.

The Traffic and Parking Report prepared by CIRQA was reviewed by Council's Development Engineers, and no objections were raised. Car parking rates were noted of concern, however sufficient justification has been provided in the report to rationalise any short-fall. Car parking and stormwater management is discussed further in Section 7 of this report.

6.2. Heritage Advisor

Due to the various heritage impacts as a result of the proposed development, assessment staff sought independent review (and pre-lodgement guidance) from Councils' Heritage Advisor – Grieve Gillett Architects. In addition to the existing Local Heritage Place at 46 Adelaide Road (proposed to be demolished), the following Local Heritage Place(s) are also worthy of consideration:

- 50 Adelaide Road (ID 16125 – Cottage; all facades, verandah, roof and walls supporting the roof)
- 1 Druids Avenue (ID 18627 – House, external form and materials of the stone cottage)
- Druids Avenue (ID 16193 – Avenue of 46 English Oak Trees located approximately 0.5 to 2 metres from kerb. All such trees with trunk diameter exceeding 300mm at ground level)
- 42 Adelaide Road (ID 16188 – Former primary school, two buildings, all facades, roofs and walls supporting the roofs)
- 43 Adelaide Road (ID 18547 – House, Oakfield (McFarlane), Rendered walls with hipped slate roof, timber framed openings with timber doors & timber-framed double-hung sash windows with colonial glazing bars, rendered red brick chimneys with coursing to top and concave CGI return verandah with timber posts & railings, and cast-iron lace brackets).

Following consideration of the structural engineering assessment undertaken by Remedial Engineering Consulting (SA) and the Heritage Impact Statement prepared by On Architecture, it was concluded that demolition of the Local Heritage Place is considered supportable.

An assessment of the proposed building was also undertaken in the context of the above Local Heritage Places and the Historic Area Overlay and it has been concluded that the 'proposed design of the new building is responsive in scale, form and materiality to the Historic Area context and is generally supported'. Following the referral response (and as guided by the response), the applicant has replaced 'Monument' coloured Colorbond sheeting with 'Shale Grey' – which is considered to be more in-keeping with the Historic Area.

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

6.3. Strategic Planning

Due to the prominence of site, its land use history, heritage considerations, site constraints and opportunities, Council's Senior Strategic Planner was engaged to provide some commentary on the strategic values of the site and any past or future Code Amendments that may affect the land. The following response was received:

> *The proposed development as a healthcare facility provides a valuable and much needed service to the Mount Barker community.*
>
> *At this stage, Council is not seeking to undertake any Code Amendment in relation to non-residential development along main roads such as Adelaide Road. Foreseeably, the further encroachment of non-residential uses within the Neighbourhood Zone along major transport corridors will continue and provided each development demonstrates merit then Council should look to support this investment especially on the edge of a centre where accessibility is at its highest.*
>
> *Being on the edge of an Urban Activity Centre (on the corner of two highly trafficked roads) the development site does not present with a strong residential character due to impacts to residential amenity. We note the built form to be sympathetic with the intent of the Heritage overlay and appears to have been mindfully designed using the slope of the land as to reduce overall bulk and scale of the building. The Adelaide Road elevation has also been sufficiently articulated to break up its appearance.*
>
> *Given the above, we support the proposed application from the Strategic Planning perspective and do not foresee the further introduction of non-residential use of this scale and nature as being detrimental to the continued functionality of the broader Neighbourhood Zone.*

6.4. Wastewater

The subject land contains existing wastewater infrastructure in the form of a 100mm CWMS pipe (gravity main) and associated connections. Due to the scale of the development (and a change to a commercial land use), the application was referred to Council's Wastewater Engineer for review.

No objections were raised to the proposal connecting in to existing wastewater infrastructure. However, it has been identified that the development could upgrade a short (~30m) section of pipe and establish a sewer connection, removing the need for on-site septic tanks. The applicant will be required to seek approval for connection of the development into existing infrastructure (including a Trade Waste Application). Through this process, further investigation can be undertaken into the feasibility of a sewer connection.

Associated advisory notes, relating to wastewater and trade waste connections has been incorporated into the recommendation at the conclusion of this report.

7. 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 the Planning and Design Code policy extract.

Note:

- Desired Outcomes assist in the interpretation of Performance Outcomes; they are not policies in their own right. Rather, they set a general policy agenda which informs the Performance Outcomes.
- Designated Performance Features also assist in the interpretation of the Performance Outcomes; however, they too are not policies in their own right.
- Just because a Designated Performance Feature is met, it does not mean that the corresponding Performance Outcome is necessarily met.
- Conversely, just because a Designated Performance Feature is not met, it does not mean that the corresponding Performance Outcome is not met.

7.1. Key Issues

The following matters are considered pertinent in reaching a recommendation for this proposal and are discussed within detail in section 8.3 of this report:

- Land Use and Intensity
- Heritage
- Design, Appearance and Siting
- Transport, Access and Car Parking
- Interface between Land Uses
- Hazards
- Environment
- Infrastructure

7.2. Question of "Seriously at Variance"

Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*, it is recommended that the Mount Barker Council Assessment Panel determine that the proposed development is not Seriously at Variance with the relevant provisions of the Planning and Design Code for the following reasons;

- Consulting rooms of an appropriate scale are generally considered an appropriate non-residential type use in the Neighbourhood Zone, particularly where they can be accommodated without compromising residential amenity. The scale of the development is appropriate in the local context, considering the overall building size and design, together with the sites proximity to the Urban Activity Centre Zone.

- Demolition of the Local Heritage Place has been supported by sufficient Engineering and Heritage specialist advice. Council's Heritage Consultant concurs with the decision to demolish the building, citing that the degree of works would qualify it as being *irredeemably beyond repair*.
- The proposed building responds well to the Historic Area Overlay and the context of the site. The design is reflective of the established single-storey character, with appropriate design techniques that pay homage to the existing built form on the land.
- Interface impacts between the site and adjacent sensitive receivers have been appropriately managed, through the provision of obscure glazing to the upper floor level (north-east facing windows) and various noise attenuation measures implemented.

7.3. Merits Assessment

Land Use

Neighbourhood Zone	
DO 1	*Housing supports a range of needs and complements the existing local context. Services and community facilities contribute making a convenient place to live without compromising the residential amenity and character of the neighbourhood.*
PO 1.1	*Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable neighbourhood.* *DPF 1.1 – Development comprises one or more of the following:* *(a) Ancillary accommodation* *(b) Child care facility* *(c) Community facility* *(d) Consulting room…*
PO 1.2	*Commercial activities improve community access to services are of a scale and type to maintain residential amenity.* *DPF 1.2 – A shop, consulting room or office (or any combination thereof) satisfies any one of the following:* *(a) It is located on the same allotment and in conjunction with a dwelling where all the following are satisfied:* *i. Does not exceed 50m² gross leasable floor area* *ii. Does not involve the display of goods in a window or about the dwelling or its curtilage.* *(b) It reinstates a former shop, consulting room or office in an existing building (or portion of a building) and satisfies one of the following:* *i. The building is a State or Local Heritage Place* *ii. Is in conjunction with a dwelling and there is no increase in the gross leasable floor area previously used for non-residential purposes.*
PO 1.3	*Non-residential development is located and designed to improve community accessibility to services, primarily in the form of:* *(a) Small-scale commercial uses such as offices, shops and consulting rooms* *(b) Community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services* *(c) Services and facilities ancillary to the function or operation of supported accommodation or retirement facilities* *(d) Open space and recreation facilities.*
PO 2.2	*Development results in sites suitable for their intended purpose.*
Out of Activity Centre Development	
DO 1	*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.*
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.*
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 underserviced locations* *(b) At the edge of Activity 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.*

The fundamental land use test is guided primarily by the provisions of the Neighbourhood Zone in this case. The desired outcome for the Zone fosters development of a residential nature and scale, with non-residential development (such as small scale commercial uses, including consulting rooms) responding appropriately to the residential context

The application proposes to construct an 'allied health' facility comprising four tenancies, a total of 1,578m^2 of floor area, 15 consulting rooms and associated supporting facilities. Associated works include construction of a car park for up to 42 vehicles, stormwater infrastructure, landscaping and removal of two (2) regulated trees, as well as fencing and retaining walls.

It is recognised that, while consulting rooms are generally anticipated in the Neighbourhood Zone (as suggested by DPF 1.1), this is dependent on the scale of the development, proposed hours of operation and any interface management that is required as a result of the development (see *Interface between Land Uses* section below) . The policy suggests that land uses such as consulting rooms are relatively compatible within a residential locality, while resulting in limited impact on adjacent properties. This is evidenced through the established consulting room activity that has occurred at 44 Adelaide Road for a number of years (approved in 2005 – DA 580/293/05).

A key consideration in the context of this application is the scale of the development. PO 1.3 speaks to these types of uses as being 'small scale' and together with PO 1.2, seeks that any such development improve community accessibility to services. While the proposal would improve accessibility allied health services, an assessment of 'scale' would refer more so to its size, including tests of height, length, width, bulk and massing of the development. The development (in particular, the building form) seeks to be recognised as being of a residential scale, resulting in a total building site coverage of approximately 40%, while also resulting in a single-storey form to Adelaide Road and a maximum of two-storeys to the north-east – consistent with the scale of residential development on adjacent land. For further commentary on the design, siting and scale of the development, see the *Design, Appearance and Scale* section of this report.

Based on the provisions of the Neighbourhood Zone, the development is considered to achieve the fundamental land use test.

While the development may not be seriously at odds with the Zone provisions, it is generally recognised that land uses such as consulting rooms would be sited within Activity Centres. Development outside of these Centres should seek to ensure that the role of the Centre is not diminished through decentralisation of commercial land uses.

The subject land is located directly adjacent to the Urban Activity Centre Zone, where health, retail and social services and infrastructure are generally expected to be found. This particular area is highly developed, with limited opportunities for new construction (with the exception of the City Centre major project site) and as such, the development responds appropriately to *Out of Activity Centre Development* PO 1.2 above.

Based on the proximity of the proposed development, it is considered to be complementary – rather than detrimental – to the role of the Urban Activity Centre. The development will improve access to allied health services in close proximity to the major shopping and administrative area of Mount Barker.

Heritage

Of all the elements proposed in this development, demolition of the existing Local Heritage Place at 46 Adelaide Road is considered to be one of greatest importance to the local community. With this in mind, a careful review of the history of the listing has been undertaken.

Council's Heritage Advisor provided the following context in relation to the listing of 46 Adelaide Road.

> *The 1997 District Council of Mount Barker Interim Mount Barker and Nairne townships Heritage Register identified that the dwelling met the following Local Heritage Place criteria in Section 23 of the Development Act (1993):*
> *(a) It displays historical and social themes that are of importance to the local area*
> *(b) It displays design characteristics and construction techniques of significance to the local area.*

A detailed assessment of how the building achieves (a) & (b) above was not provided in the 1997 Heritage Register, rather a history of land owners and their occupations were provided. Council's Heritage Advisor continues to say:

> *In 2004 an updated heritage survey undertaken by Heritage Online found that the Place should be removed from the Local Heritage Register and be downgraded to a Contributory building only. This was not undertaken at the time*.

Notwithstanding the above, the building itself was listed as both a Local Heritage Place and Contributory Item in Council's historic Development Plan(s). Furthermore, On Architecture undertook an assessment of the building against the criteria for designation under Section 67 (1) of the *Planning, Development and Infrastructure Act 2016,* finding that the building would not qualify for a Local Heritage Place designation if assessed today.

While it is recognised that the above review is somewhat academic in nature, it is considered important when establishing an understanding of the true value and importance of the Local Heritage Place. Ultimately, the tests for demolition must still be undertaken as expressed in the Planning & Design Code.

Heritage Adjacency Overlay		
DO 1	*Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.*	
PO 1.1	*Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place.*	
Historic Area Overlay		
DO 1	*Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.*	
Historic Area Statement	*Eras, themes and context*	*19th and early 20th Century.* *Buildings and structures predominantly dating from the 19th Century. Small, compact workers cottages and larger residential buildings.*
	Allotments, subdivision and built form patterns	*Allotment pattern reflective of the original land division pattern.*
	Architectural styles, detaining and built form features	*Early stone dwellings.* *Compact, intact collection of small scale detached and semi-detached buildings dating predominantly from the 19th and 20th century.* *Symmetrical frontages and separate verandahs.* *Hipped and gabled roof forms with ridge typically parallel to the street.* *Some parapet walling.*
	Building height	*Single storey. External wall height varies from 3 to 4 metres.*
	Materials	*Stone external walls.* *Brick quoins.* *Corrugated profile sheet roofing.*

		Painted timber window frames and doors. *Painted timber verandah posts with some ornate decoration.* *Brick or rendered chimneys.*
	Fencing	*Some timber picket fencing.* *Hedges.* *Low stone walling to front boundary.* *Hardwood post and wire mesh or cyclone mesh.*
	Setting, landscaping, streetscape and public realm features	*Mature street trees. Street hedging. Some red brick pavers to footpath.*
	Representative buildings	*Identified – refer to SA planning database.*
PO 1.1	*All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.*	
PO 2.1	*The form and scale of new buildings and structures that are visible from the public realm are consistent with the prevailing historic characteristics of the historic area.*	
PO 2.2	*Development is consistent with the prevailing building and wall heights in the historic area.*	
PO 2.3	*Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) complement the prevailing characteristics in the historic area.*	
PO 2.4	*Development is consistent with the prevailing front and side boundary setback pattern in the historic area.*	
PO 2.5	*Materials are either consistent with or complement those within the historic area.*	
PO 6.1	*The width of driveways and other vehicle access ways are consistent with the prevailing width of existing driveways of the historic area.*	
PO 6.2	*Development maintains the valued landscape patterns and characteristics that contribute to the historic area, except where they compromise safety, create nuisance, or impact adversely on buildings or infrastructure.*	
PO 7.1	*Buildings and structures, or features thereof, that demonstrate the historic characteristics as expressed in the Historic Area Statement are not demolished, unless:* *(a) The front elevation of the building has been substantially altered and cannot be reasonably restored in a manner consistent with the building's original style; or* *(b) The structural integrity or safe condition of the original building is beyond reasonable repair.*	
PO 7.3	*Buildings or elements of buildings that do not conform with the values described in the Historic Area Statement may be demolished.*	
Local Heritage Place Overlay		
DO 1	*Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.*	
PO 1.1	*The form of new buildings and structures maintains the heritage values of the Local Heritage Place.*	
PO 1.2	*Massing, scale and siting of development maintains the heritage values of the Local Heritage Place.*	
PO 1.3	*Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys and verandahs) maintains the heritage values of the Local Heritage Place.*	
PO 1.4	*Development is consistent with boundary setbacks and setting.*	
PO 1.5	*Materials and colours are either consistent with or complement the heritage values of the Local Heritage Place.*	
PO 1.7	*Development of a Local Heritage Place retains features contributing to its heritage value.*	
PO 2.2	*Adaptive reuse and revitalisation of Local Heritage Places to support their retention in a manner that respects and references the original use of the Local Heritage Place.*	
PO 5.1	*Individually heritage listed trees, parks, historic gardens and memorial avenues are retained unless:* *(a) Trees / plantings are, or have the potential to be, a danger to life or property; or* *(b) Trees / plantings are significantly diseased and their life expectancy is short.*	
PO 6.1	*Local Heritage Places are not demolished, destroyed or removed in total or in part unless:*	

	(a) The portion of the Local Heritage Place to be demolished, destroyed or removed is excluded from the extent of listing that is of heritage value; or *(b) The structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is irredeemably beyond repair.*
PO 6.2	*The demolition, destruction or removal of a building, portion of a building or other feature or attribute is appropriate where it does not contribute to the heritage values of the Local Heritage Place.*

Demolition

Demolition of Local Heritage listed buildings must be considered against *Local Heritage Place Overlay* PO's 1.7; 6.1, and; 6.2 above. These provisions of the Code generally seek to ensure that heritage buildings (and other landscape features) are not demolished, unless the building is 'an unacceptable risk to public or private safety and is irredeemably beyond repair'. For buildings in the Historic Area Overlay, the test is less onerous, requiring that the building only be 'reasonably beyond repair' or not in-keeping with the values expressed in the Historic Area Statement.

The applicant has sought assistance from both Remedial Engineering Consulting (SA) and On Architecture to determine the structural integrity of the building and its suitability for repair / reconstruction. Extensive cracking was found throughout the building, as well as other signs of poor footing performance, stormwater management, reactive soils and proximity of large street trees (sinking of building elements and uneven flooring). To rectify these issues, the entire building would require underpinning, together with the complete reconstruction of walls and other building elements. It was deemed to be in poor condition, despite renovations undertaken in 2021.

To undertake adequate repairs to the building, much of the buildings fabric would require demolition / removal, including up to 50% of the original exterior masonry walls.

On Architecture reviewed the structural advice from Remedial Engineering (SA) and concluded that such extensive reconstruction 'would have significant adverse impact on [the] heritage values' expressed in the listing (historical and social themes and design characteristics and construction techniques). It is also recognised that while the Engineer's report does not suggest the building is a risk to public or private safety, the building could be considered *irredeemably beyond repair*.

Council's Heritage Advisor has concurred with this finding and as such, it is considered that Local Heritage Place Overlay PO 6.1 has been reasonably achieved.

Demolition of the two adjacent buildings is also proposed to facilitate the new development. These buildings are not specifically identified as representative buildings within the Historic Area Overlay, with both being constructed after the relevant timeframe of significance (19th and early 20th century). While these buildings are considered to represent some of the values expressed in the Historic Area Statement, their demolition would not be detrimental to overall character and value of the Druids Avenue Historic Area – reasonably satisfying *Historic Area Overlay* PO 7.3 above.

Response to Historic Area Overlay and Adjacent Local Heritage Buildings

Development located within the relevant Overlays (Historic Area, Heritage Adjacency, Local Heritage Place) should be undertaken in a manner that is sympathetic to the scale and character of established buildings of historic significance in the locality. Adjacent the subject land are a number of Local Heritage Places. These buildings are predominantly single-storey in scale and share similar boundary set-backs to the proposed development, particularly those buildings to the south and east (1 Druids Avenue and 42 Adelaide Road). The existing Local Heritage Place at 50 Adelaide Road is set-back some 14-15m – an anomaly in the established pattern of development to the north-eastern side of Adelaide Road.

The allied health building has been designed in consultation with heritage advice, which has resulted in a sympathetic streetscape outcome. Three key building elements address Adelaide Road, sited in substantially the same location as the existing single-storey dwellings as to celebrate and pay homage to the existing buildings, with deeper set-backs (and shade structures) between. The design has also incorporated sympathetic materials (brick facades and light grey corrugated roof sheeting), fenestration, gable and verandah elements – representative of

historic features. The result is a design that has responded well to the historic streetscape pattern and built form (*Historic Area Overlay* PO's 1.1; 2.1 and 2.3) while also working with the former School building at 42 Adelaide Road to frame the Druids Avenue junction.

The proposal incorporates a single-storey built form appearance to Adelaide Road, with wall and roof heights that are consistent with the prevailing single-storey character of Adelaide Road. This single-storey built form transitions to two-stories at the rear of the building as the sites slopes downward toward the existing watercourse and proposed car parking area. Combined with the 23 degree roof pitch and appropriate building set-backs, the proposal is considered to respond appropriately to adjacent heritage buildings and the historic character of the locality.

Design, Appearance and Siting

Neighbourhood Zone	
PO 1.3	*Non-residential development is located and designed to improve community accessibility to services, primarily in the form of:* *(a) Small-scale commercial uses such as offices, shops and consulting rooms* *(b) Community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services* *(c) Services and facilities ancillary to the function or operation of supported accommodation or retirement facilities* *(d) Open space and recreation facilities.*
PO 1.4	*Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.*
PO 3.1	*Building footprints are generally consistent with the prevailing pattern of development and retain sufficient space around buildings to limit visual impact and enable attractive outlook and access to light and ventilation.*
PO 4.1	*Building height is consistent with the maximum height expressed in any relevant Building Height Technical and Numeric Variation, or are generally consistent with the prevailing character of the locality and complement the height of nearby buildings.* *DPF 4.1 – Building height (excluding garages, carports and outbuildings) is no greater than:* *(a) The following:* **Maximum Building Height (Metres)** Maximum building height is 9m **Maximum Building Height (Levels)** Maximum building height is 2 levels …
P 5.1	*Buildings are set back from primary street boundaries consistent with the existing streetscape.*
PO 6.1	*Buildings are set back from secondary street boundaries to maintain a pattern of separation between buildings and public streets and reinforce a consistent streetscape character.*
PO 8.1	*Buildings are set back from side boundaries to provide:* *(a) Separation between buildings in a way that complements the character of the locality* *(b) Access to natural light and ventilation for neighbours.*
PO 9.1	*Buildings are set back from rear boundaries to provide:* *(a) Separation between buildings in a way that complements the character of the locality* *(b) Access to natural light and ventilation for neighbours* *(c) Private open space* *(d) Space for landscaping and vegetation.*
PO 12.1	*Advertisements identify the associated business activity, and do not detract from the residential character of the locality.*
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 1.2	*Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.*
PO 1.3	*Advertising does not encroach on public land or the land of an adjacent allotment.*
PO 2.1	*Proliferation of advertisements is minimised to avoid visual clutter and untidiness.*
PO 2.2	*Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.*
PO 2.3	*Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.*
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.*
Design	
DO 1	*Development is:* *(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.*
PO 1.1	*Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).*
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.*
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.*
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.*
PO 2.2	*Development is designed to differentiate public, communal and private areas.*
PO 2.3	*Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.*
PO 2.4	*Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.*
PO 2.5	*Common areas and entry points of buildings (such as the foyer areas of residential buildings), and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.*
PO 3.1	*Soft landscaping is incorporated to:* *(a) Minimise heat absorption and reflection* *(b) Maximise shade and shelter* *(c) Maximise stormwater infiltration* *(d) Enhance the appearance of land and streetscapes* *(e) Contribute to biodiversity.*
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.*
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.*

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.*
PO 7.3	*Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.*
PO 7.5	*Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.*
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.*
PO 8.1	*Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.*
Interface between Land Uses	
PO 7.1	*Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.*

Neighbourhood Zone

Non-residential development in the Neighbourhood Zone should appropriately respond to the residential context through appropriate building footprints, limited building heights and appropriate front, side and rear boundary set-backs. Together, an appropriate design would be of such a scale so as to be in-keeping with the residential character of the area.

Utilising the Zone's quantitative and qualitative criteria to guide the appropriate scale of the development, the applicant has incorporated a main façade that is of a single-storey appearance, which transitions to two-stories at the rear, reflective of Zone PO 4.1. Set-backs to the north-east (otherwise considered a 'rear boundary') are approximately 13.2m at their narrowest point, while the side boundary set-back to the north-west is 4.1m. A minimum 2.6m set-back to the secondary road frontage (Druids Avenue) increases to approximately 3.2m as the building nears the junction of Druids Avenue and Adelaide Road. With the exception of the front boundary set-back, the proposed built form generally accords with the relevant side and rear boundary set-back requirements in the Neighbourhood Zone.

Front boundary set-backs, while reduced in comparison to the existing buildings on 44 and 46 Adelaide Road, are generally consistent with the existing residence on 48 Adelaide Road at just under 3m. Set-backs increase to 8m between the three key building elements – adding a sense of depth and reducing the overall bulk of the building.

Combined with the building site coverage of approximately 40%, the above design outcomes have responded well to the various criteria of the Neighbourhood Zone. The outcome is a building that – despite its aggregate floor area – is of a scale that is complementary to the Neighbourhood Zone and provides an appropriate transition from the Urban Activity Centre.

Advertising

Proposed advertising is of a modest scale, including two (2) non-illuminated signs of approximately 1m in height adjacent the Adelaide Road and Druids Avenue property boundaries. Expansive glazing to the south-west would provide additional opportunities for advertising within the building (visible from the public realm) without disfiguring the streetscape. Smaller advertising signs are shown to the north-eastern elevation, identifying the three (3) individual tenancies at lower-ground level. Proposed advertising is considered appropriate.

General Design Provisions

General design requirements of the Planning & Design Code advocate for development that responds appropriately to its context; is durable and fit for purpose; incorporates a good level of permeability for pedestrians, and; utilises sustainable techniques such as the orientation of building windows and landscaping to improve building performance and amenity.

The subject land occupies a prominent site in the Adelaide Road streetscape, with the junction of Druids Avenue being a major entry-point into the Mount Barker Centre. Development on this corner should reinforce good design outcomes, particularly given its proximity to a notable Local Heritage Place (former primary school). As such, the south-western and south-eastern elevations have been appropriately designed, incorporating complementary fenestration and other window treatments (such as the hooded corner window to the south) that improve visual interest, permeability, convey purpose and provide passive surveillance to the street. The building design responds appropriately to the corner, conveying a prominent gable feature, while not overpowering the adjacent Local Heritage Place to the south.

Waste storage has been incorporated into the building design, with a hard-paved and dedicated bin store at ground level. This bin store is hidden from public view and is a good design outcome for the site (*Design* PO 1.5).

Pedestrian access to the building is available from both Adelaide Road to the south-west and the internal car park to the north-east. Complementary landscaping is proposed to the south-west, together with an access ramp and pergola features. Further landscaping is also proposed to the north-western and south-eastern boundaries where the site has direct interface to the public realm or adjacent residential buildings.

It is noted that the orientation of the land does not facilitate good passive solar design techniques and streetscape character has been prioritised over these design characteristics.

The proposed development is considered to achieve many (if not most) of the relevant Design Criteria identified above.

Transport, Access and Car Parking

Advertising Near Signalised Intersections Overlay	
PO 1.1	*Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.*
Urban Transport Routes Overlay	
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.*
PO 1.1	*Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.*
PO 2.1	*Sufficient accessible on-site queuing adjacent to access points 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.*
PO 3.1	*Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.*
PO 4.1	*New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.*
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.*
PO 7.1	*Access points are designed to minimise negative impact on roadside drainage of water.*
Advertisements	
PO 5.2	*Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.*
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.*
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.*

<table>
<tr><td>PO 5.6</td><td>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.</td></tr>
<tr><td colspan="2">Transport, Access and Parking</td></tr>
<tr><td>DO 1</td><td>A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.</td></tr>
<tr><td>PO 1.1</td><td>Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.</td></tr>
<tr><td>PO 1.2</td><td>Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.</td></tr>
<tr><td>PO 1.3</td><td>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.</td></tr>
<tr><td>PO 1.4</td><td>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.</td></tr>
<tr><td>PO 2.1</td><td>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.</td></tr>
<tr><td>PO 2.2</td><td>Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.</td></tr>
<tr><td>PO 3.1</td><td>Safe and convenient access minimises impact or interruption on the operation of public roads.</td></tr>
<tr><td>PO 3.3</td><td>Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.</td></tr>
<tr><td>PO 3.4</td><td>Access points are sited and designed to minimise any adverse impacts on neighbouring properties.</td></tr>
<tr><td>PO 3.5</td><td>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.</td></tr>
<tr><td>PO 3.6</td><td>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).</td></tr>
<tr><td>PO 3.8</td><td>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.</td></tr>
<tr><td>PO 4.1</td><td>Development is sited and designed to provide safe, dignified and convenient access for people with a disability.</td></tr>
<tr><td>PO 5.1</td><td>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…
(a) …
(b) Transport, Access and Parking Table 1 – General Off-Street Car Parking Requirements…

Table 1 – General Off-Street Car Parking Requirements
<table>
<tr><td>Consulting Room</td><td>4 spaces per consulting room excluding ancillary facilities</td></tr>
</table></td></tr>
<tr><td>PO 6.1</td><td>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.</td></tr>
</table>

PO 6.2	*Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.*
PO 6.4	*Pedestrian linkages between parking areas and the development are provided and are safe and convenient.*
PO 6.6	*Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.*

Access to and from the subject land should be able to occur in a safe and efficient manner, bearing in mind the nature and volume of vehicle movements generated by the proposed development. The Planning and Design Code seeks that traffic movements occur within the boundaries of the land (loading, unloading and turning manoeuvres in particular) and that access to the site is available from an all-weather public road, while not impeding the flow of traffic in the road network. To demonstrate the suitability of the development, the applicant has sought advice from CIRQA, who prepared a detailed Traffic and Parking Report.

The proposed development will utilise an existing two-way flared vehicle crossover from Druids Avenue to service the entire development, with two redundant crossovers on Adelaide Road (46 & 48 Adelaide Road) to be closed. The Druids Avenue crossover is located less than 25m from the tangent point at the junction of Adelaide Road (a State maintained road) and as such, a mandatory referral was required to the Commissioner of Highways who have provided their support.

Car Parking

A car park comprising 42 parking spaces, including two spaces reserved exclusively for use by people with disabilities, all of which will be located to the rear of the site. The car park has been designed in accordance with Australian Standards AS/NZS 2890.1:2004 and AS/NZS 2860.6:2022. Together with direct access from the carpark (including a lift to the upper ground level) and an access ramp from Adelaide Road, it is considered that appropriate access has been provided in accordance with *Transport, Access and Parking* PO 4.1.

The total number of car parking spaces has been raised as a concern by residents, with the total number provided (42 spaces, or 2.8 spaces per consulting room) being less than the rate required for general consulting rooms in accordance with *Transport, Access and Parking Table 1* (60 spaces, or 4 spaces per consulting room). In support of the application, CIRQA has suggested that a surveyed car parking rate of 2.5 spaces per consulting room for medical imaging and 2.67 to 2.75 spaces per consulting room for other allied health services would be reflective of true demand. Additionally, CIRQA have also taken into consideration the RMS 'Trip Generation Surveys – Medical Centres – Data Report', which observed a demand of 2.78 spaces per consulting room for general medical consulting. With this in mind, the proposed car parking rate of 2.8 spaces per consulting room may be considered appropriate for the proposed development.

The Planning & Design Code allows a relevant authority to consider a reduction in the number of car parks provided in certain circumstances (PO 5.1). These generally speak to the availability of car parking elsewhere or the shared use of car parking spaces. The proposed development is not considered to have reasonable access to on-street or shared parking spaces, however the sites proximity to the Urban Activity Centre (as well as a number of bus services), could go some way to reducing the total off-street parking demand. A good level of pedestrian accessibility is also provided along Adelaide Road and Druids Avenue, while bus stops are located within 100m from the site.

Part of the argument from CIRQA relates to the type of consulting rooms proposed within the building (allied health), however the Code does not differentiate between different types of consulting room and as such, a general approach should be applied. Despite this, it is considered that the level of accessibility from the Urban Activity Centre, combined with existing bus services along Adelaide, would be sufficient to justify a reduction in off-street parking demand when assessed against *Transport, Access and Parking Table 1* and PO 5.1 above.

Traffic

All vehicles accessing the subject land are proposed to do so via the existing two-way crossover to Druids Avenue, with sufficient space being made available within the parking area to facilitate the turning of passenger vehicles, allowing forward entry and exit (*Transport, Access and Parking* PO's 1.4; 3.3 and 3.4). This crossover is sited as far as

practicable from the junction of Adelaide Road and Druids Avenue, has been flared to facilitate turning of larger vehicles into the site and has sufficient sight-lines to facilitate safe and efficient vehicle movements to and from the site.

Waste collection and deliveries (where required) are proposed to occur within the car parking area, with delivery and collection times allowed outside of the regular hours of operation of the consulting rooms (but still within *daylight* hours). As separation of these movements from passenger vehicles is not possible on this site, conflict could be avoided through strict compliance with the suggested collection times. This is considered to be a suitable compromise and as such, PO 1.3 is satisfied.

The proposed development provides sufficient space for on-site storage of vehicles waiting to leave the site, with right turn and left turn movements available. It is recognised that right turn movements from the site may be restricted during peak periods, however drivers have the ability to turn left and seek alternative routes back to Adelaide Road. This, combined with the closure of two redundant access points to Adelaide Road, is considered to result in a net improvement to traffic movements in the locality, despite the increase in trip generation.

Through the mandatory referral to the Commissioner of Highways, it has been determined that road widening (earmarked as part of the Mount Barker Transport Infrastructure Deed) may be required at this junction in the future. As such, a set-back of more than 1.5m from Adelaide Road and clearance for a 4.5m x 4.5m corner cut-off at the junction of Adelaide Road and Druids Avenue has been provided in the building design.

The proposal does not create any interface or traffic concerns through the location or brightness of advertising signage.

Interface between Land Uses

Design	
PO 1.4	*Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:* *(a) Positioning plant and equipment in unobtrusive locations viewed from public roads and spaces* *(b) Screening rooftop plant and equipment from view* *(c) When located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.*
PO 7.2	*Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.*
PO 9.1	*Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.*
PO 10.1	*Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.*
Advertisements	
PO 4.1	*Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.*
Interface between Land Uses	
DO 1	*Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.*
PO 1.2	*Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.*
PO 2.1	*Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:* *(a) The nature of the development* *(b) Measures to mitigate off-site impacts* *(c) The extent to which the development is desired in the zone*

<table>
<tr><td></td><td>(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.

DPF 2.1 – Development operating within the following hours:
<table>
<tr><th>Class of Development</th><th>Hours of operation</th></tr>
<tr><td>Consulting room</td><td>7am to 9pm, Monday to Friday

8am to 5pm, Saturday</td></tr>
</table></td></tr>
<tr><td>PO 3.1</td><td>Overshadowing of habitable room windows of adjacent residential land uses in:
(a) A neighbourhood-type zone is minimised to maintain access to direct winter sunlight
(b) Other zones is managed to enable access to direct winter sunlight.</td></tr>
<tr><td>PO 3.2</td><td>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:
(a) A neighbourhood type zone is minimised to maintain access to direct winter sunlight
(b) Other zones is managed to enable access to direct winter sunlight.</td></tr>
<tr><td>PO 4.1</td><td>Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).</td></tr>
<tr><td>PO 4.2</td><td>Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:
(a) Locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers.
(b) When sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers.
(c) Housing plant and equipment within an enclosed structure or acoustic enclosure.
(d) Providing a suitable acoustic barrier between the plant and/or equipment and the adjacent sensitive receiver boundary or zone.</td></tr>
<tr><td>PO 4.4</td><td>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.</td></tr>
<tr><td>PO 6.1</td><td>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).</td></tr>
</table>

Development should be undertaken in a manner that limits off-site impacts, particularly at an interface with residential development or land containing sensitive receivers not affiliated with the proposed activities. The appropriate management of the developments interface with sensitive receivers may include noise attenuation measures, reduction of light spill and the appropriate management of waste (general waste and wastewater).

The management of noise has been recognised as a key requirement for the development, due to its proximity with established residential properties to the north-east and north-west. Noise impacts are generally anticipated from vehicle movements within the car parking area, as well as mechanical plant and as such, the applicant was required to receive advice from a suitably qualified acoustic consultant.

Sonus was engaged to prepare an Environmental Noise Assessment based on reasonable assumptions of use (vehicle movements and other activity) as well as constant use of mechanical plant during daylight hours. Their findings suggests that the *Environment Protection (Commercial and Industrial Noise) Policy 2023* (47 dB(A)) would not be satisfied without physical interventions. As a result, various treatments were recommended, including boundary fencing, acoustic barriers and sealing of all fencing components. The result would see the development achieve the EPA requirements when measured from the most affected sensitive receiver (directly north) and as such, the application is considered to achieve *Design* PO's 1.4 and 7.2 and *Interface between Land Uses* PO's 4.1, 4.2 and 4.4 above.

Notwithstanding the recommendations of Sonus, it is understood that sections of fencing within the 1% AEP flood extent are required to be permeable at ground level. This will require further noise modelling to ensure that an appropriate sound barrier is established. As such, a reserved matter is recommended, seeking an updated Environmental Noise Assessment.

Overlooking from upper level windows has been mitigated through the use of obscure glazing to all north-east facing upper-level windows, satisfying *Design* PO 10.1. Overshadowing is not of concern due to the siting of the proposed development to the south and west of adjacent residential properties.

The proposed development seeks to implement reasonable operating hours in accordance with *Interface between Land Uses* PO 2.1, being:

- Monday to Friday – 8:00am to 6:00pm
- Saturday – 8:00am to 5:00pm
- Sunday – 9:00am to 5:00pm
- Public Holidays – Closed

While waste collection is proposed to occur outside of these times, they will still fall appropriately within the recognised 'daylight' hours of 7:00am to 10:00pm. Conditions have been recommended, seeking compliance with the operating hours proposed.

Lighting from the proposed development has not been demonstrated in the application documents, however the applicant recognises that where this is required, the lighting must meet Australian Standard AS 4282-2019 '*Control of the obtrusive effects of outdoor lighting*' to avoid nuisance. A condition reinforcing this requirement is also recommended.

The proposed development is considered to reasonably manage the interface impacts on adjacent sensitive receivers through appropriate building siting, scale and the use of appropriate noise attenuation measures.

Hazards

Hazards (Bushfire – Medium Risk) Overlay	
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.*
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.*
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.*
PO 5.2	*Access to habitable buildings is designed and constructed to facilitate the safe and effective:* *(a) Access, operation and evacuation of fire-fighting vehicles and emergency personnel.* *(b) Evacuation of residents, occupants and visitors.*
Hazards (Flooding) Overlay	
DO 1	*Impacts on people, property, infrastructure and the environment from high flood risk are minimised by retaining areas free from development, and minimising intensification where development has occurred.*
PO 2.1	*Development sited and designed to minimise exposure of people and property to unacceptable flood risk.*
PO 2.2	*Buildings housing vulnerable people, community services facilities, key infrastructure and emergency services are sited away from flood prone areas to enable uninterrupted operation of services and reduce likelihood of entrapment.*
PO 3.1	*Development avoids the need for flood protection works.*

PO 3.2	*Development does not cause unacceptable impacts on any adjoining property by the diversion of flood waters or an increase in flood velocity or flood level.*
PO 3.3	*Development does not impede the flow of floodwaters through the allotment or the surrounding land, or cause an unacceptable loss of flood storage.*
PO 3.4	*Development avoids frequently flooded or high velocity areas, other than where it is part of a flood mitigation scheme to reduce flood impact.*
PO 3.5	*Buildings are sited, designed and constructed to prevent the entry of floodwaters in a 1% AEP flood event where the entry of floodwaters is likely to result in undue damage to, or compromise ongoing activities within, buildings.*
PO 3.6	*Fences do not unreasonably impede floodwaters.*
PO 5.2	*Driveways, access tracks and parking areas are designed and constructed to minimise excavation and filling.*
PO 6.1	*Development does not occur on land:* *(a) From which evacuation to areas not vulnerable to flood risk is not possible during a 1% AEP flood event* *(b) Which cannot be accessed by emergency services vehicles or essential utility service vehicles during a 1% AEP flood event.*
PO 6.2	*Access driveways and tracks to significant development (i.e. dwellings, places of work, etc.) consist of a safe, all-weather trafficable surface that is accessible during a 1% AEP flood event.*

The subject land falls within the Hazards (Bushfire – Medium Risk) Overlay and as such, is required to provide suitable evacuation options in the event of a bushfire. Buildings, particularly habitable buildings and places of employment should be sited away from areas that pose an unacceptable bushfire risk and designed in such a way as to reduce the impact of bushfire.

The proposed building is of a design that will be resilient to anticipated Bushfire Attack Level (BAL) 12.5 – the likes of which can be confirmed through detailed design and the Building Rules Assessment. Additionally, the building (and car parking area) will be appropriately separated from areas of hazardous vegetation and benefits from its urban setting.

A review of mapping suggests that the north-eastern portion of the land (approximately 325m^2) is likely to be inundated in a 1% AEP flood event. As such, the land falls within the Hazards (Flooding) Overlay, where natural contours should be maintained and flood waters not impeded. The Stormwater Management Report (FMG Consulting Engineers) has taken this flood level into consideration, with permeable paving installed within the flood extent, at (or close to) existing natural ground level. Stormwater from outside the flood extent is captured and directed to a detention tank (up to 10% AEP), where it will be pumped out (at pre-development flow rates) to Druids Avenue.

Fencing within the flood extent is proposed to have a permeable base, allowing for the flow of flood waters and a safe overland flow path to the watercourse in high rain-fall events.

The proposed building will be constructed to a height at least 1m above the 1% AEP flood extent and the proposed access point is located outside of any flood level, satisfying PO's 3.5, 6.1 and 6.2 above.

Environment

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.*
PO 1.1	*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.*
Regulated and Significant Tree Overlay	
DO 1	*Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.*
PO 1.1	*Regulated trees are retained where they:* *(a) Make an important visual contribution to local character and amenity*

	(b) Are indigenous to the local area and listed under the National Parks and Wildlife Act 1972 as a rare or endangered native species, and/or *(c) Provide an important habitat for native fauna.*
PO 1.4	*A tree damaging activity in connections with other development satisfies all the following:* *(a) It accommodates the reasonable development of land in accordance with the relevant zone or subzone where suck 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.*
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.*
Water Resources	
DO 1	*Protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.*
DO 2	*Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.*
PO 1.1	*Watercourses and their beds, banks, wetlands and floodplains (1% AEP flood extent) are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.*
PO 1.7	*Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by retaining and protecting existing native vegetation.*
PO 1.8	*Watercourses, floodplains (1% AEP flood extent) and wetlands are protected and enhanced by stabilising watercourse banks and reducing sediments and nutrients entering the watercourse.*
PO 1.9	*Dams, water tanks and diversion drains are located and constructed to maintain the quality and quantity of flows required to meet environmental and downstream needs.*
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.*

Development should be capable of being undertaken with limited impact on the environment, including water and soil resources, flora and fauna. The site of the proposed development has been historically developed for residential purposes, with a change of use to consulting rooms at 44 Adelaide Road resulting in the construction of a hard-paved car parking area. The land is currently devoid of much of its former vegetation, with just two (2) regulated trees remaining on the land. No native vegetation exists on the land.

While much of the land has been historically cleared, the development requires the removal of two (2) regulated trees. These trees are both located within 20m of dwellings and by virtue of their location in the Hazards (Bushfire – Medium Risk) Overlay, can be removed without the need for a Planning Consent in accordance with Schedule 4 (18) of the Regulations.

Notwithstanding, the development is proposed in close proximity to a number of large / established street trees, including three (3) *Platanus x acerfolia* (London Plane trees) and one (1) *Quercus robur* (English Oak). While exempt species, the London Plane trees have been provided with sufficient clearance from the development and only minor encroachment into the tree protection zones (TPZ) of two of these trees has been identified. Encroachment into the TPZ of the existing English Oak tree (a Local Heritage listed tree) is more significant, however the increase of encroachment from buildings is minor (4% to 7%). It is also noted that the removal of Tree 2 (regulated tree) from within the TPZ of this tree, may offset the additional encroachment and this tree could continue to its role as a prominent feature in the streetscape.

To manage water quality, the applicant (via FMG Engineering) have implemented treatment devices into the stormwater management system, with the following targets to be achieved:

- 80% reduction in total suspended solids;
- 60% reduction in total phosphorus;
- 45% reduction in total nitrogen; and
- 90% reduction in gross pollutants.

No modification of the adjacent watercourse is required or proposed and the development is considered to appropriately manage flood waters in high rainfall events. As such, the proposed development is considered to achieve *Water Resources* PO's 1.1; 1.7; 1.8 and 1.9 above.

Infrastructure

Clearance from Overhead Powerlines	
DO 1	*Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.*
PO 1.1	*Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.*
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.*
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.*
PO 32.1	*Areas of 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.*
Infrastructure and Renewable Energy Facilities	
PO 1.1	*Development is located and designed to minimise hazard or nuisasnce to adjacent development and land uses.*
PO 11.1	*Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.*
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…*

The subject land has access to mains potable water and wastewater services, as well as electricity and telecommunications facilities. Three (3) existing mains water connections (one per allotment) can be utilised by the proposed development, while Council's CWMS infrastructure runs through the rear of the property to the north-east. The applicant has options to reduce the extent of infrastructure on the land, while also upgrading their connection to sewer if they wish.

As discussed above, a Stormwater Management Plan has been prepared by FMG Engineering in support of the application for Planning Consent. The stormwater management system includes water quality management in accordance with *Design* PO's 31.1 and 31.2 and will effectively reduce pollutants in stormwater prior to disposal into Council's stormwater system.

The proposed bin store is designed and located appropriately, with a hard-stand area and noise attenuation to its perimeter. The type and nature of waste stored in the bin store is not considered to necessitate bunding or wastewater collection/disposal.

8. CONCLUSION

The proposed development, for the demolition of all existing buildings (including one (1) Local Heritage Place - ID 16124), removal of two (2) Regulated Trees (one *Platanus orientalis* and one *Liquidambar styraciflua*), construction of a two-storey consulting room building, associated signage (advertising), fencing, retaining, car parking and landscaping, has been assessed against the relevant provisions of the Planning & Design Code. Key areas of consideration include the suitability of the land use in the zone; the design and siting of the building; impacts on Local Heritage and the Historic Area generally; interface impacts between the proposed development and sensitive receivers in the locality; traffic and car parking, and; impact on the environment.

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 for the following reasons:

- The proposed use responds appropriately to the context of the Neighbourhood Zone and its desire to accommodate community services and consulting rooms of an appropriate scale and in appropriate locations. The development is located at the edge of the Urban Activity Centre Zone and located along an arterial road, where residential amenity is notably reduced.
- It has been reasonably demonstrated that demolition of the existing Local Heritage Place is appropriate, with particular reference to its structural stability and degree of demolition required in order to fully restore the building to a safe and habitable state. This demolition is further supported by a Heritage Impact Statement, which makes reference to a previous heritage survey that sought to 'downgrade' the building to a contributory item.
- The building design responds appropriately to the context of the Historic Area Overlay, incorporating appropriate building heights, fenestration, materiality and roof form / pitch. The three prominent elements of the building reflect the current pattern of development on the land, with deeper set-backs and shade structures between – providing a sense of depth and articulation.
- Key interface impacts such as noise, hours of operation and waste collection have been sufficiently minimised through appropriate design and fencing. The requirements of the *Environment Protection (Commercial and Industrial Noise) Policy 2023* have been achieved, providing certain (reasonable) interventions are undertaken.
- Vehicle access and on-site manoeuvring of anticipated vehicle types are appropriate and accord with relevant Australian Standards. The provision of off-street car parking – while not achieving the quantitative requirements of the Planning & Design Code – is sufficient when considering the sites proximity to the Urban Activity Centre and bus services along Adelaide Road.
- The proposed development is considered to have limited impact on the neighbourhood context due to the buildings appropriate design and scale (resulting in less than 40% building site coverage and a maximum height of two-storeys and 9.6m). Overshadowing and overlooking is unlikely and appropriately addressed.
- Stormwater management has been appropriately demonstrated, with pollution reduction targets and discharge rates achieved.

9. 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 107(2)(c) of the *Planning, Development and Infrastructure Act 2016;*

and

GRANT Planning Consent to the application by Beyond Ink for the demolition of all existing buildings (including one (1) Local Heritage Place - ID 16124), removal of two (2) Regulated Trees (one *Platanus orientalis* and one *Liquidambar styraciflua*), construction of a two-storey consulting room building, associated signage (advertising), fencing,

retaining, car parking and landscaping at 44, 46 and 48 Adelaide Road, Mount Barker as detailed in Application ID: 24038722, subject to the following reserved matters, conditions and advisory notes:

RESERVED MATTERS

Reserved Matter 1
The following detailed information shall be submitted for further assessment and approval by the Council Assessment Panel as reserved matter pursuant to Section 102(3) of the Planning, Development and Infrastructure Act 2016 (the Act):

1. An updated Environmental Noise Assessment that contemplates the use of permeable fencing within the 1% AEP flood extent. Fencing shall be permeable up to a height equivalent with the 1% AEP flood extent (to be confirmed by the applicants Project Engineer).

Pursuant to Section 102(1) of the Act, the Council Assessment Panel reserves its decision on the form and substance of any further conditions of planning consent that it considers appropriate to impose in respect of the reserved matters set out above. The Council Assessment Panel resolves to delegate the power to assess and determined specified reserved matters, including the power to impose further conditions of planning consent pursuant to Section 127(1) of the Act, to the Assessment Manager.

CONDITIONS

Planning Consent

Condition 1
The development herein approved shall be carried out in accordance with the stamped plans and details accompanying this application, except where amended by the following conditions. Relevant approved documentation includes:

- Title Page and Perspective Image – Beyond Ink – Project No. 24027 - Sheet PA01 Rev A – Dated 15 Nov 2024
- Site Plan – Beyond Ink – Project No. 24027 - Sheet PA02 Rev A – Dated 15 Nov 2024
- Existing Site Plan / Demolition Plan – Beyond Ink – Project No. 24027 – Sheet PA03 Rev A – Dated 15 Nov 2024
- Floor Plan Ground Level – Beyond Ink – Project No. 24027 – Sheet PA04 Rev A – Dated 15 Nov 2024
- Floor Plan Lower Level – Beyond Ink – Project No. 24027 – Sheet PA05 Rev B – Dated 17 Dec 2024
- External Elevations – Beyond Ink – Project No. 24027 – Sheet PA06 Rev D – Dated 31 Jan 2025
- Landscape Plan – Beyond Ink – Project No. 24027 – Sheet PA07 Rev A – Dated 15 Nov 2024
- Perspective 01 – Beyond Ink – Project No. 24027 – Sheet PA08 Rev B – Dated 17 Dec 2024
- Perspective 02 – Beyond Ink – Project No. 24027 – Sheet PA09 Rev B – Dated 17 Dec 2024
- Perspective 03 – Beyond Ink – Project No. 24027 – Sheet PA10 Rev B – Dated 17 Dec 2024
- Perspective 04 – Beyond Ink – Project No. 24027 – Sheet PA11 Rev B – Dated 17 Dec 2024
- Planning Report – Adelaide Road Healthcare Facility - Beyond Ink
- Traffic and Parking Report – CIRQA – Project No. 24261 0 Dated 15 Nov 2024
- Environmental Noise Assessment – Sonus – Ref: S8412C1 – Dated Nov 2024
- Stormwater Management Report – FMG Engineering – Job: S69093-290254 – Dated 13 July 2024
- Structural Condition Report – Remedial Engineering Consulting (SA) – Ref: 2408103 – Dated 10 Sep 2024
- Supplementary Structural Condition Report – Remedial Engineering Consulting (SA) – Ref: 2408103 – Dated 4 Nov 2024
- Heritage Impact Statement – On Architecture – Dated 15 Nov 2024
- Tree Audit and Development Impact Assessment – Urbans Arboriculture – Ref: 80829 – Dated 8 Nov 2024
- Response to Representations – Beyond Ink – Dated 5 Feb 2024.

Condition 2
Hours of operation for the consulting rooms are limited to the following:

- Monday to Friday – 8:00am to 6:00pm
- Saturday – 8:00am to 5:00pm
- Sunday – 9:00am to 5:00pm
- Public Holidays - Closed

Condition 3
On-site waste collection shall occur outside of the operating hours of the development and within the following:

- 9:00am – 7:00pm Sundays and public holidays
- 7:00am – 7:00pm on any other day.

Condition 4
All external lighting must be designed and constructed to conform to Australian Standards (AS 4282-2019 'Control of the obtrusive effects of outdoor lighting').

Condition 5
The development shall be constructed and operated in accordance with the approved plans and associated Environmental Noise Assessment prepared by Sonus, prior to the occupation of the development, in particular:

Boundary treatments:

- Construction of boundary fences to the north-western, north-eastern and portion of the south-western boundaries of the site.
- Construction of a solid boundary fence no less than 2.1m in height adjacent the existing residence to the north-west.
- All fencing to be constructed using 0.35mm BMT sheet steel (Colorbond or similar), ensuring all junctions are sealed airtight.

Mechanical plant:

- Construction of a 3m high fence surrounding the proposed bin store, using 0.35mm BMT sheet steel (Colorbond or similar), ensuring all junctions are sealed airtight.
- Sound power levels from air condition condensers and medical imaging chillers comply with Appendix C: Sound Power Data
- Installation of acoustic absorption material to the full height of the fence adjacent the existing residence to the north-west, for the length of the plant room and bin store. The absorption material should be at least 50mm thick with a minimum density of 32kg/m3 or a proprietary weatherproof product with a *noise reduction coefficient* (NRC) of 0.8 or greater (Stratocell 'whisper' or similar).
- Installation of acoustic absorption material with a thickness of at least 75mm and a minimum density of 32kg/m3 to the full extent of the plant room soffit.

Condition 6
The landscaping shall be planted generally in accordance with the approved Landscape Plan within one (1) month of Certificate of Occupancy being granted. All vegetation is to be nurtured and maintained with any diseased or dying vegetation replaced in a timely manner.

Condition 7
The existing on-site wastewater systems shall be decommissioned: sludge from the existing septic tank should be removed by a licensed liquid waste contractor and the tank should be removed. Any existing connection point/s surplus to requirements are required to be re-instated to councils technical requirements including: removal of the existing drain to 1 metre off the existing point; installation of an access coupling and screw cap; minimum of 300mm sand backfill with the connection cover to be reinstated to surface level. Written confirmation shall be submitted by a suitably qualified person to confirm the onsite wastewater system has been decommissioned prior to Council granting a land division certificate.

Condition 8
All upper ground level windows facing to the north-east shall be fixed and obscured in accordance with the approved External Elevation Plan by Beyond Ink (Project No. 24027 - Sheet PA06 Rev D - Dated 31 Jan 2025).

Condition 9
Tree Protection Zones (TPZs) are to be erected for the protection of the existing English Oak Street Tree (identified as Tree 6 in the Tree Audit and Development Impact Assessment by Urbans Arboriculture) for the duration of construction (including any associated earthworks). This must:

- Consist of solid, chain mesh, steel or similar fabrication with posts at a maximum 3.0m intervals located to contain the area of the TPZ affected;
- Incorporate on all sides a clearly legible sign displaying the words 'Tree Protection Zone';
- Be a minimum of 1.8 metres in height;
- Be fixed in place to prevent any unauthorised movement within the zone; and
- Ensure no materials are to be stored within this zone.

Condition 10
The following activities shall not be allowed, caused, suffered or permitted to occur within the Tree Protection Zone (TPZ) of the existing English Oak Street Tree, outside of the extent of the building footprint:

- Building work (Verandahs, pergola or similar structures utilizing non-invasive construction techniques such as hand digging may be appropriate if approved by Council.
- Trenching for the installation of underground services/pipes unless non-invasive methods such as directional boring are utilised.
- Paving or other impervious objects (such as a water feature) unless agreed in writing beforehand by Council. Tree sensitive pavement techniques may be appropriate if approved by Council.
- Any vehicles or machinery.
- Storage of material, building rubble, construction materials, equipment or temporary buildings/structures.
- Excavating or digging of any form, unless agreed in writing beforehand by Council.
- Fencing except post and rail construction.
- Placement of additional soil or removal of soil unless agreed in writing beforehand by Council.
- Scaffold supports required within the protection zone are to be placed on planks or boards of a suitable thickness.
- Changes to natural ground level.

Conditions imposed by the Commissioner of Highways under Section 122 of the Act

Condition 11
All access to/from the development and all setbacks to Adelaide Road (including the Adelaide Road/Druids Avenue corner) shall be in accordance with the Site Plan produced by Beyond Ink, Project No. 24027 Sheet Number PA02, dated 14.01.2025 Rev B.

Condition 12
The redundant crossover on Adelaide Road shall be closed and reinstated to Council's kerb and gutter standards at the applicant's expense prior to the operation of the development.

Condition 13
Clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.

Condition 14
All vehicles shall enter and exit the site in a forward direction.

Condition 15
All off-street car parking shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2022.

Condition 16
Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

ADVISORY NOTES

Planning Consent

Advisory Note 1
Any person proposing to undertake building work within the Mount Barker District Council is reminded of their obligation to take all reasonable measures to protect Council infrastructure. Any incidental damage to the infrastructure - pipes, footpath, verge, street trees etc, must be reinstated to a standard acceptable to Council at the applicants' expense. If you have any queries please contact Council on 8391 7200.

Advisory Note 2
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.

Advisory Note 3
Any pruning required to existing street trees shall be undertaken under the guidance of Council's Urban Forest Officer. Any necessary approvals or permits shall be granted prior to any pruning works occurring. For example, pruning of the existing English Oak Tree to the corner of Adelaide Road and Druids Avenue may require a Development Approval as this tree forms part of a Local Heritage Place. Please contact Council's Urban Forest Officer on (08) 8391 7200 to discuss further.

Advisory Note 4
Effective measures are to be implemented during the construction of the development in accordance with this consent to:

- Prevent silt and water run-off from the land to adjoining properties, roads and drains;
- Control dust arising from the construction and other activities, so as not to, in the opinion of Council, be a nuisance to residents or occupiers on adjacent or nearby land;
- Ensure that soil or mud is not transferred onto the adjacent roadways by vehicles leaving the site;
- Ensure that all litter and building waste is contained on the subject site in a suitable bin or enclosure; and
- Ensure that no sound is emitted from any device, plant or equipment or from any source or activity to become an unreasonable nuisance, in the opinion of Council, to the occupiers of adjacent land.

This will ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

Advisory Note 5
The granting of this consent does not remove the need for the Applicant to obtain all other consents that may be required by other statutes or regulations.

The consent does not override the authority of any encumbrance or easement that might be present on the land.

Advisory Note 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.

Advisory Note 7
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.

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.

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).

Advisory Note 8

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

Address: **44 ADELAIDE RD MOUNT BARKER SA 5251**

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



Property Zoning Details

Zone

Neighbourhood

Overlay

Advertising Near Signalised Intersections
Affordable Housing
Historic Area *(MtB3)*
Hazards (Bushfire - Medium Risk)
Heritage Adjacency
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

Local Variation (TNV)

Maximum Building Height (Metres) *(Maximum building height is 9m)*
Minimum Frontage *(Minimum frontage for a detached dwelling is 15m; group dwelling is 15m)*
Minimum Site Area *(Minimum site area for a detached dwelling is 600 sqm; group dwelling is 600 sqm)*
Concept Plan *(Concept Plan 3 - Mount Barker and Littlehampton)*
Maximum Building Height (Levels) *(Maximum building height is 2 levels)*

Address: **46 ADELAIDE RD MOUNT BARKER SA 5251**

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



Property Zoning Details

Zone

Neighbourhood

Overlay

Advertising Near Signalised Intersections
Affordable Housing
Historic Area *(MtB3)*
Hazards (Bushfire - Medium Risk)
Heritage Adjacency
Local Heritage Place *(16124)*
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

Local Variation (TNV)

Maximum Building Height (Metres) *(Maximum building height is 9m)*
Minimum Frontage *(Minimum frontage for a detached dwelling is 15m; group dwelling is 15m)*
Minimum Site Area *(Minimum site area for a detached dwelling is 600 sqm; group dwelling is 600 sqm)*
Concept Plan *(Concept Plan 3 - Mount Barker and Littlehampton)*
Maximum Building Height (Levels) *(Maximum building height is 2 levels)*

Address: **48 ADELAIDE RD MOUNT BARKER SA 5251**

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



Property Zoning Details

Zone

Neighbourhood

Overlay

Advertising Near Signalised Intersections
Affordable Housing
Hazards (Flooding)
Historic Area *(MtB3)*
Hazards (Bushfire - Medium Risk)
Heritage Adjacency
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
Water Resources

Local Variation (TNV)

Maximum Building Height (Metres) *(Maximum building height is 9m)*
Minimum Frontage *(Minimum frontage for a detached dwelling is 15m; group dwelling is 15m)*
Minimum Site Area *(Minimum site area for a detached dwelling is 600 sqm; group dwelling is 600 sqm)*
Concept Plan *(Concept Plan 3 - Mount Barker and Littlehampton)*
Maximum Building Height (Levels) *(Maximum building height is 2 levels)*

Development Pathways

- Neighbourhood

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.

   - Air handling unit, air conditioning system or exhaust fan
   - Building alterations
   - Building work on railway land
   - Carport
   - Partial demolition of a building or structure
   - Shade sail

- Solar photovoltaic panels (roof mounted)
- Verandah
- Water tank (above ground)
- Water tank (underground)

2. Code Assessed - Deemed to Satisfy
   Means that the development type requires consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

   - Carport
   - Deck
   - Land division
   - Temporary accommodation in an area affected by bushfire
   - Verandah

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

   - Ancillary accommodation
   - Carport
   - Deck
   - Demolition
   - Detached dwelling
   - Dwelling addition
   - Dwelling or residential flat building undertaken by:
     (a) the South Australian Housing Trust either individually or jointly with other persons or bodies
     or
     (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.
   - Fence
   - Group dwelling
   - Land division
   - Outbuilding
   - Residential flat building
   - Retaining wall
   - Row dwelling
   - Semi-detached dwelling
   - Tree-damaging activity
   - 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.

Part 2 - Zones and Sub Zones

Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Housing supports a range of needs and complements the existing local context. Services and community facilities contribute to making a convenient place to live without compromising the residential amenity and character of the neighbourhood.

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 Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable neighbourhood.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Ancillary accommodation (b) Child care facility (c) Community facility (d) Consulting room (e) Dwelling (f) Educational facility (g) Office (h) Outbuilding (i) Recreation area (j) Retirement facility (k) Shop (l) Supported accommodation.
PO 1.2 Commercial activities improve community access to services are of a scale and type to maintain residential amenity.	DTS/DPF 1.2 A shop, consulting room or office (or any combination thereof) satisfies any one of the following: (a) it is located on the same allotment and in conjunction with a dwelling where all the following are satisfied: (i) does not exceed 50m^2 gross leasable floor area (ii) does not involve the display of goods in a window or about the dwelling or its curtilage (b) it reinstates a former shop, consulting room or office in an existing building (or portion of a building) and satisfies one of the following: (i) the building is a State or Local Heritage Place (ii) is in conjunction with a dwelling and there is no increase in the gross leasable floor area previously used for non-residential purposes.
PO 1.3 Non-residential development is located and designed to improve community accessibility to services, primarily in the form of: (a) small-scale commercial uses such as offices, shops and consulting rooms (b) community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services (c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities (d) open space and recreation facilities.	DTS/DPF 1.3 None are applicable.
PO 1.4 Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.	DTS/DPF 1.4 None are applicable.

PO 1.5 Expansion of existing community services such as educational facilities, community facilities and child care facilities in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.	DTS/DPF 1.5 Alteration of or addition to existing educational facilities, community facilities or child care facilities where all the following are satisfied: (a) set back at least 3m from any boundary shared with a residential land use (b) building height not exceeding 1 building level (c) the total floor area of the building not exceeding 150% of the total floor area prior to the addition/alteration (d) off-street vehicular parking exists or will be provided 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.
Site Dimensions and Land Division	
PO 2.1 Allotments/sites created for residential purposes are consistent with the density and dimensions expressed in any relevant *Minimum Site Area Technical and Numeric Variation* and *Minimum Frontage Technical and Numeric Variation*, or are otherwise generally consistent with the prevailing pattern of development in the locality and suitable for their intended use.	DTS/DPF 2.1 Development will not result in more than 1 dwelling on an existing allotment or Allotments/sites for residential purposes accord with the following: (a) where allotments/sites are connected to mains sewer or a Community Wastewater Management System: (i) site areas (or allotment areas in the case of land division) are not less than the following (average site area per dwelling, including common areas, applies for group dwellings or dwellings within a residential flat building): **Minimum Site Area** Minimum site area for a detached dwelling is 600 sqm; group dwelling is 600 sqm (ii) site frontages are not less than: **Minimum Frontage** Minimum frontage for a detached dwelling is 15m; group dwelling is 15m (b) where allotments/sites are not connected to mains sewer or an approved common waste water disposal service: (i) site areas are not less than the greater of: A. 1200m^2 B. the following: **Minimum Site Area** Minimum site area for a detached dwelling is 600 sqm; group dwelling is 600 sqm (ii) site frontages are not less than the greater of: A. 20m B. the following: **Minimum Frontage** Minimum frontage for a detached dwelling is 15m; group dwelling is 15m In relation to DTS/DPF 2.1, in instances where:

	(c) more than one value is returned in the same field, refer to the *Minimum Frontage Technical and Numeric Variation* layer or *Minimum Site Area Technical and Numeric Variation* layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (d) no value is returned for DTS/DPF 2.1(a)(i) and/or (ii) (i.e. there is a blank field), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy (e) no value is returned for DTS/DPF 2.1(b)(i)(B) and/or 2.1(b)(ii)(B), the value for DTS/DPF 2.1(b)(i)(B) and/or 2.1(b)(ii)(B) is zero.
PO 2.2 Development results in sites suitable for their intended purpose.	DTS/DPF 2.2 Where the site of a dwelling does not comprise an entire allotment: (a) The balance of the allotment accords with site area and frontage requirements specified in DTS/DPF 2.1 (b) If there is an existing dwelling on the allotment that will remain on the allotment after completion of the development it will not contravene: (i) Private open space requirements specified in Design Table 1 - Private Open Space (ii) Car parking requirements 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.
Site coverage	
PO 3.1 Building footprints are generally consistent with the prevailing pattern of development and retain sufficient space around buildings to limit visual impact and enable attractive outlook and access to light and ventilation.	DTS/DPF 3.1 The development does not result in site coverage exceeding 60% of the site area.
Building Height	
PO 4.1 Building height is consistent with the maximum height expressed in any relevant *Building Height Technical and Numeric Variation,* or are generally consistent with the prevailing character of the locality and complement the height of nearby buildings.	DTS/DPF 4.1 Building height (excluding garages, carports and outbuildings) is no greater than: (a) the following: **Maximum Building Height (Metres)** Maximum building height is 9m **Maximum Building Height (Levels)** Maximum building height is 2 levels (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 9m. In relation to DTS/DPF 4.1, in instances where: (a) more than one value is returned in the same field, refer to the *Maximum Building Height (Levels) Technical and Numeric Variation* layer or *Maximum Building Height (Meters) Technical and Numeric Variation* layer in the SA planning database to determine the applicable value relevant to the site of the proposed development. (b) only one value is returned for DTS/DPF 4.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.
Primary Street Setback	
PO 5.1 Buildings are set back from primary street boundaries consistent with	DTS/DPF 5.1 Buildings setback from the primary street boundary in accordance with

the existing streetscape.	the following table: **Development Context** / **Minimum setback** There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building. — The average setback of the existing buildings. There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site. — The setback of the existing building. There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site. — (a) Where the existing building shares the same primary street frontage – the setback of the existing building; (b) Where the existing building has a different primary street frontage - 5m There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building. — 5m For the purposes of **DTS/DPF 5.1:** (a) the setback of an existing building on an abutting site to the street boundary that it shares with the site of the proposed building is to be measured from the closest building wall to that street boundary at its closest point to the building wall and any existing projection from the building such as a verandah, porch, balcony, awning or bay window is not taken to form part of the building for the purposes of determining its setback (b) any proposed projections such as a verandah, porch, balcony, awning or bay window may encroach not more than 1.5 metres into the minimum setback prescribed in the table.
Secondary Street Setback	
PO 6.1 Buildings are set back from secondary street boundaries to maintain a pattern of separation between buildings and public streets and reinforce a consistent streetscape character.	DTS/DPF 6.1 Building walls are set back at least 900mm from the boundary of the allotment with the secondary street frontage.
Boundary Walls	
PO 7.1 Walls on boundaries are limited in height and length to manage visual and overshadowing impacts on adjoining properties.	DTS/DPF 7.1 Except where the building is a dwelling and is located on a central site within a row dwelling or terrace arrangement, side boundary walls occur only on side boundary and satisfy (a) or (b) below: (a) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height (b) side boundary walls do not: (i) exceed 3.2m in wall 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, exceed a length equal to 45% of the length of the boundary (iv) encroach within 3m of any other existing or proposed boundary walls on the subject land.
PO 7.2	DTS/DPF 7.2

Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a low density streetscape character.	Dwelling walls in a semi-detached, row or terrace arrangement are set back from side boundaries shared with allotments outside the development site at least 900mm.
Side Boundary Setback	
PO 8.1 Buildings are set back from side boundaries to provide: (a) separation between buildings in a way that complements the character of the locality (b) access to natural light and ventilation for neighbours.	DTS/DPF 8.1 Building walls are set back from the side boundary in accordance with the following: (a) On sites greater than 800m^2: (i) at least 1900mm (ii) for a wall that is south facing and the wall height exceeds 3m measured from the lower of natural or finished ground level - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the lower of natural or finished ground level. (b) On sites 800m^2 or less: (i) where the wall height does not exceed 3m measured from the lower of natural or finished ground level - at least 900mm (ii) for a wall that is not south facing and the wall height exceeds 3m measured from the lower of natural or finished ground level - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the lower of natural or finished ground level (iii) for a wall that is south facing and the wall height exceeds 3m measured from the lower of natural or finished ground level - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the lower of natural or finished ground level.
Rear Boundary Setback	
PO 9.1 Buildings are set back from rear boundaries to provide: (a) separation between buildings in a way that complements the character of the locality (b) access to natural light and ventilation for neighbours (c) private open space (d) space for landscaping and vegetation.	DTS/DPF 9.1 Building walls (excluding ancillary buildings and structures) are set back from the rear boundary at least: (a) if the size of the site is less than 301m2— (i) 3m in relation to the ground floor of the building (ii) 5m in relation to any second building level of the building (iii) 5m plus an additional 1m setback added for every 1m height increase above a wall height of 7m. (b) if the size of the site is 301m2 or more— (i) 4m in relation to the ground floor of the building (ii) 6m in relation to any second building level of the building (iii) 6m plus an additional 1m setback added for every 1m height increase above a wall height of 7m.
Ancillary Buildings and Structures	
PO 10.1 Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.	DTS/DPF 10.1 Ancillary buildings and structures: (a) are ancillary to a dwelling erected on the site (b) have a floor area not exceeding: (i) 60m^2 on sites less than 800m^2 (ii) 80m^2 on sites 800m^2 or more

(c) are not constructed, added to or altered so that any part is situated:
  (i) in front of any part of the building line of the dwelling to which it is ancillary
  (ii) within 5.5m from the boundary of the primary street
  (iii) within 900mm of a boundary of the allotment with a secondary street

(d) in the case of a garage or carport, do not exceed 7m or 50% of the site frontage (whichever is the lesser) when facing a primary street or secondary street

(e) if situated on a boundary (not being a boundary with a primary street or secondary street) do not exceed 11.5m unless:
  (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary
  (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent

(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street) all walls or structures on the boundary do not exceed 45% of the length of that boundary

(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or abut the proposed wall or structure

(h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)

(i) have a roof height where no part of the roof is more than 5m above the natural ground level

(j) if clad in sheet metal, are pre-colour treated or painted in a non-reflective colour

(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:

(i) a total area as determined by the following table:

Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)	Minimum percentage of site
<150	10%
150-200	15%
201-450	20%
>450	25%

(ii) the amount of existing soft landscaping prior to the development occurring.

PO 10.2

Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements and do not result in over-development of the site.

DTS/DPF 10.2

Ancillary buildings and structures do not result in:

(a) less private open space than specified in Design Table 1 - Private Open Space

(b) less 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 to the nearest whole number

(c) site coverage exceeding 60%.

PO 10.3

DTS/DPF 10.3

Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.	Non-residential ancillary buildings and structures: (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: Allotment size: ≤500m2 — Floor area: 60m2; >500m2 — 80m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the main building 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: (i) is set back at least 5.5m from the boundary of the primary street (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: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.
Concept Plans	
PO 11.1 Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	DTS/DPF 11.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: **Description**: Concept Plan 3 - Mount Barker and Littlehampton In relation to DTS/DPF 11.1, in instances where: (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 11.1 is met.
Advertisements	
PO 12.1 Advertisements identify the associated business activity, and do not detract from the residential character of the locality.	DTS/DPF 12.1 Advertisements relating to a lawful business activity associated with a residential use do not exceed 0.3m2 and mounted flush with a wall or fence.

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.

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does 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. All development undertaken by: (a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.	Except development involving any of the following: 1. residential flat building(s) of 3 or more building levels 2. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 3. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
3. Any development involving any of the following (or of any combination of any of the following): (a) ancillary accommodation (b) dwelling (c) dwelling addition (d) jetty, pontoon or boat berth (or any combination thereof) within the *Waterfront Subzone* (e) residential flat building.	Except development that: 1. exceeds the maximum building height specified in Neighbourhood Zone DTS/DPF 4.1 or 2. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
4. Any development involving any of the following (or of any combination of any of the following):	Except development that:

(a) consulting room (b) office (c) shop.	1. exceeds the maximum building height specified in Neighbourhood Zone DTS/DPF 4.1 or 2. does not satisfy Neighbourhood Zone DTS/DPF 1.2 or 3. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
5. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) recreation area (k) replacement building (l) retaining wall (m) shade sail (n) solar photovoltaic panels (roof mounted) (o) swimming pool or spa pool and associated swimming pool safety features (p) temporary accommodation in an area affected by bushfire (q) tree damaging activity (r) verandah (s) water tank.	None specified.
6. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
7. Railway line.	Except where located outside of a rail corridor or rail reserve.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Advertising Near Signalised Intersections Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Provision of a safe road environment by reducing driver distraction at key points of conflict on the road.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Advertisements Near Signalised Intersections	
PO 1.1 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 1.1 Advertising: (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Advertisement or advertising hoarding that: (a) is within 100m of a: (i) signalised intersection or (ii) signalised pedestrian crossing and (b) will: (i) be internally illuminated or (ii) incorporate a moving or changing display or message or (iii) incorporate a flashing light.	Commissioner of Highways.	To provide expert technical assessment on potential risks relating to pedestrian and road safety which may arise from advertisements near intersections.	Development of a class to which Schedule 9 clause 3 item 21 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Affordable Housing Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Affordable housing is integrated with residential and mixed use development.
DO 2	Affordable housing caters for a variety of household structures.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 1.1 Development comprising 20 or more dwellings / allotments incorporates affordable housing.	DTS/DPF 1.1 Development results in 0-19 additional allotments / dwellings.
PO 1.2 Development comprising 20 or more dwellings or residential allotments provides housing suited to a range of incomes including households with low to moderate incomes.	DTS/DPF 1.2 Development comprising 20 or more dwellings / or residential allotments includes a minimum of 15% affordable housing except where: (a) it can be demonstrated that any shortfall in affordable housing has been provided in a previous stage of development or (b) it can be demonstrated that any shortfall in affordable housing will be accommodated in a subsequent stage or stages of development.
PO 1.3 Affordable housing is distributed throughout the development to avoid an overconcentration.	DTS/DPF 1.3 None are applicable.
Built Form and Character	
PO 2.1 Affordable housing is designed to complement the design and character of residential development within the locality.	DTS/DPF 2.1 None are applicable.
Affordable Housing Incentives	
PO 3.1 To support the provision of affordable housing, minimum allotment sizes may be reduced below the minimum allotment size specified in a zone while providing allotments of a suitable size and dimension to accommodate dwellings with a high standard of occupant amenity.	DTS/DPF 3.1 The minimum site area specified for a dwelling can be reduced by up to 20%, or the maximum density per hectare increased by up to 20%, where it is to be used to accommodate affordable housing except where the development is located within the Character Area Overlay or Historic Area Overlay.
PO 3.2 To support the provision of affordable housing, building heights may be increased above the maximum specified in a zone.	DTS/DPF 3.2 Where a building incorporates dwellings above ground level and includes at least 15% affordable housing, the maximum building height specified in any relevant zone policy can be increased by 1 building level in the: (a) Business Neighbourhood Zone (b) City Living Zone (c) Established Neighbourhood Zone (d) General Neighbourhood Zone (e) Hills Neighbourhood Zone (f) Housing Diversity Neighbourhood Zone

	(g) Neighbourhood Zone (h) Master Planned Neighbourhood Zone (i) Master Planned Renewal Zone (j) Master Planned Township Zone (k) Rural Neighbourhood Zone (l) Suburban Business Zone (m) Suburban Neighbourhood Zone (n) Township Neighbourhood Zone (o) Township Zone (p) Urban Renewal Neighbourhood Zone (q) Waterfront Neighbourhood Zone and up to 30% in any other zone, except where: (a) the development is located within the Character Area Overlay or Historic Area Overlay or (b) other height incentives already apply to the development.
Movement and Car Parking	
PO 4.1 Sufficient car parking is provided to meet the needs of occupants of affordable housing.	DTS/DPF 4.1 Dwellings constituting affordable housing are provided with car parking in accordance with the following: (a) 0.3 carparks per dwelling within a building which incorporates dwellings located above ground level within either: (i) 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service(2) (ii) is within 400 metres of a bus interchange(1) (iii) is within 400 metres of an O-Bahn interchange(1) (iv) is within 400 metres of a passenger rail station(1) (v) is within 400 metres of a passenger tram station(1) (vi) is within 400 metres of the Adelaide Parklands. or (b) 1 carpark per dwelling for any other dwelling. [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.]

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 the applicant for the development is the South Australian Housing Authority (or an agent acting on behalf of the South Australian Housing Authority), residential development or land division (other than an excluded land division):	Minister responsible for administering the *South Australian Housing Trust Act 1995.*	To provide direction on the conditions required to secure the provision of	Development of a class to which Schedule 9 clause 3 item 20 of the

(a) that comprises 20 or more dwellings or residential allotments and is described in the application documentation as intending to provide affordable housing or (b) that is described in the application documentation as intending to provide affordable housing and the applicant is seeking to access one or more of the planning concessions outlined in the Affordable Housing Overlay DTS/DPF 3.1, 3.2 or 4.1 or (c) that is described in the application documentation as intending to include affordable housing of any number of dwellings or residential allotments		dwellings or allotments for affordable housing.	Planning, Development and Infrastructure (General) Regulations 2017 applies.

Hazards (Bushfire - Medium Risk) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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 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.	DTS/DPF 3.1 None are applicable.
PO 3.2 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.	DTS/DPF 3.2 Residential, tourist accommodation and habitable buildings for vulnerable communities are provided with asset protection zone(s) in accordance with (a) and (b): (a) the asset protection zone has a minimum width of at least: (i) 50 metres to unmanaged grasslands (ii) 100 metres to hazardous bushland vegetation (b) the asset protection zone is contained wholly within the allotment of the development.
PO 3.3 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 *Ministerial Building Standard MBS 008 - Designated bushfire prone areas - additional requirements*.	DTS/DPF 3.3 None are applicable.
Land Division	
PO 4.1 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.	DTS/DPF 4.1 None are applicable.
PO 4.2 Land division is designed to provide a continuous street pattern to facilitate the safe movement and evacuation of emergency vehicles, residents, occupants and visitors.	DTS/DPF 4.2 None are applicable.
PO 4.3 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.	DTS/DPF 4.3 None are applicable.
PO 4.4 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.	DTS/DPF 4.4 None are applicable.
Vehicle Access - Roads, Driveways and Fire Tracks	
PO 5.1 Roads are designed and constructed to facilitate the safe and effective: (a) access, operation and evacuation of fire-fighting vehicles and emergency personnel (b) evacuation of residents, occupants and visitors.	DTS/DPF 5.1 Roads: (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: (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.
PO 5.2 Access to habitable buildings is designed and constructed to facilitate the safe and effective: (a) access, operation and evacuation of fire-fighting vehicles and emergency personnel (b) evacuation of residents, occupants and visitors.	DTS/DPF 5.2 Access is in accordance with (a) or (b): (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: (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 overhanging branches or other obstructions, including buildings and/or structures (Figure 1) (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) (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: A. a loop road around the building or B. a turning area with a minimum radius of 12.5m (Figure 3) or C. a 'T' or 'Y' shaped turning area with a minimum formed length of 11m and minimum internal radii of 9.5m (Figure 4)

	(xi) incorporate solid, all-weather crossings over any watercourse that support fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes.
PO 5.3 Development does not rely on fire tracks as means of evacuation or access for fire-fighting purposes unless there are no safe alternatives available.	DTS/DPF 5.3 None are applicable.

Procedural Matters (PM) - Referrals

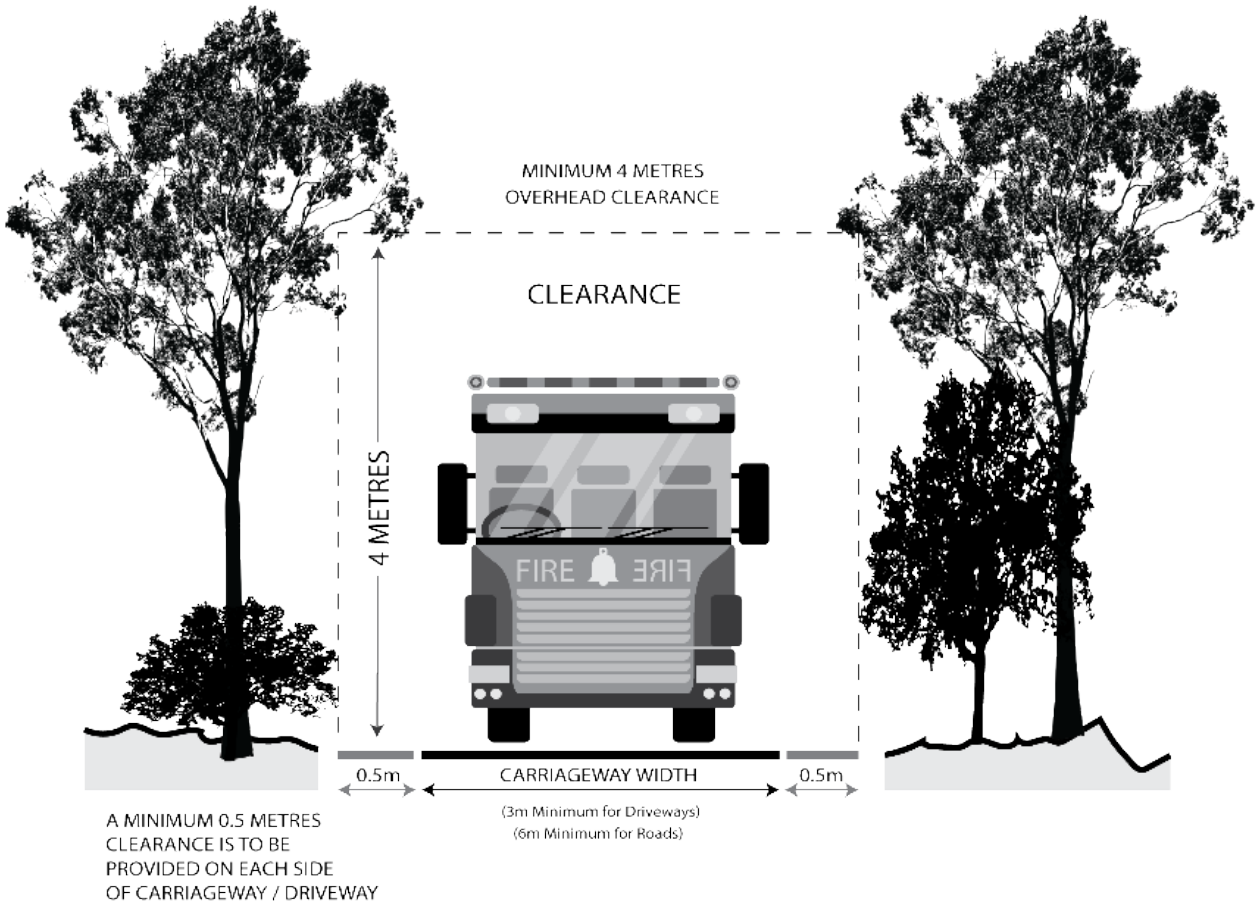
The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations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

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

Figures and Diagrams

Fire Engine and Appliance Clearances

Figure 1 - Overhead and Side Clearances



Roads and Driveway Design

Figure 2 - Road and Driveway Curves

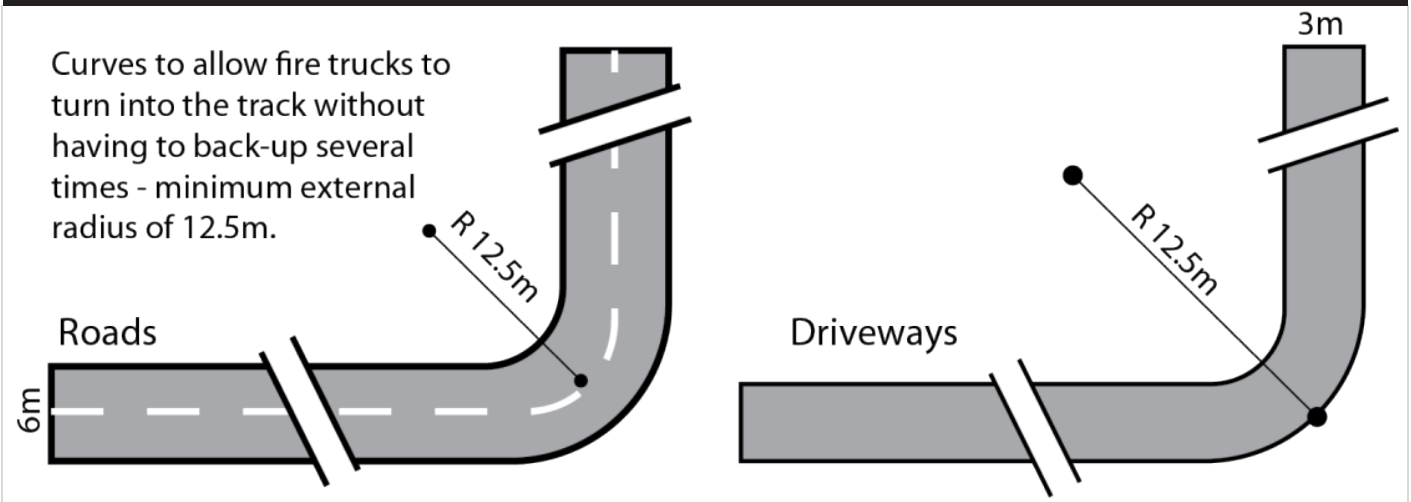


Figure 3 - Full Circle Turning Area

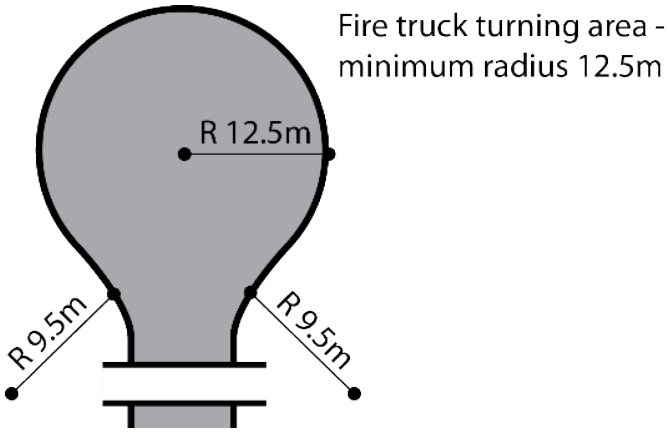
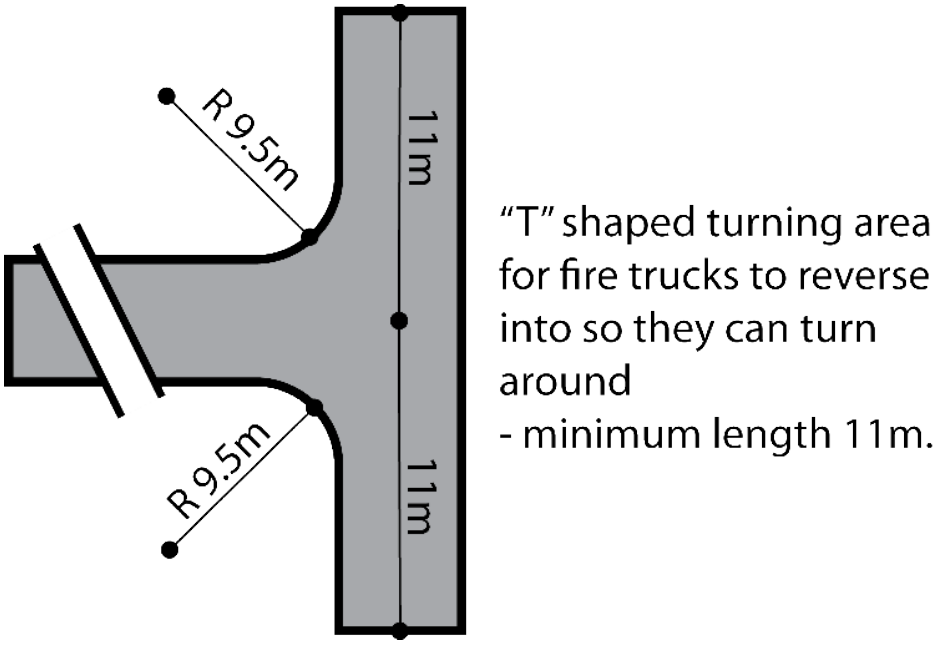


Figure 4 - 'T' or 'Y' Shaped Turning Head



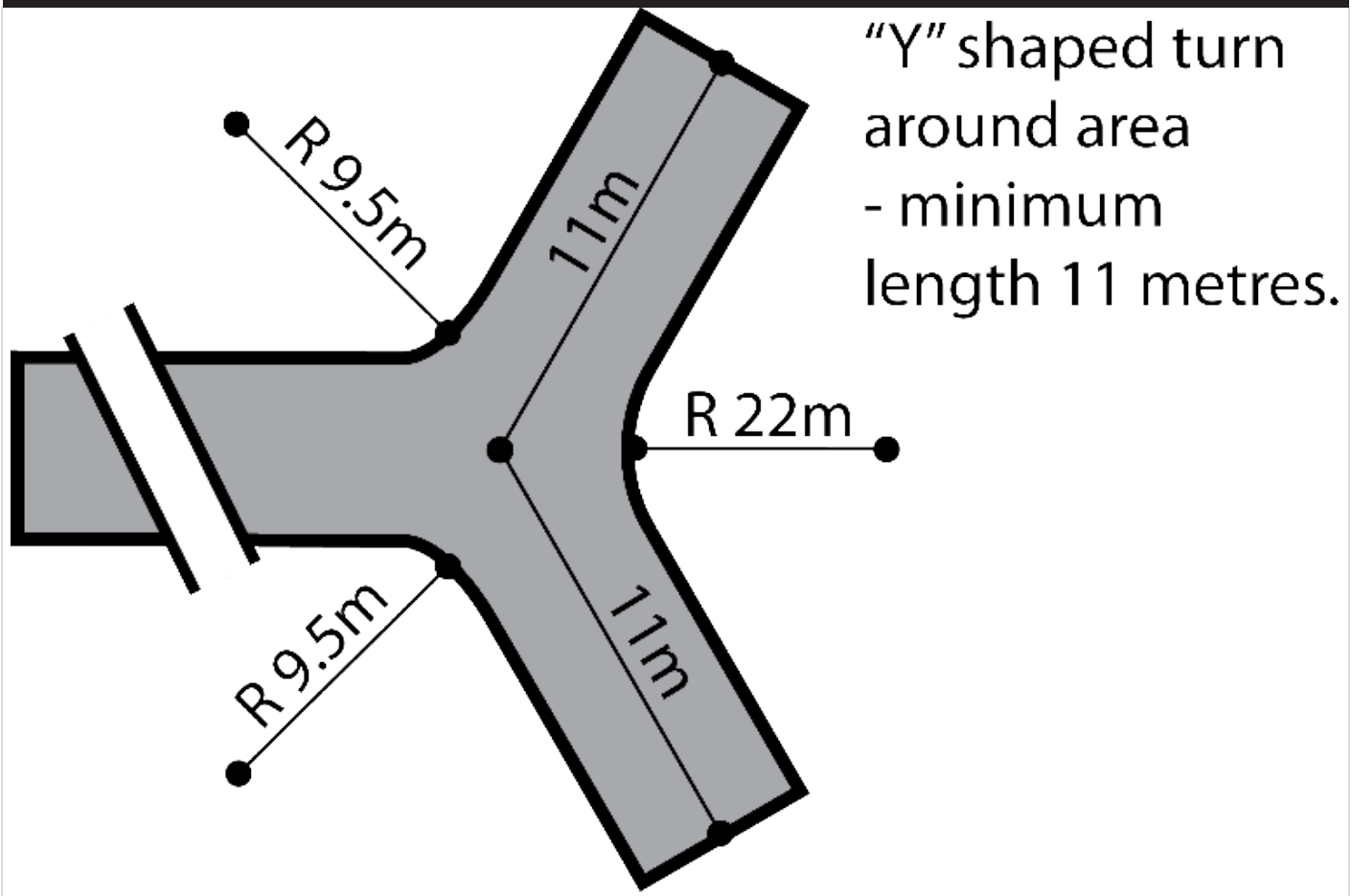
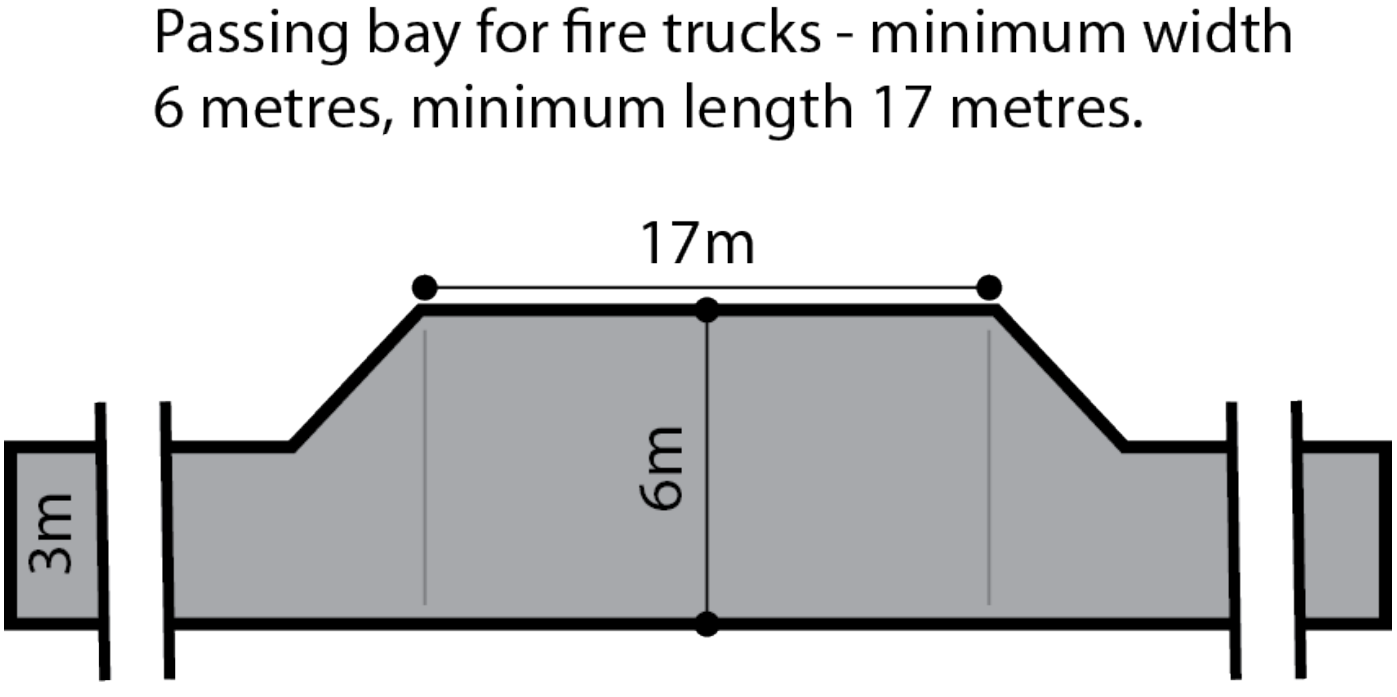


Figure 5 - Driveway Passing Bays



Hazards (Flooding) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from high flood risk are minimised by retaining areas free from development, and minimising intensification where development has occurred.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 1.1 Land division is limited to areas where the consequences to buildings and safety are low and can be readily managed or overcome.	DTS/DPF 1.1 None are applicable.
Land Use	
PO 2.1 Development sited and designed to minimise exposure of people and property to unacceptable flood risk.	DTS/DPF 2.1 None are applicable.
PO 2.2 Buildings housing vulnerable people, community services facilities, key infrastructure and emergency services are sited away from flood prone areas to enable uninterrupted operation of services and reduce likelihood of entrapment.	DTS/DPF 2.2 Child care facilities, educational facilities, retirement and supported accommodation, emergency services facilities, hospitals and prisons are not located within the Overlay area.
Flood Resilience	
PO 3.1 Development avoids the need for flood protection works.	DTS/DPF 3.1 None are applicable.
PO 3.2 Development does not cause unacceptable impacts on any adjoining property by the diversion of flood waters or an increase in flood velocity or flood level.	DTS/DPF 3.2 None are applicable.
PO 3.3 Development does not impede the flow of floodwaters through the allotment or the surrounding land, or cause an unacceptable loss of flood storage.	DTS/DPF 3.3 None are applicable.
PO 3.4 Development avoids frequently flooded or high velocity areas, other than where it is part of a flood mitigation scheme to reduce flood impact.	DTS/DPF 3.4 Other than a recreation area, development is located outside of the 5% AEP principal flow path.
PO 3.5 Buildings are sited, designed and constructed to prevent the entry of floodwaters in a 1% AEP flood event where the entry of floodwaters is likely to result in undue damage to, or compromise ongoing activities within, buildings.	DTS/DPF 3.5 Buildings comprise one of the following: (a) a porch or portico with at least 2 open sides (b) a verandah with at least 3 open sides (c) a carport or outbuilding with at least 2 open sides (whichever elevations face the direction of the flow) (d) any post construction with open sides (e) a building with a finished floor level that is at least 300mm above the height of a 1% AEP flood event.

PO 3.6 Fences do not unreasonably impede floodwaters.	DTS/DPF 3.6 A post and wire fence (other than a chain mesh fence).
Environmental Protection	
PO 4.1 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 4.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.
PO 4.2 Development does not create or aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood.	DTS/DPF 4.2 None are applicable.
Site Earthworks	
PO 5.1 The depth and extent of filling required to raise the finished floor level of a building does not cause unacceptable impact on any adjoining property by diversion of flood waters, an increase in flood velocity or flood level, or an unacceptable loss of flood storage.	DTS/DPF 5.1 None are applicable.
PO 5.2 Driveways, access tracks and parking areas are designed and constructed to minimise excavation and filling.	DTS/DPF 5.2 Filling for ancillary purposes: (a) does not exceed 300mm above existing ground level (b) is no more than 5m wide.
Access	
PO 6.1 Development does not occur on land: (a) from which evacuation to areas not vulnerable to flood risk is not possible during a 1% AEP flood event (b) which cannot be accessed by emergency services vehicles or essential utility service vehicles during a 1% AEP flood event.	DTS/DPF 6.1 None are applicable.
PO 6.2 Access driveways and tracks to significant development (i.e. dwellings, places of work, etc.) consist of a safe, all-weather trafficable surface that is accessible during a 1% AEP flood event.	DTS/DPF 6.2 None are applicable.

Procedural Matters (PM) - Referrals

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

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

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

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

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

Procedural Matters (PM) - Referrals

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

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

Heritage Adjacency Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place.	DTS/DPF 1.1 None are applicable.
Land Division	
PO 2.1 Land division adjacent to a State or Local Heritage Place creates allotments that are of a size and dimension that enables the siting and setbacks of new buildings from allotment boundaries so that they do not dominate, encroach or unduly impact on the setting of the Place.	DTS/DPF 2.1 None are applicable.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development which in the opinion of the relevant authority materially affects the context within which the **State Heritage Place** is situated.	Minister responsible for the administration of the *Heritage Places Act 1993.*	To provide expert assessment and direction to the relevant authority on the potential impacts of development adjacent State Heritage Places.	Development of a class to which Schedule 9 clause 3 item 17 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Historic Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

	Desired Outcome
DO 1	Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature

All Development	
PO 1.1 All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.	DTS/DPF 1.1 None are applicable.
Built Form	
PO 2.1 The form and scale of new buildings and structures that are visible from the public realm are consistent with the prevailing historic characteristics of the historic area.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is consistent with the prevailing building and wall heights in the historic area.	DTS/DPF 2.2 None are applicable.
PO 2.3 Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) complement the prevailing characteristics in the historic area.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development is consistent with the prevailing front and side boundary setback pattern in the historic area.	DTS/DPF 2.4 None are applicable.
PO 2.5 Materials are either consistent with or complement those within the historic area.	DTS/DPF 2.5 None are applicable.
Alterations and additions	
PO 3.1 Alterations and additions complement the subject building, employ a contextual design approach and are sited to ensure they do not dominate the primary façade.	DTS/DPF 3.1 Alterations and additions are fully contained within the roof space of an existing building with no external alterations made to the building elevation facing the primary street.
PO 3.2 Adaptive reuse and revitalisation of buildings to support retention consistent with the Historic Area Statement.	DTS/DPF 3.2 None are applicable.
Ancillary development	
PO 4.1 Ancillary development, including carports, outbuildings and garages, complements the historic character of the area and associated buildings.	DTS/DPF 4.1 None are applicable.
PO 4.2 Ancillary development, including carports, outbuildings and garages, is located behind the building line of the principal building(s) and does not dominate the building or its setting.	DTS/DPF 4.2 None are applicable.
PO 4.3 Advertising and advertising hoardings are located and designed to complement the building, be unobtrusive, be below the parapet line, not conceal or obstruct significant architectural elements and detailing, or dominate the building or its setting.	DTS/DPF 4.3 None are applicable.
PO 4.4 Fencing and gates closer to a street boundary (other than a laneway) than the elevation of the associated building are consistent with the	DTS/DPF 4.4 None are applicable.

traditional period, style and form of the associated building.	
Land Division	
PO 5.1 Land division creates allotments that are: (a) compatible with the surrounding pattern of subdivision in the historic area (b) of a dimension to accommodate buildings of a bulk and scale that reflect existing buildings and setbacks in the historic area	DTS/DPF 5.1 None are applicable.
Context and Streetscape Amenity	
PO 6.1 The width of driveways and other vehicle access ways are consistent with the prevailing width of existing driveways of the historic area.	DTS/DPF 6.1 None are applicable.
PO 6.2 Development maintains the valued landscape patterns and characteristics that contribute to the historic area, except where they compromise safety, create nuisance, or impact adversely on buildings or infrastructure.	DTS/DPF 6.2 None are applicable.
Demolition	
PO 7.1 Buildings and structures, or features thereof, that demonstrate the historic characteristics as expressed in the Historic Area Statement are not demolished, unless: (a) the front elevation of the building has been substantially altered and cannot be reasonably restored in a manner consistent with the building's original style or (b) the structural integrity or safe condition of the original building is beyond reasonable repair.	DTS/DPF 7.1 None are applicable.
PO 7.2 Partial demolition of a building where that portion to be demolished does not contribute to the historic character of the streetscape.	DTS/DPF 7.2 None are applicable.
PO 7.3 Buildings or elements of buildings that do not conform with the values described in the Historic Area Statement may be demolished.	DTS/DPF 7.3 None are applicable.
Ruins	
PO 8.1 Development conserves and complements features and ruins associated with former activities of significance.	DTS/DPF 8.1 None are applicable.

Historic Area Statements

Statement#	Statement
Historic Areas affecting Mount Barker District Council	
	Druids Avenue, Mount Barker Historic Area Statement (MtB3) The Historic Area Overlay identifies localities that comprise characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality. These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality

Statement#	Statement
MtB3	contribute to the attributes of an Historic Area. The preparation of an Historic Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.

Eras, themes and context	19th and early 20th Century. Buildings and structures predominantly dating from the 19th Century. Small, compact workers cottages and larger residential buildings.
Allotments, subdivision and built form patterns	Allotment pattern reflective of the original land division pattern.
Architectural styles, detailing and built form features	Early stone dwellings. Compact, intact collection of small scale detached and semi-detached buildings dating predominantly from the 19th and 20th century. Symmetrical frontages and separate verandahs. Hipped and gabled roof forms with ridge typically parallel to the street Some parapet walling.
Building height	Single storey. External wall height varies from 3 to 4 metres.
Materials	Stone external walls. Brick quoins. Corrugated profile sheet roofing. Painted timber window frames and doors. Painted timber verandah posts with some ornate decoration. Brick or rendered chimneys.
Fencing	Some timber picket fencing. Hedges. Low stone walling to front boundary. Hardwood post and wire mesh or cyclone mesh.
Setting, landscaping, streetscape and public realm features	Mature street trees. Street hedging. Some red brick pavers to footpath.
Representative Buildings	Identified - refer to SA planning database.

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

Local Heritage Place Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 The form of new buildings and structures maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.1 None are applicable.
PO 1.2 Massing, scale and siting of development maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.2 None are applicable.
PO 1.3 Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys and verandahs) maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is consistent with boundary setbacks and setting.	DTS/DPF 1.4 None are applicable.
PO 1.5 Materials and colours are either consistent with or complement the heritage values of the Local Heritage Place.	DTS/DPF 1.5 None are applicable.
PO 1.6 New buildings and structures are not placed or erected between the primary or secondary street boundaries and the façade of a Local Heritage Place.	DTS/DPF 1.6 None are applicable.
PO 1.7 Development of a Local Heritage Place retains features contributing to its heritage value.	DTS/DPF 1.7 None are applicable.

Alterations and Additions	
PO 2.1 Alterations and additions complement the subject building and are sited to be unobtrusive, not conceal or obstruct heritage elements and detailing, or dominate the Local Heritage Place or its setting.	DTS/DPF 2.1 None are applicable.
PO 2.2 Adaptive reuse and revitalisation of Local Heritage Places to support their retention in a manner that respects and references the original use of the Local Heritage Place.	DTS/DPF 2.2 None are applicable.
Ancillary Development	
PO 3.1 Ancillary development, including carports, outbuildings and garages, complements the heritage values of the Local Heritage Place.	DTS/DPF 3.1 None are applicable.
PO 3.2 Ancillary development, including carports, outbuildings and garages, is located behind the building line and does not dominate the Local Heritage Place or its setting.	DTS/DPF 3.2 None are applicable.
PO 3.3 Advertising and advertising hoardings are designed to complement the Local Heritage Place, be unobtrusive, be below the parapet line, not conceal or obstruct heritage elements and detailing, or dominate the building or its setting.	DTS/DPF 3.3 None are applicable.
PO 3.4 Fencing and gates closer to a street boundary (other than a laneway) than the street elevation of the associated building are consistent with the traditional period, style and form of the Local Heritage Place.	DTS/DPF 3.4 None are applicable.
Land Division	
PO 4.1 Land division creates allotments that: (a) maintain the heritage values of the Local Heritage Place, including setting (b) are of a dimension to accommodate new development that reinforces and is compatible with the heritage values of the Local Heritage Place.	DTS/DPF 4.1 None are applicable.
Landscape Context and Streetscape Amenity	
PO 5.1 Individually heritage listed trees, parks, historic gardens and memorial avenues are retained unless: (a) trees / plantings are, or have the potential to be, a danger to life or property or (b) trees / plantings are significantly diseased and their life expectancy is short.	DTS/DPF 5.1 None are applicable.
Demolition	
PO 6.1 Local Heritage Places are not demolished, destroyed or removed in total or in part unless: (a) the portion of the Local Heritage Place to be demolished, destroyed or removed is excluded from the extent of listing that is of heritage value or	DTS/DPF 6.1 None are applicable.

(b) the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is irredeemably beyond repair.	
PO 6.2 The demolition, destruction or removal of a building, portion of a building or other feature or attribute is appropriate where it does not contribute to the heritage values of the Local Heritage Place.	DTS/DPF 6.2 None are applicable.
Conservation Works	
PO 7.1 Conservation works to the exterior of a Local Heritage Place (and other features identified in the extent of listing) match original materials to be repaired and utilise traditional work methods.	DTS/DPF 7.1 None are applicable.

Procedural Matters (PM) - Referrals

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

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

None	None	None	None

Murray-Darling Basin Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Sustainable water use in the Murray-Darling Basin area.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 All development, but in particular development involving: (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) horse keeping (g) commercial forestry has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in the Murray-Darling Basin.	DTS/DPF 1.1 Development satisfies either of the following: (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 *Landscape South Australia Act 2019*.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development that require, or may require water to be taken from the River Murray within the meaning of the *River Murray Act 2003* under a water licence required in addition to any allocation that has already been granted under the *Landscape South Australia Act 2019*: (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) horse keeping (g) commercial forestry.	Minister responsible for the administration of the *River Murray Act 2003.*	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.	Development of a class to which Schedule 9 clause 3 item 10 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Native Vegetation Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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	
PO 1.1 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.	DTS/DPF 1.1 An application is accompanied by: (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: (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'.
PO 1.2 Native vegetation clearance in association with development avoids the following: (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.	DTS/DPF 1.2 None are applicable.
PO 1.3 Intensive animal husbandry, commercial forestry and agricultural activities are sited, set back and designed to minimise impacts on native vegetation, including impacts on native vegetation in an adjacent State Significant Native Vegetation Area, from: (a) in the case of commercial forestry, the spread of fires from a plantation (b) the spread of pest plants and phytophthora (c) the spread of non-indigenous plants species (d) excessive nutrient loading of the soil or loading arising from surface water runoff (e) soil compaction	DTS/DPF 1.3 Development within 500 metres of a boundary of a State Significant Native Vegetation Area does not involve any of the following: (a) horticulture (b) intensive animal husbandry (c) dairy (d) commercial forestry (e) aquaculture.

(f) chemical spray drift.	
PO 1.4 Development restores and enhances biodiversity and habitat values through revegetation using locally indigenous plant species.	DTS/DPF 1.4 None are applicable.
Land division	
PO 2.1 Land division does not result in the fragmentation of land containing native vegetation, or necessitate the clearance of native vegetation, unless such clearance is considered minor, taking into account the location of allotment boundaries, access ways, fire breaks, boundary fencing and potential building siting or the like.	DTS/DPF 2.1 Land division where: (a) an application is accompanied by one of the following: (i) a declaration stating that none of the allotments in the proposed plan of division contain native vegetation under the *Native Vegetation Act 1991* (ii) a declaration stating that no native vegetation clearance under the *Native Vegetation Act 1991* 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 *Heritage Places Act 1993*.

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 *Native Vegetation Regulations 2017* 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.

Prescribed Water Resources Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

	Desired Outcome
DO 1	Sustainable water use in prescribed water resources areas maintains the health and natural flow paths of surface water, watercourses and wells.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 All development, but in particular development involving any of the following: (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed water resource areas.	DTS/DPF 1.1 Development satisfies either of the following: (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 *Landscape South Australia Act 2019*.
PO 1.2 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.	DTS/DPF 1.2 None are applicable.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
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 *Landscape South Australia Act 2019* 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 that require or may require water to be taken in addition to any allocation that has already been granted under the *Landscape South Australia Act 2019*: (a) horticulture (b) activities requiring irrigation (c) aquaculture	The Chief Executive of the Department of the Minister responsible for the administration of the *Landscape South Australia Act 2019.*	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

(d) industry (e) intensive animal husbandry (f) commercial forestry			and Infrastructure (General) Regulations 2017 applies.
Commercial forestry that requires a forest water licence under Part 8 Division 6 of the *Landscape South Australia Act 2019.*			

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	
PO 1.1 Regulated trees are retained where they: (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species and / or (c) provide an important habitat for native fauna.	DTS/DPF 1.1 None are applicable.
PO 1.2 Significant trees are retained where they: (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 *National Parks and Wildlife Act 1972* as a rare or endangered native species (c) represent an important habitat for native fauna (d) are part of a wildlife corridor of a remnant area of native vegetation (e) are important to the maintenance of biodiversity in the local environment and / or (f) form a notable visual element to the landscape of the local area.	DTS/DPF 1.2 None are applicable.
PO 1.3 A tree damaging activity not in connection with other development satisfies (a) and (b): (a) tree damaging activity is only undertaken to: (i) remove a diseased tree where its life expectancy is short	DTS/DPF 1.3 None are applicable.

(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: A. a Local Heritage Place B. a State Heritage Place C. a substantial building of value and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity (iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire (v) treat disease or otherwise in the general interests of the health of the tree and / or (vi) maintain the aesthetic appearance and structural integrity of the tree (b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective.	
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)

Desired Outcome	
DO 1	Sustainable water use and conservation of riverine environments within the River Murray Tributaries area.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use	
PO 1.1 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.	DTS/DPF 1.1 None are applicable.
PO 1.2 All development, but in particular development involving any of the following: (a) activities requiring irrigation (b) aquaculture (c) commercial forestry (d) horticulture (e) industry (f) intensive animal husbandry has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed water resource areas.	DTS/DPF 1.2 Development satisfies either of the following: (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 *Landscape South Australia Act 2019*.
Land Division	
PO 2.1 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.	DTS/DPF 2.1 None are applicable.
PO 2.2 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.	DTS/DPF 2.2 Land division does not result in any of the following: (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.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
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: (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) the following classes of development that require or may require water to be taken in addition to any allocation that has already been granted under the *Landscape South Australia Act 2019:* (i) horticulture (ii) activities requiring irrigation, other than irrigation used for domestic purposes (iii) aquaculture (iv) intensive animal husbandry (v) horse keeping (vi) commercial forestry (c) land division classified as *restricted* by the Planning and Design Code (d) land division that results in: (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 (e) 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 (f) alteration of the boundaries of an existing allotment so as to result in: (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.	Minister responsible for the administration of the *River Murray Act 2003.*	To provide expert assessment and direction to the relevant authority on potential impacts from development on the health of the River Murray system, its natural flow regime (including floodwaters), water quality and cultural heritage.	Development of a class to which Schedule 9 clause 3 item 16 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.
PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

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

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

Urban Transport Routes Overlay

Assessment Provisions (AP)

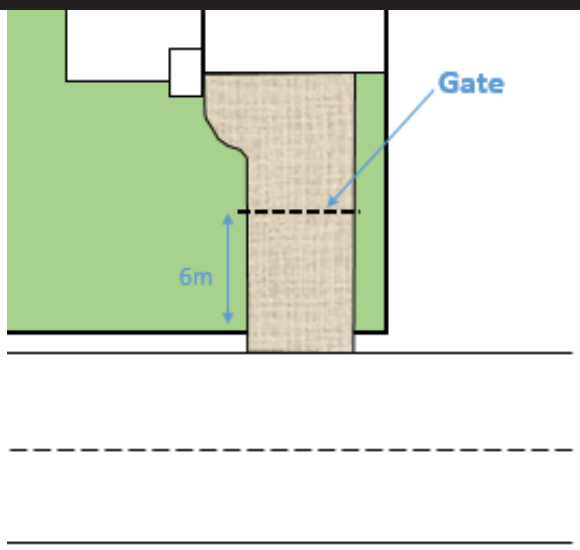
Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Access - Safe Entry and Exit (Traffic Flow)	
PO 1.1 Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): (a) where servicing a single (1) dwelling / residential allotment: (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:

	(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: (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: 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 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.	DTS/DPF 2.1 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:

(i) is expected to be serviced by vehicles with a length no greater than 6.4m

(ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site)

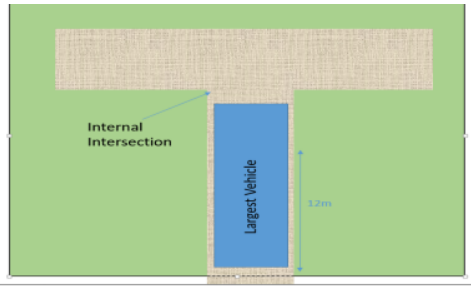
(c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and:

(i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle

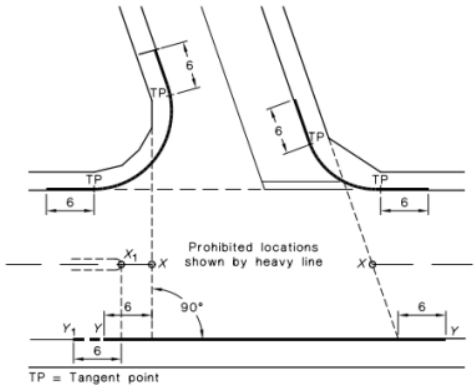
(ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site)

(iii) any termination of or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop

(iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram:



Access - (Location Spacing) - Existing Access Point	
PO 3.1 Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.	DTS/DPF 3.1 An existing access point satisfies (a), (b) or (c): (a) it will not service, or is not intended to service, more than 6 dwellings (b) it is not located on a Controlled Access Road and will not service development that will result in a larger class of vehicle expected to access the site using the existing access

	(c) is not located on a Controlled Access Road and development constitutes: (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area (v) an office or consulting room with a <500m² gross leasable floor area (vi) a change of use from a residential dwelling to a shop, office, consulting room or personal or domestic services establishment with <250m² gross leasable floor area.
Access – Location (Spacing) – New Access Points	
PO 4.1 New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.	DTS/DPF 4.1 A new access point satisfies (a), (b) or (c): (a) where a development site is intended to serve between 1 and 6 dwellings, access to the site is from the local road network (not being a Controlled Access Road) and is located outside of the bold lines shown in the following diagram:  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. (b) where the development site is intended to serve between 1 and 6 dwellings, the new access: (i) is not located on a Controlled Access Road (ii) is not located on a section of road affected by double barrier lines (iii) will be on a road with a speed environment of 70km/h or less (iv) is located outside of the bold lines on the diagram shown in the diagram following part (a) (v) is located a 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	5m (for development intended to serve between 1 and 6 dwellings) and 10m for all other cases	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.

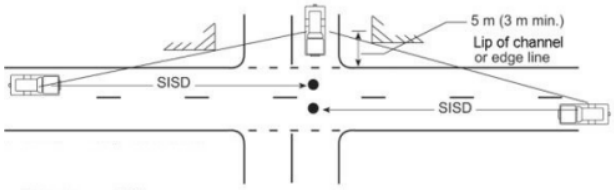
DTS/DPF 5.1

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

(a) the development site does or is intended to serve between 1 and 6 dwellings and utilises an existing access point
or

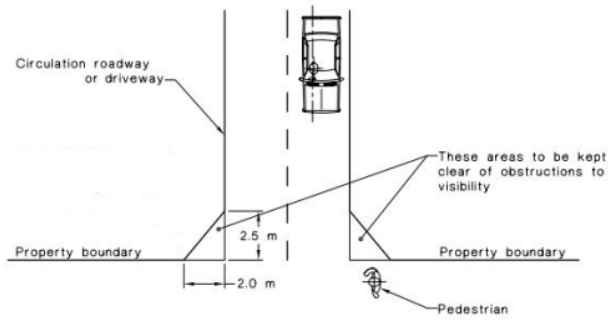
(b) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

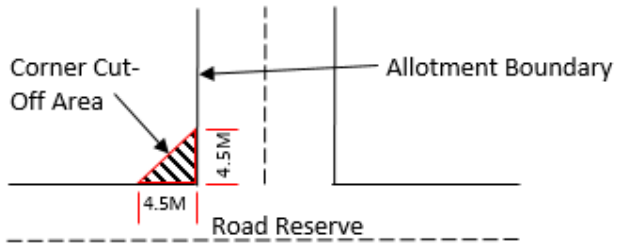
Speed Limit	Access point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	47m	73m
50 km/h	63m	97m
60 km/h	81m	123m
70 km/h	100m	151m
80 km/h	121m	181m
90 km/h	144m	226m
100 km/h	169m	262m
110km/h	195m	300m



and

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



Access – Mud and Debris	
PO 6.1 Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.	DTS/DPF 6.1 Where the road has an unsealed shoulder and the road is not kerbed, the access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer).
Access - Stormwater	
PO 7.1 Access points are designed to minimise negative impact on roadside drainage of water.	DTS/DPF 7.1 Development does not: (a) decrease the capacity of an existing drainage point (b) restrict or prevent the flow of stormwater through an existing drainage point and system (c) result in access points becoming stormwater flow paths directly onto the road.
Building on Road Reserve	
PO 8.1 Buildings or structures that encroach onto, above or below road reserves are designed and sited to minimise impact on safe movements by all road users.	DTS/DPF 8.1 Buildings or structures are not located on, above or below the road reserve.
Public Road Junctions	
PO 9.1 New junctions with a public road (including the opening of unmade public road junctions) or modifications to existing road junctions are located and designed to ensure safe operating conditions are maintained on the State Maintained Road.	DTS/DPF 9.1 Development does not comprise any of the following: (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.
Corner Cut-Offs	
PO 10.1 Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to contribute to driver safety.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram: 

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, development (including the division of	Commissioner of Highways.	To provide expert technical assessment and direction to the	Development of a class to

land) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road: (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).		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.	which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Water Resources Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.
DO 2	Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Catchment	
PO 1.1 Watercourses and their beds, banks, wetlands and floodplains (1% AEP flood extent) are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development avoids interfering with the existing hydrology or water regime of swamps and wetlands other than to improve the existing conditions to enhance environmental values.	DTS/DPF 1.2 None are applicable.
PO 1.3 Wetlands and low-lying areas providing habitat for native flora and fauna are not drained, except temporarily for essential management purposes to enhance environmental values.	DTS/DPF 1.3 None are applicable.
PO 1.4 Watercourses, areas of remnant native vegetation, or areas prone to erosion that are capable of natural regeneration are fenced off to limit stock access.	DTS/DPF 1.4 None are applicable.
PO 1.5 Development that increases surface water run-off includes a suitably sized strip of vegetated land on each side of a watercourse to filter	DTS/DPF 1.5 A strip of land 20m or more wide measured from the top of existing banks on each side of the watercourse is free from development,

runoff to: (a) reduce the impacts on native aquatic ecosystems (b) minimise soil loss eroding into the watercourse.	livestock use and revegetated with locally indigenous vegetation.
PO 1.6 Development resulting in the depositing or placing of an object or solid material in a watercourse or lake occurs only where it involves any of the following: (a) the construction of an erosion control structure (b) devices or structures used to extract or regulate water flowing in a watercourse (c) devices used for scientific purposes (d) the rehabilitation of watercourses.	DTS/DPF 1.6 None are applicable.
PO 1.7 Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by retaining and protecting existing native vegetation.	DTS/DPF 1.7 None are applicable.
PO 1.8 Watercourses, floodplains (1% AEP flood extent) and wetlands are protected and enhanced by stabilising watercourse banks and reducing sediments and nutrients entering the watercourse.	DTS/DPF 1.8 None are applicable.
PO 1.9 Dams, water tanks and diversion drains are located and constructed to maintain the quality and quantity of flows required to meet environmental and downstream needs.	DTS/DPF 1.9 None are applicable.

Procedural Matters (PM) - Referrals

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

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

Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

Desired Outcome (DO)

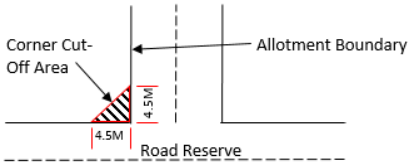
	Desired Outcome
DO 1	Advertisements and advertising hoardings are appropriate to context, efficient and effective in communicating with the public,

	limited in number to avoid clutter, and do not create hazard.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Appearance	
PO 1.1 Advertisements are compatible and integrated with the design of the building and/or land they are located on.	DTS/DPF 1.1 Advertisements attached to a building satisfy all of the following: (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: (i) if located at canopy level, are in the form of a fascia sign (ii) if located above canopy level: 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: (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: 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: (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building (i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.
PO 1.2 Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	DTS/DPF 1.2 Where development comprises an advertising hoarding, the supporting structure is: (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: (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
Proliferation of Advertisements	
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.
Advertising Content	
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.
Amenity Impacts	
PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.	DTS/DPF 4.1 Advertisements do not incorporate any illumination.
Safety	
PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.	DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.
PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2 No advertisement illumination is proposed.
PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to	DTS/DPF 5.3 Advertisements satisfy all of the following:

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.	(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).

Animal Keeping and Horse Keeping

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature

Siting and Design	
PO 1.1 Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or the amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Animal keeping and horse keeping is located and managed to minimise the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
Horse Keeping	
PO 2.1 Water from stable wash-down areas is directed to appropriate absorption areas and/or drainage pits to minimise pollution of land and water.	DTS/DPF 2.1 None are applicable.
PO 2.2 Stables, horse shelters or associated yards are sited appropriate distances away from sensitive receivers and/or allotments in other ownership to avoid adverse impacts from dust, erosion and odour.	DTS/DPF 2.2 Stables, horse shelters and associated yards are sited in accordance with all of the following: (a) 30m or more from any sensitive receivers (existing or approved) on land in other ownership (b) where an adjacent allotment is vacant and in other ownership, 30m or more from the boundary of that allotment.
PO 2.3 All areas accessible to horses are separated from septic tank effluent disposal areas to protect the integrity of that system. Stable flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 2.3 Septic tank effluent disposal areas are enclosed with a horse-proof barrier such as a fence to exclude horses from this area.
PO 2.4 To minimise environmental harm and adverse impacts on water resources, stables, horse shelters and associated yards are appropriately set back from a watercourse.	DTS/DPF 2.4 Stables, horse shelters and associated yards are set back 50m or more from a watercourse.
PO 2.5 Stables, horse shelters and associated yards are located on slopes that are stable to minimise the risk of soil erosion and water runoff.	DTS/DPF 2.5 Stables, horse shelters and associated yards are not located on land with a slope greater than 10% (1-in-10).
Kennels	
PO 3.1 Kennel flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 3.1 The floors of kennels satisfy all of the following: (a) are constructed of impervious concrete (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	DTS/DPF 4.1 None are applicable.

minimise attracting and harbouring vermin.	
PO 4.2 Facilities for the storage of manure, used litter and other wastes (other than wastewater lagoons) are located to minimise the potential for polluting water resources.	DTS/DPF 4.2 Waste storage facilities (other than wastewater lagoons) are located outside the 1% AEP flood event areas.

Aquaculture

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Aquaculture facilities are developed in an ecologically, economically and socially sustainable manner to support an equitable sharing of marine, coastal and inland resources and mitigate conflict with other water-based and land-based uses.

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 or The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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	DTS/DPF 1.6

Pipe inlets and outlets associated with land-based aquaculture are sited and designed to minimise the risk of disease transmission.	The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 1.7 Storage areas associated with aquaculture activity are integrated with the use of the land and sited and designed to minimise their visual impact on the surrounding environment.	DTS/DPF 1.7 None are applicable.
Marine Based Aquaculture	
PO 2.1 Marine aquaculture is sited and designed to minimise its adverse impacts on sensitive ecological areas including: (a) creeks and estuaries (b) wetlands (c) significant seagrass and mangrove communities (d) marine habitats and ecosystems.	DTS/DPF 2.1 None are applicable.
PO 2.2 Marine aquaculture is sited in areas with adequate water current to disperse sediments and dissolve particulate wastes to prevent the build-up of waste that may cause environmental harm.	DTS/DPF 2.2 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 2.3 Marine aquaculture is designed to not involve discharge of human waste on the site, on any adjacent land or into nearby waters.	DTS/DPF 2.3 The development does not include toilet facilities located over water.
PO 2.4 Marine aquaculture (other than inter-tidal aquaculture) is located an appropriate distance seaward of the high water mark.	DTS/DPF 2.4 Marine aquaculture development is located 100m or more seaward of the high water mark or The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 2.5 Marine aquaculture is sited and designed to not obstruct or interfere with: (a) areas of high public use (b) areas, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports (c) areas of outstanding visual or environmental value (d) areas of high tourism value (e) areas of important regional or state economic activity, including commercial ports, wharfs and jetties (f) the operation of infrastructure facilities including inlet and outlet pipes associated with the desalination of sea water.	DTS/DPF 2.5 None are applicable.
PO 2.6 Marine aquaculture is sited and designed to minimise interference and obstruction to the natural processes of the coastal and marine environment.	DTS/DPF 2.6 None are applicable.
PO 2.7 Marine aquaculture is designed to be as unobtrusive as practicable by incorporating measures such as: (a) using feed hoppers painted in subdued colours and suspending them as close as possible to the surface of the water (b) positioning structures to protrude the minimum distance practicable above the surface of the water	DTS/DPF 2.7 None are applicable.

(c) avoiding the use of shelters and structures above cages and platforms unless necessary to exclude predators and protected species from interacting with the farming structures and/or stock inside the cages, or for safety reasons (d) positioning racks, floats and other farm structures in unobtrusive locations landward from the shoreline.	
PO 2.8 Access, launching and maintenance facilities utilise existing established roads, tracks, ramps and paths to or from the sea where possible to minimise environmental and amenity impacts.	DTS/DPF 2.8 The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.
PO 2.9 Access, launching and maintenance facilities are developed as common user facilities and are co-located where practicable to mitigate adverse impacts on coastal areas.	DTS/DPF 2.9 The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.
PO 2.10 Marine aquaculture is sited to minimise potential impacts on, and to protect the integrity of, reserves under the *National Parks and Wildlife Act 1972*.	DTS/DPF 2.10 Marine aquaculture is located 1000m or more seaward of the boundary of any reserve under the *National Parks and Wildlife Act 1972*.
PO 2.11 Onshore storage, cooling and processing facilities do not impair the coastline and its visual amenity by: (a) being sited, designed, landscaped and of a scale to reduce the overall bulk and appearance of buildings and complement the coastal landscape (b) making provision for appropriately sited and designed vehicular access arrangements, including using existing vehicular access arrangements as far as practicable (c) incorporating appropriate waste treatment and disposal.	DTS/DPF 2.11 The development does not include any onshore facilities in conjunction with a proposal for marine aquaculture.
Navigation and Safety	
PO 3.1 Marine aquaculture sites are suitably marked to maintain navigational safety.	DTS/DPF 3.1 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 3.2 Marine aquaculture is sited to provide adequate separation between farms for safe navigation.	DTS/DPF 3.2 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
Environmental Management	
PO 4.1 Marine aquaculture is maintained to prevent hazards to people and wildlife, including breeding grounds and habitats of native marine mammals and terrestrial fauna, especially migratory species.	DTS/DPF 4.1 None are applicable.
PO 4.2 Marine aquaculture is designed to facilitate the relocation or removal of structures in the case of emergency such as oil spills, algal blooms and altered water flows.	DTS/DPF 4.2 None are applicable.
PO 4.3 Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.	DTS/DPF 4.3 None are applicable.
PO 4.4 Aquaculture operations incorporate measures for the removal and disposal of litter, disused material, shells, debris, detritus, dead animals and animal waste to prevent pollution of waters, wetlands, or the	DTS/DPF 4.4 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.

nearby coastline.	

Beverage Production in Rural Areas

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Mitigation of potential amenity and environmental impacts of value-adding beverage production facilities such as wineries, distilleries, cideries and breweries.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Odour and Noise	
PO 1.1 Beverage production activities are designed and sited to minimise odour impacts on rural amenity.	DTS/DPF 1.1 None are applicable.
PO 1.2 Beverage production activities are designed and sited to minimise noise 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	DTS/DPF 2.3 None are applicable.

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

Bulk Handling and Storage Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Facilities for the bulk handling and storage of agricultural, mineral, petroleum, rock, ore or other similar commodities are designed to minimise adverse impacts on transport networks, the landscape and surrounding land uses.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Bulk handling and storage facilities are sited and designed to minimise risks of adverse air quality and noise impacts on sensitive receivers.	DTS/DPF 1.1 Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers:

	(a) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals), where the handling of these materials into or from vessels does not exceed 100 tonnes per day: 300m or more from residential premises not associated with the facility (b) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility: 300m or more from residential premises not associated with the facility (c) bulk petroleum storage involving individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1,000 cubic metres: 500m or more (d) coal handling with: a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more b. capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes: 1000m or more.
Buffers and Landscaping	
PO 2.1 Bulk handling and storage facilities incorporate a buffer area for the establishment of dense landscaping adjacent road frontages to enhance the appearance of land and buildings from public thoroughfares.	DTS/DPF 2.1 None are applicable.
PO 2.2 Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.	DTS/DPF 2.2 None are applicable.
Access and Parking	
PO 3.1 Roadways and vehicle parking areas associated with bulk handling and storage facilities are designed and surfaced to control dust emissions and prevent drag out of material from the site.	DTS/DPF 3.1 Roadways and vehicle parking areas are sealed with an all-weather surface.
Slipways, Wharves and Pontoons	
PO 4.1 Slipways, wharves and pontoons used for the handling of bulk materials (such as fuel, oil, catch, bait and the like) incorporate catchment devices to avoid the release of materials into adjacent waters.	DTS/DPF 4.1 None are applicable.

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	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 *Electricity Act 1996* (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.

(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.	
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings), and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting is incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes (e) contribute to biodiversity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.	DTS/DPF 3.2 None are applicable.
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	DTS/DPF 4.2 None are applicable.

mechanical systems, such as heating and cooling.	
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 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.	DTS/DPF 7.4 None are applicable.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 None are applicable.

PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
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 (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and Walls	
PO 9.1 Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping incorporated on the low side of retaining walls is 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 (in building 3 storeys or less)	
PO 10.1 Development mitigates direct overlooking from upper level windows to	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a

habitable rooms and private open spaces of adjoining residential uses.	residential allotment/site satisfy one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
All Residential development	
Front elevations and passive surveillance	
PO 11.1 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 11.1 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street.
PO 11.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 11.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.
Outlook and amenity	
PO 12.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 12.1 A living room of a dwelling incorporates a window with an outlook towards the street frontage or private open space, public open space, or waterfront areas.
PO 12.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 12.2 None are applicable.
Ancillary Development	
PO 13.1 Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.	DTS/DPF 13.1 Ancillary buildings: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m2 (c) are not constructed, added to or altered so that any part is situated:

(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:
(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:
A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser
B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width

(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:
(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary
and
(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent

(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary

(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure

(h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)

(i) have a roof height where no part of the roof is more than 5m above the natural ground level

(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour

(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:
(i) a total area as determined by the following table:

Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)	Minimum percentage of site
<150	10%
150-200	15%
201-450	20%
>450	25%

(ii) the amount of existing soft landscaping prior to the development occurring.

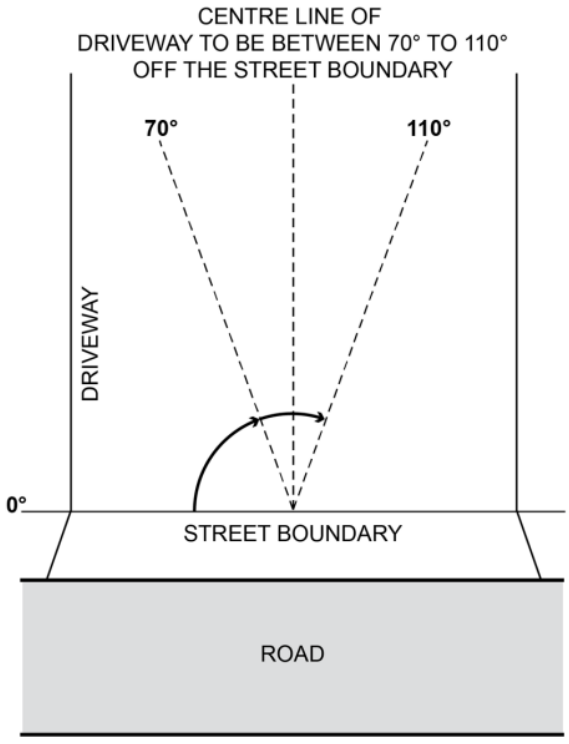
(l) in relation to ancillary accommodation in the Rural Zone, Productive Rural Landscape Zone, or Rural Horticulture Zone, is located within 20m of an existing dwelling.

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.
PO 13.4 Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.	DTS/DPF 13.4 Non-residential ancillary buildings and structures: (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: Allotment size: ≤500m2 — Floor area: 60m2; >500m2 — 80m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the main building 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: (i) is set back at least 5.5m from the boundary of the primary street (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: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.
Garage appearance	
PO 14.1	DTS/DPF 14.1

Garaging is designed to not detract from the streetscape or appearance of a dwelling.	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 (vi) upper level windows facing side or rear boundaries unless: A. they are permanently obscured to a height of 1.5m above finished floor level that is fixed or not capable of being opened more than 200mm or B. have sill heights greater than or equal to 1.5m above finished floor level or C. incorporate screening to a height of 1.5m above finished floor level (vii) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: A. 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land B. 1.7m above finished floor level in all other cases.
Private Open Space	
PO 17.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 17.1 Private open space is provided in accordance with Design Table 1 - Private Open Space.
Water Sensitive Design	

PO 18.1 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 18.1 Residential development creating a common driveway / access that services 5 or more dwellings achieves the following stormwater runoff outcomes: (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.
PO 18.2 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 18.2 Development creating a common driveway / access that services 5 or more dwellings: (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	
PO 19.1 Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.1 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: (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): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
PO 19.2 Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.2 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
PO 19.3 Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.	DTS/DPF 19.3 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.
PO 19.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 19.4 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:

	(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.
PO 19.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 19.5 Driveways are designed and sited so that: (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site
PO 19.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 19.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 20.1	DTS/DPF 20.1

Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	None are applicable.
Design of Transportable Dwellings	
PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b): (a) are not transportable or (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Group dwelling, residential flat buildings and battle-axe development	
Amenity	
PO 22.1 Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.	DTS/DPF 22.1 Dwellings have a minimum internal floor area in accordance with the following table: **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 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 24.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: (a) minimum 0.33 on-street car parks per proposed dwellings (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 24.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 24.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 24.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 24.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 24.4 Residential driveways in a battle-axe configuration are designed to allow safe and convenient movement.	DTS/DPF 24.4 Where in a battle-axe configuration, a driveway servicing one dwelling has a minimum width of 3m.
PO 24.5 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 24.5 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 24.6 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 24.6 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft Landscaping	
PO 25.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common	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

areas.	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 (d) kerb ramps at pedestrian crossing points.	DTS/DPF 28.1 None are applicable.
Communal Open Space	
PO 29.1	DTS/DPF 29.1

Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	None are applicable.
PO 29.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 29.5 None are applicable.
PO 29.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 29.6 None are applicable.
Site Facilities / Waste Storage	
PO 30.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.	DTS/DPF 30.1 None are applicable.
PO 30.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 30.2 None are applicable.
PO 30.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 30.3 None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material 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.
Decks	
Design and Siting	
PO 33.1 Decks are designed and sited to: (a) complement the associated building form (b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space) (c) minimise cut and fill and overall massing when viewed from adjacent land.	DTS/DPF 33.1 Decks: (a) where ancillary to a dwelling: (i) are not constructed, added to or altered so that any part is situated: A. in front of any part of the building line of the dwelling to which it is ancillary or B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (ii) are set back at least 900mm from side or rear allotment boundaries (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling (iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less: A. a total area is determined by the following table: Site area (or in the case of residential flat building or — Minimum percentage of

	group dwelling(s), average site area) (m^2) | site <150 | 10% 150-200 | 15% >200-450 | 20% >450 | 25% B. the amount of existing soft landscaping prior to the development occurring. (b) where in association with a non-residential use: (i) are set back at least 2 metres from the boundary of an allotment used for residential purposes. (ii) are set back at least 2 metres from a public road. (iii) have a floor area not exceeding $25m^2$ (c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.
PO 33.2 Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	DTS/DPF 33.2 Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 33.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	DTS/DPF 33.3 Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land 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.

Table 1 - Private Open Space

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

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (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,	DTS/DPF 1.5 None are applicable.

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.	
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater	DTS/DPF 5.1 None are applicable.

(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 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 in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1	DTS/DPF 8.1

Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	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 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2	DTS/DPF 10.2

Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	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 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone

	(c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are: (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment.
PO 12.8 Building services, plant and mechanical equipment are screened from the public realm.	DTS/DPF 12.8 None are applicable.
Landscaping	
PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.

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 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.
Environmental	
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (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:	DTS/DPF 16.1 None are applicable.

(a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	
All residential development	
Front elevations and passive surveillance	
PO 17.1 Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 17.1 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street.
PO 17.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 17.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.
Outlook and Amenity	
PO 18.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 18.1 A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.
PO 18.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 18.2 None are applicable.
Ancillary Development	
PO 19.1 Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.	DTS/DPF 19.1 Ancillary buildings: (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: (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: (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: A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width

(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:
  (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary
  and
  (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent

(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary

(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure

(h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)

(i) have a roof height where no part of the roof is more than 5m above the natural ground level

(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour

(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:
  (i) a total area as determined by the following table:

Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)	Minimum percentage of site
<150	10%
150-200	15%
201-450	20%
>450	25%

  (ii) the amount of existing soft landscaping prior to the development occurring.

(l) in relation to ancillary accommodation in the Rural Zone, Productive Rural Landscape Zone, or Rural Horticulture Zone, is located within 20m of an existing dwelling.

PO 19.2

Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.

DTS/DPF 19.2

Ancillary buildings and structures do not result in:

(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space

(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

PO 19.3

Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.

DTS/DPF 19.3

The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:

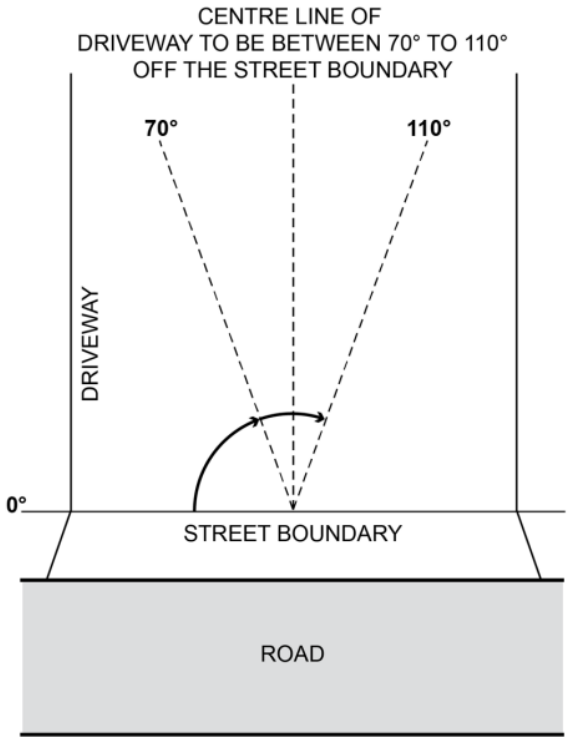
(a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment
or

(b) located at least 12m from the nearest habitable room located on an adjoining allotment.

PO 19.4 Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.	DTS/DPF 19.4 Non-residential ancillary buildings and structures: (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: Allotment size: ≤500m2 — Floor area: 60m2; >500m2 — 80m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the main building 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: (i) is set back at least 5.5m from the boundary of the primary street (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: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.
Residential Development - Low Rise	
External appearance	
PO 20.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 20.1 Garages and carports facing a street: (a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening width not exceeding 7m (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
PO 20.2 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.	DTS/DPF 20.2 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:

	(a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (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 for the entire development site, including any common property, as determined by the following table: **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% (b) at least 30% of any land between the primary street boundary and the primary building line.
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: (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): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
PO 23.2 Uncovered car parking space are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.2 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
PO 23.3 Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.	DTS/DPF 23.3 Driveways and access points satisfy (a) or (b): (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: (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
PO 23.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 23.4 Vehicle access to designated car parking spaces satisfy (a) or (b): (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 23.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 23.5 Driveways are designed and sited so that: (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping

	(b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site.
PO 23.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 23.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 24.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 24.1 Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	
PO 25.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 25.1 Buildings satisfy (a) or (b): (a) are not transportable

	(b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Residential Development - Medium and High Rise (including serviced apartments)	
Outlook and Visual Privacy	
PO 26.1 Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.	DTS/DPF 26.1 Buildings: (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.
PO 26.2 The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2 The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space	
PO 27.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1 Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings	
PO 28.1 Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1 Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2 Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to: (a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy (b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas.	DTS/DPF 28.2 Balconies utilise one or a combination of the following design elements: (a) sun screens (b) pergolas (c) louvres (d) green facades (e) openable walls.
PO 28.3 Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.	DTS/DPF 28.3 Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.
PO 28.4 Dwellings are provided with sufficient space for storage to meet likely occupant needs.	DTS/DPF 28.4 Dwellings (not including student accommodation or serviced apartments) are provided with storage at the following rates with at least 50% or more of the storage volume to be provided within the dwelling: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
PO 28.5 Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.	DTS/DPF 28.5 Light wells: (a) are not used as the primary source of outlook for living rooms

	(b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms (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:

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: (a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 33.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 33.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 33.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 33.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:

	(a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 33.4 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.	DTS/DPF 33.4 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 33.5 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 33.5 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft landscaping	
PO 34.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 34.1 Other than where located directly in front of a garage or building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 34.2 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 34.2 Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 35.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 35.1 None are applicable.
PO 35.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 35.2 None are applicable.
PO 35.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 35.3 None are applicable.
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.

PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	
PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 39.1 None are applicable.
PO 39.2 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:	DTS/DPF 39.4 None are applicable.

(a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	
PO 39.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 39.5 None are applicable.
PO 39.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 39.6 None are applicable.
Site Facilities / Waste Storage	
PO 40.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric-powered vehicles.	DTS/DPF 40.1 None are applicable.
PO 40.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 40.2 None are applicable.
PO 40.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 40.3 None are applicable.
PO 40.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.	DTS/DPF 40.4 None are applicable.
PO 40.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 40.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 40.6 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: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 43.1 None are applicable.
Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

(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.	
Decks	
Design and Siting	
PO 45.1 Decks are designed and sited to: (a) complement the associated building form (b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space) (c) minimise cut and fill and overall massing when viewed from adjacent land.	DTS/DPF 45.1 Decks: (a) where ancillary to a dwelling: (i) are not constructed, added to or altered so that any part is situated: A. in front of any part of the building line of the dwelling to which it is ancillary or B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (ii) are set back at least 900mm from side or rear allotment boundaries (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling (iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less: A. a total area is determined by the following table: 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% B. the amount of existing soft landscaping prior to the development occurring. (b) where in association with a non-residential use: (i) are set back at least 2 metres from the boundary of an allotment used for residential purposes. (ii) are set back at least 2 metres from a public road. (iii) have a floor area not exceeding 25m^2 (c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.
PO 45.2 Decks are designed and sited to minimise direct overlooking of	DTS/DPF 45.2 Decks with a finished floor level/s 500mm or more above natural

habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 45.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	DTS/DPF 45.3 Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land 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.

Table 1 - Private Open Space

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

Forestry

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Commercial forestry plantations are established where there is no detrimental effect on the physical environment or scenic quality of the rural landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Commercial forestry plantations are established on slopes that are stable to minimise the risk of soil erosion.	DTS/DPF 1.2 Commercial forestry plantations are not located on land with a slope exceeding 20% (1-in-5).
PO 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are appropriately set back from any sensitive receiver to minimise fire risk and noise disturbance.	DTS/DPF 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from any sensitive receiver.
Water Protection	
PO 2.1 Commercial forestry plantations incorporate artificial drainage lines (i.e. culverts, runoffs and constructed drains) integrated with natural drainage lines to minimise concentrated water flows onto or from plantation areas.	DTS/DPF 2.1 None are applicable.
PO 2.2 Appropriate siting, layout and design measures are adopted to minimise the impact of commercial forestry plantations on surface water resources.	DTS/DPF 2.2 Commercial forestry plantations: (a) do not involve cultivation (excluding spot cultivation) in drainage lines (b) are set back 20m or more from the banks of any major watercourse (a third order or higher watercourse), lake, reservoir, wetland or sinkhole (with direct connection to an aquifer) (c) are set back 10m or more from the banks of any first or second order watercourse or sinkhole (with no direct connection to an aquifer).
Fire Management	
PO 3.1 Commercial forestry plantations incorporate appropriate firebreaks and fire management design elements.	DTS/DPF 3.1 Commercial forestry plantations provide: (a) 7m or more wide external boundary firebreaks for plantations of 40ha or less (b) 10m or more wide external boundary firebreaks for plantations of between 40ha and 100ha (c) 20m or more wide external boundary firebreaks, or 10m with an additional 10m or more of fuel-reduced plantation, for plantations of 100ha or greater. Note: Firebreaks prescribed above (as well as access tracks) may be included within the setback buffer distances prescribed by other policies of the Code.
PO 3.2 Commercial forestry plantations incorporate appropriate fire management access tracks.	DTS/DPF 3.2 Commercial forestry plantation fire management access tracks: (a) are incorporated within all firebreaks (b) are 7m or more wide with a vertical clearance of 4m or more

	(c) are aligned to provide straight through access at junctions, or if they are a no through access track are appropriately signposted and provide suitable turnaround areas for fire-fighting vehicles (d) partition the plantation into units of 40ha or less in area.
Power-line Clearances	
PO 4.1 Commercial forestry plantations achieve and maintain appropriate clearances from aboveground powerlines.	DTS/DPF 4.1 Commercial forestry plantations incorporating trees with an expected mature height of greater than 6m meet the clearance requirements listed in the following table:

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)

The Housing Renewal General Development Policies are only applicable to dwellings or residential flat building undertaken by:

(a) the South Australian Housing Trust either individually or jointly with other persons or bodies
or
(b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Residential development provides a range of housing choices.	DTS/DPF 1.1 Development comprises one or more of the following: (a) detached dwellings (b) semi-detached dwellings (c) row dwellings (d) group dwellings

	(e) residential flat buildings.
PO 1.2 Medium-density housing options or higher are located in close proximity to public transit, open space and/or activity centres.	DTS/DPF 1.2 None are applicable.
Building Height	
PO 2.1 Buildings generally do not exceed 3 building levels unless in locations close to public transport, centres and/or open space.	DTS/DPF 2.1 Building height (excluding garages, carports and outbuildings) does not exceed 3 building levels and 12m and wall height does not exceed 9m (not including a gable end).
PO 2.2 Medium or high rise residential flat buildings located within or at the interface with zones which restrict heights to a maximum of 2 building levels transition down in scale and height towards the boundary of that zone, other than where it is a street boundary.	DTS/DPF 2.2 None are applicable.
Primary Street Setback	
PO 3.1 Buildings are set back from the primary street boundary to contribute to an attractive streetscape character.	DTS/DPF 3.1 Buildings are no closer to the primary street (excluding any balcony, verandah, porch, awning or similar structure) than 3m.
Secondary Street Setback	
PO 4.1 Buildings are set back from secondary street boundaries to maintain separation between building walls and public streets and contribute to a suburban streetscape character.	DTS/DPF 4.1 Buildings are set back at least 900mm from the boundary of the allotment with a secondary street frontage.
Boundary Walls	
PO 5.1 Boundary walls are limited in height and length to manage visual impacts and access to natural light and ventilation.	DTS/DPF 5.1 Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, dwellings with side boundary walls are sited on only one side boundary and satisfy (a) or (b): (a) adjoin or abut a boundary wall of a building on adjoining land for the same length and height (b) do not: (i) exceed 3.2m in height from the lower of the natural or finished ground level (ii) exceed 11.5m in length (iii) when combined with other walls on the boundary of the subject development site, a maximum 45% of the length of the boundary (iv) encroach within 3 metres of any other existing or proposed boundary walls on the subject land.
PO 5.2 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	DTS/DPF 5.2 Dwellings in a semi-detached or row arrangement are set back 900mm or more from side boundaries shared with allotments outside the development site, except for a carport or garage.
Side Boundary Setback	
PO 6.1 Buildings are set back from side boundaries to provide:	DTS/DPF 6.1 Other than walls located on a side boundary, buildings are set back

(a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours.	from side boundaries in accordance with the following: (a) where the wall height does not exceed 3m - at least 900mm (b) for a wall that is not south facing and the wall height exceeds 3m - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings (c) for a wall that is south facing and the wall height exceeds 3m - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings.
Rear Boundary Setback	
PO 7.1 Buildings are set back from rear boundaries to provide: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours (c) private open space (d) space for landscaping and vegetation.	DTS/DPF 7.1 Dwellings are set back from the rear boundary: (a) 3m or more for the first building level (b) 5m or more for any subsequent building level.
Buildings elevation design	
PO 8.1 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.	DTS/DPF 8.1 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway: (a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building elevation (c) a balcony projects from the building elevation (d) a verandah projects at least 1m from the building elevation (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm. (g) a minimum of two different materials or finishes are incorporated on the walls of the building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 8.2 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 8.2 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street
PO 8.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 8.3 None are applicable.
PO 8.4 Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.	DTS/DPF 8.4 None are applicable.
PO 8.5	DTS/DPF 8.5

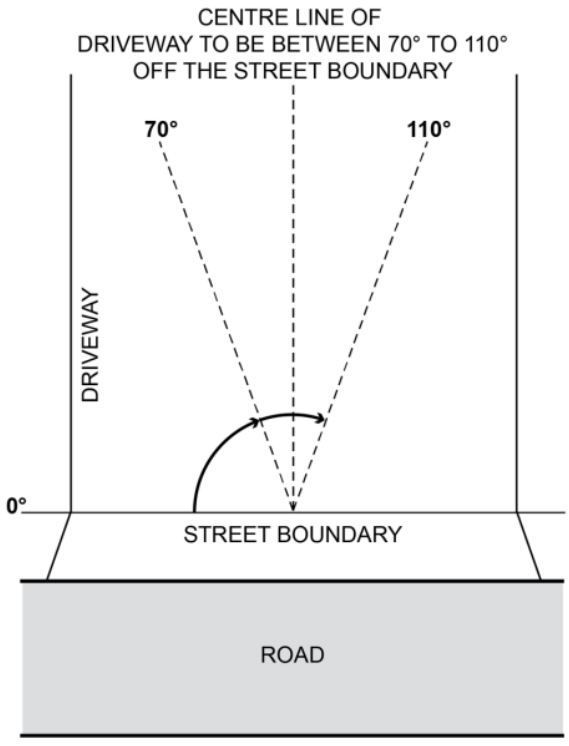
Entrances to multi-storey buildings are: (a) oriented towards the street (b) visible and easily identifiable from the street (c) designed to include a common mail box structure.	None are applicable.
Outlook and amenity	
PO 9.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 9.1 A living room of a dwelling incorporates a window with an external outlook towards the street frontage or private open space.
PO 9.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 9.2 None are applicable.
Private Open Space	
PO 10.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 10.1 Private open space is provided in accordance with the following table:

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	
PO 11.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 11.1 Upper level windows facing side or rear boundaries shared with another residential allotment/site satisfy one of the following:

	(a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5m above the finished floor.
PO 11.2 Development mitigates direct overlooking from upper level balconies and terraces to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 11.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Landscaping	
PO 12.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 12.1 Residential development incorporates pervious areas for soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area as determined by the following table: Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m2) / Minimum percentage of site <150 / 10% <200 / 15% 200-450 / 20% >450 / 25% (b) at least 30% of land between the road boundary and the building line.
Water Sensitive Design	
PO 13.1 Residential development is designed to capture and use stormwater to: (a) maximise efficient use of water resources (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded (c) manage runoff quality to maintain, as close as practical, pre-development conditions.	DTS/DPF 13.1 None are applicable.
Car Parking	
PO 14.1 On-site car parking is provided to meet the anticipated demand of residents, with less on-site parking in areas in close proximity to public transport.	DTS/DPF 14.1 On-site car parking is provided at the following rates per dwelling: (a) 2 or fewer bedrooms - 1 car parking space (b) 3 or more bedrooms - 2 car parking spaces.
PO 14.2	DTS/DPF 14.2

Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area): (a) single parking spaces: (i) a minimum length of 5.4m (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.5m (iii) minimum garage door width of 2.4m per space.
PO 14.3 Uncovered car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.3 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
PO 14.4 Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.	DTS/DPF 14.4 Visitor car parking for group and residential flat buildings incorporating 4 or more dwellings is provided on-site at a minimum ratio of 0.25 car parking spaces per dwelling.
PO 14.5 Residential flat buildings provide dedicated areas for bicycle parking.	DTS/DPF 14.5 Residential flat buildings provide one bicycle parking space per dwelling.
Overshadowing	
PO 15.1 Development minimises overshadowing of the private open spaces of adjoining land by ensuring that ground level open space associated with residential buildings receive direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.	DTS/DPF 15.1 None are applicable.
Waste	
PO 16.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 16.1 A waste bin storage area is provided behind the primary building line that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space).; and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
PO 16.2 Residential flat buildings provide a dedicated area for the on-site storage of waste which is: (a) easily and safely accessible for residents and for collection vehicles (b) screened from adjoining land and public roads (c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection.	DTS/DPF 16.2 None are applicable.

Vehicle Access	
PO 17.1 Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages and on-street parking.	DTS/DPF 17.1 None are applicable.
PO 17.2 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 17.2 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the 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 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 17.3 Driveways are designed and sited so that: (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram: 

	(c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site.
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: (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 17.5 Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.	DTS/DPF 17.5 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 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: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
Earthworks	
PO 19.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 19.1 The development does not involve: (a) excavation exceeding a vertical height of 1m or (b) filling exceeding a vertical height of 1m or (c) a total combined excavation and filling vertical height exceeding 2m.
Service connections and infrastructure	
PO 20.1 Dwellings are provided with appropriate service connections and	DTS/DPF 20.1 The site and building:

infrastructure.	(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 *South Australian Public Health Act 2011* (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 *Electricity Act 1996*.
Site contamination	
PO 21.1 Land that is suitable for sensitive land uses to provide a safe environment.	DTS/DPF 21.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination does not 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: (i) a site contamination audit report has been prepared under Part 10A of the *Environment Protection Act 1993* in relation to the land within the previous 5 years which states that 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).

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that

	minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.	DTS/DPF 1.1 None are applicable.
Visual Amenity	
PO 2.1 The visual impact of above-ground infrastructure networks and services (excluding high voltage transmission lines), renewable energy facilities (excluding wind farms), energy storage facilities and ancillary development is minimised from townships, scenic routes and public roads by: (a) utilising features of the natural landscape to obscure views where practicable (b) siting development below ridgelines where practicable (c) avoiding visually sensitive and significant landscapes (d) using materials and finishes with low-reflectivity and colours that complement the surroundings (e) using existing vegetation to screen buildings (f) incorporating landscaping or landscaped mounding around the perimeter of a site and between adjacent allotments accommodating or zoned to primarily accommodate sensitive receivers.	DTS/DPF 2.1 None are applicable.
PO 2.2 Pumping stations, battery storage facilities, maintenance sheds and other ancillary structures incorporate vegetation buffers to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.2 None are applicable.
PO 2.3 Surfaces exposed by earthworks associated with the installation of storage facilities, pipework, penstock, substations and other ancillary plant are reinstated and revegetated to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.3 None are applicable.
Rehabilitation	
PO 3.1 Progressive rehabilitation (incorporating revegetation) of disturbed areas, ahead of or upon decommissioning of areas used for renewable energy facilities and transmission corridors.	DTS/DPF 3.1 None are applicable.
Hazard Management	
PO 4.1 Infrastructure and renewable energy facilities and ancillary development located and operated to not adversely impact maritime or air transport safety, including the operation of ports, airfields and landing strips.	DTS/DPF 4.1 None are applicable.
PO 4.2 Facilities for energy generation, power storage and transmission are separated as far as practicable from dwellings, tourist accommodation and frequently visited public places	DTS/DPF 4.2 None are applicable.

(such as viewing platforms / lookouts) to reduce risks to public safety from fire or equipment malfunction.	
PO 4.3 Bushfire hazard risk is minimised for renewable energy facilities by providing appropriate access tracks, safety equipment and water tanks and establishing cleared areas around substations, battery storage and operations compounds.	DTS/DPF 4.3 None are applicable.
Electricity Infrastructure and Battery Storage Facilities	
PO 5.1 Electricity infrastructure is located to minimise visual impacts through techniques including: (a) siting utilities and services: (i) on areas already cleared of native vegetation (ii) where there is minimal interference or disturbance to existing native vegetation or biodiversity (b) grouping utility buildings and structures with non-residential development, where practicable.	DTS/DPF 5.1 None are applicable.
PO 5.2 Electricity supply (excluding transmission lines) serving new development in urban areas and townships installed underground, excluding lines having a capacity exceeding or equal to 33kV.	DTS/DPF 5.2 None are applicable.
PO 5.3 Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.	DTS/DPF 5.3 None are applicable.
Telecommunication Facilities	
PO 6.1 The proliferation of telecommunications facilities in the form of towers/monopoles in any one locality is managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.	DTS/DPF 6.1 None are applicable.
PO 6.2 Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.	DTS/DPF 6.2 None are applicable.
PO 6.3 Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods: (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 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	DTS/DPF 6.3 None are applicable.

(c) using materials and finishes that complement the environment (d) screening using landscaping and vegetation, particularly for equipment shelters and huts.	
Renewable Energy Facilities	
PO 7.1 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.	DTS/DPF 7.1 None are applicable.
Renewable Energy Facilities (Wind Farm)	
PO 8.1 Visual impact of wind turbine generators on the amenity of residential and tourist development is reduced through appropriate separation.	DTS/DPF 8.1 Wind turbine generators are: (a) set back at least 2000m from the base of a turbine to any of the following zones: (i) Rural Settlement Zone (ii) Township Zone (iii) Rural Living Zone (iv) Rural Neighbourhood Zone with an additional 10m setback per additional metre over 150m overall turbine height (measured from the base of the turbine). (b) set back at least 1500m from the base of the turbine to non-associated (non-stakeholder) dwellings and tourist accommodation
PO 8.2 The visual impact of wind turbine generators on natural landscapes is managed by: (a) designing wind turbine generators to be uniform in colour, size and shape (b) coordinating blade rotation and direction (c) mounting wind turbine generators on tubular towers as opposed to lattice towers.	DTS/DPF 8.2 None are applicable.
PO 8.3 Wind turbine generators and ancillary development minimise potential for bird and bat strike.	DTS/DPF 8.3 None are applicable.
PO 8.4 Wind turbine generators incorporate recognition systems or physical markers to minimise the risk to aircraft operations.	DTS/DPF 8.4 No Commonwealth air safety (CASA / ASA) or Defence requirement is applicable.
PO 8.5 Meteorological masts and guidewires are identifiable to aircraft through the use of colour bands, marker balls, high visibility sleeves or flashing strobes.	DTS/DPF 8.5 None are applicable.
Renewable Energy Facilities (Solar Power)	
PO 9.1 Ground mounted solar power facilities generating 5MW or more are not located on land requiring the clearance of areas of intact native vegetation or on land of high environmental, scenic or cultural value.	DTS/DPF 9.1 None are applicable.
PO 9.2 Ground mounted solar power facilities allow for movement of wildlife by:	DTS/DPF 9.2 None are applicable.

(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.	
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	DTS/DPF 11.1

Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	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: (a) it is wholly located and contained within the allotment of the development it will service (b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources (c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.	DTS/DPF 12.1 Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following: (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.
Temporary Facilities	
PO 13.1 In rural and remote locations, development that is likely to generate significant waste material during construction, including packaging waste, makes provision for a temporary on-site waste storage enclosure to minimise the incidence of wind-blown litter.	DTS/DPF 13.1 A waste collection and disposal service is used to dispose of the volume of waste at the rate it is generated.
PO 13.2 Temporary facilities to support the establishment of renewable energy facilities (including borrow pits, concrete batching plants, laydown, storage, access roads and worker amenity areas) are sited and operated to minimise environmental impact.	DTS/DPF 13.2 None are applicable.

Intensive Animal Husbandry and Dairies

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development of intensive animal husbandry and dairies in locations that are protected from encroachment by sensitive receivers and in a manner that minimises their adverse effects on amenity and the environment.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
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) (c) any other watercourse, bore or well used for domestic or stock water supplies.	DTS/DPF 3.1 Intensive animal husbandry operations are set back: (a) 800m or more from a public water supply reservoir (b) 200m or more from a major watercourse (third order or higher stream) (c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.
PO 3.2 Intensive animal husbandry operations and dairies incorporate	DTS/DPF 3.2 None are applicable.

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.	

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
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: (a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the zone (d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.	DTS/DPF 2.1 Development operating within the following hours: **Class of Development** — **Hours of operation** Consulting room — 7am to 9pm, Monday to Friday; 8am to 5pm, Saturday Office — 7am to 9pm, Monday to Friday; 8am to 5pm, Saturday Shop, other than any one or combination of the following: (a) restaurant — 7am to 9pm, Monday to Friday; 8am to 5pm, Saturday and Sunday

	(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	

Overshadowing	
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	DTS/DPF 3.3 None are applicable.
PO 3.4 Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.	DTS/DPF 3.4 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers	DTS/DPF 4.2 None are applicable.

(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.	
PO 4.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.3 The pump and/or filtration system ancillary to a dwelling erected on the same site is: (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes.
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.5 None are applicable.
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: **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 (LOCT10,15 < LOCT90,15 + 8dB)
Air Quality	
PO 5.1 Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.	DTS/DPF 5.1 None are applicable.
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.
Light Spill	
PO 6.1	DTS/DPF 6.1

External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	None are applicable.
PO 6.2 External lighting is not hazardous to motorists and cyclists.	DTS/DPF 6.2 None are applicable.
Solar Reflectivity / Glare	
PO 7.1 Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.	DTS/DPF 7.1 None are applicable.
Electrical Interference	
PO 8.1 Development in rural and remote areas does not unreasonably diminish or result in the loss of existing communication services due to electrical interference.	DTS/DPF 8.1 The building or structure: (a) is no greater than 10m in height, measured from existing ground level or (b) is not within a line of sight between a fixed transmitter and fixed receiver (antenna) other than where an alternative service is available via a different fixed transmitter or cable.
Interface with Rural Activities	
PO 9.1 Sensitive receivers are located and designed to mitigate impacts from lawfully existing horticultural and farming activities (or lawfully approved horticultural and farming activities), including spray drift and noise and do not prejudice the continued operation of these activities.	DTS/DPF 9.1 None are applicable.
PO 9.2 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing intensive animal husbandry activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.2 None are applicable.
PO 9.3 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing land-based aquaculture activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.3 Sensitive receivers are located at least 200m from the boundary of a site used for land-based aquaculture and associated components in other ownership.
PO 9.4 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing dairies including associated wastewater lagoons and liquid/solid waste storage and disposal facilities and do not prejudice the continued operation of these activities.	DTS/DPF 9.4 Sensitive receivers are sited at least 500m from the boundary of a site used for a dairy and associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities in other ownership.
PO 9.5 Sensitive receivers are located and designed to mitigate the potential impacts from lawfully existing facilities used for the handling, transportation and storage of bulk commodities (recognising the potential for extended hours of operation) and do not prejudice the continued operation of these activities.	DTS/DPF 9.5 Sensitive receivers are located away from the boundary of a site used for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following: (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day

	(c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres (d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes (e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.
PO 9.6 Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.	DTS/DPF 9.6 None are applicable.
PO 9.7 Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.	DTS/DPF 9.7 None are applicable.
Interface with Mines and Quarries (Rural and Remote Areas)	
PO 10.1 Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.	DTS/DPF 10.1 Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the *Mining Act 1971.*

Land Division

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Land division: (a) creates allotments with the appropriate dimensions and shape for their intended use (b) allows efficient provision of new infrastructure and the optimum use of underutilised infrastructure (c) integrates and allocates adequate and suitable land for the preservation of site features of value, including significant vegetation, watercourses, water bodies and other environmental features (d) facilitates solar access through allotment orientation (e) creates a compact urban form that supports active travel, walkability and the use of public transport (f) avoids areas of high natural hazard risk.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All land division	
Allotment configuration	
PO 1.1 Land division creates allotments suitable for their intended use.	DTS/DPF 1.1 Division of land satisfies (a) or (b):

	(a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the *Development Act 1993* or *Planning, Development and Infrastructure Act 2016* 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	DTS/DPF 3.4

Road reserves provide for safe and convenient movement and parking of projected volumes of vehicles and allow for the efficient movement of service and emergency vehicles.	None are applicable.
PO 3.5 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 Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	DTS/DPF 3.8 None are applicable.
PO 3.9 Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	DTS/DPF 3.9 None are applicable.
PO 3.10 Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	DTS/DPF 3.10 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	DTS/DPF 4.6 None are applicable.

feature.	
Minor Land Division (Under 20 Allotments)	
Open Space	
PO 5.1 Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.	DTS/DPF 5.1 None are applicable.
Solar Orientation	
PO 6.1 Land division for residential purposes facilitates solar access through allotment orientation.	DTS/DPF 6.1 None are applicable.
Water Sensitive Design	
PO 7.1 Land division creating a new road or common driveway includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 7.1 None are applicable.
PO 7.2 Land division designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 7.2 None are applicable.
Battle-Axe Development	
PO 8.1 Battle-axe development appropriately responds to the existing neighbourhood context.	DTS/DPF 8.1 Allotments are not in the form of a battle-axe arrangement.
PO 8.2 Battle-axe development designed to allow safe and convenient movement.	DTS/DPF 8.2 The handle of a battle-axe development: (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	DTS/DPF 9.2

Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.	None are applicable.
PO 9.3 Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.	DTS/DPF 9.3 None are applicable.
Water Sensitive Design	
PO 10.1 Land division creating 20 or more allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.1 None are applicable.
PO 10.2 Land division creating 20 or more 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 10.2 None are applicable.
Solar Orientation	
PO 11.1 Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.	DTS/DPF 11.1 None are applicable.

Marinas and On-Water Structures

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Navigation and Safety	
PO 1.1 Safe public access is provided or maintained to the waterfront, public infrastructure and recreation areas.	DTS/DPF 1.1 None are applicable.
PO 1.2 The operation of wharves is not impaired by marinas and on-water structures.	DTS/DPF 1.2 None are applicable.
PO 1.3	DTS/DPF 1.3

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

Open Space and Recreation

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Pleasant, functional and accessible open space and recreation facilities are provided at State, regional, district, neighbourhood and local levels for active and passive recreation, biodiversity, community health, urban cooling, tree canopy cover, visual amenity, gathering spaces, wildlife and waterway corridors, and a range of other functions and at a range of sizes that reflect the purpose of that open space.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Recreation facilities are compatible with surrounding land uses and activities.	DTS/DPF 1.1 None are applicable.
PO 1.2 Open space areas include natural or landscaped areas using locally indigenous plant species and large trees.	DTS/DPF 1.2 None are applicable.
Design and Siting	
PO 2.1 Open space and recreation facilities address adjacent public roads to optimise pedestrian access and visibility.	DTS/DPF 2.1 None are applicable.

PO 2.2 Open space and recreation facilities incorporate park furniture, shaded areas and resting places.	DTS/DPF 2.2 None are applicable.
PO 2.3 Open space and recreation facilities link habitats, wildlife corridors and existing open spaces and recreation facilities.	DTS/DPF 2.3 None are applicable.
Pedestrians and Cyclists	
PO 3.1 Open space incorporates: (a) pedestrian and cycle linkages to other open spaces, centres, schools and public transport nodes; (b) safe crossing points where pedestrian routes intersect the road network; (c) easily identified access points.	DTS/DPF 3.1 None are applicable.
Usability	
PO 4.1 Land allocated for open space is suitable for its intended active and passive recreational use taking into consideration its gradient and potential for inundation.	DTS/DPF 4.1 None are applicable.
Safety and Security	
PO 5.1 Open space is overlooked by housing, commercial or other development to provide casual surveillance where possible.	DTS/DPF 5.1 None are applicable.
PO 5.2 Play equipment is located to maximise opportunities for passive surveillance.	DTS/DPF 5.2 None are applicable.
PO 5.3 Landscaping provided in open space and recreation facilities maximises opportunities for casual surveillance throughout the park.	DTS/DPF 5.3 None are applicable.
PO 5.4 Fenced parks and playgrounds have more than one entrance or exit to minimise potential entrapment.	DTS/DPF 5.4 None are applicable.
PO 5.5 Adequate lighting is provided around toilets, telephones, seating, litter bins, bicycle storage, car parks and other such facilities.	DTS/DPF 5.5 None are applicable.
PO 5.6 Pedestrian and bicycle movement after dark is focused along clearly defined, adequately lit routes with observable entries and exits.	DTS/DPF 5.6 None are applicable.
Signage	
PO 6.1 Signage is provided at entrances to and within the open space and recreation facilities to provide clear orientation to major points of interest such as the location of public toilets, telephones, safe routes, park activities and the like.	DTS/DPF 6.1 None are applicable.
Buildings and Structures	
PO 7.1 Buildings and car parking areas in open space areas are designed, located and of a scale to be unobtrusive.	DTS/DPF 7.1 None are applicable.

PO 7.2 Buildings and structures in open space areas are clustered where practical to ensure that the majority of the site remains open.	DTS/DPF 7.2 None are applicable.
PO 7.3 Development in open space is constructed to minimise the extent of impervious surfaces.	DTS/DPF 7.3 None are applicable.
PO 7.4 Development that abuts or includes a coastal reserve or Crown land used for scenic, conservation or recreational purposes is located and designed to have regard to the purpose, management and amenity of the reserve.	DTS/DPF 7.4 None are applicable.
Landscaping	
PO 8.1 Open space and recreation facilities provide for the planting and retention of large trees and vegetation.	DTS/DPF 8.1 None are applicable.
PO 8.2 Landscaping in open space and recreation facilities provides shade and windbreaks: (a) along cyclist and pedestrian routes; (b) around picnic and barbecue areas; (c) in car parking areas.	DTS/DPF 8.2 None are applicable.
PO 8.3 Landscaping in open space facilitates habitat for local fauna and facilitates biodiversity.	DTS/DPF 8.3 None are applicable.
PO 8.4 Landscaping including trees and other vegetation passively watered with local rainfall run-off, where practicable.	DTS/DPF 8.4 None are applicable.

Out of Activity Centre Development

Assessment Provisions (AP)

Desired Outcome (DO)

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

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres: (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 underserviced locations (b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre.	DTS/DPF 1.2 None are applicable.

Resource Extraction

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Resource extraction activities are developed in a manner that minimises human and environmental impacts.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Resource extraction activities minimise landscape damage outside of those areas unavoidably disturbed to access and exploit a resource and provide for the progressive reclamation and betterment of disturbed areas.	DTS/DPF 1.1 None are applicable.
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)

Desired Outcome	
DO 1	Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a 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: (i) a site contamination audit report has been prepared under Part 10A of the *Environment Protection Act 1993* in relation to the land within the previous 5 years which states that- 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)

Desired Outcome	
DO 1	Tourism development is built in locations that cater to the needs of visitors and positively contributes to South Australia's visitor economy.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Tourism development complements and contributes to local, natural, cultural or historical context where: (a) it supports immersive natural experiences (b) it showcases South Australia's landscapes and produce (c) its events and functions are connected to local food, wine and nature.	DTS/DPF 1.1 None are applicable.
PO 1.2 Tourism development comprising multiple accommodation units (including any facilities and activities for use by guests and visitors) is clustered to minimise environmental and contextual impact.	DTS/DPF 1.2 None are applicable.
Caravan and Tourist Parks	
PO 2.1 Potential conflicts between long-term residents and short-term tourists are minimised through suitable siting and design measures.	DTS/DPF 2.1 None are applicable.
PO 2.2 Occupants are provided privacy and amenity through landscaping and fencing.	DTS/DPF 2.2 None are applicable.
PO 2.3 Communal open space and centrally located recreation facilities are provided for guests and visitors.	DTS/DPF 2.3 12.5% or more of a caravan park comprises clearly defined communal open space, landscaped areas and areas for recreation.
PO 2.4 Perimeter landscaping is used to enhance the amenity of the locality.	DTS/DPF 2.4 None are applicable.
PO 2.5 Amenity blocks (showers, toilets, laundry and kitchen facilities) are sufficient to serve the full occupancy of the development.	DTS/DPF 2.5 None are applicable.
PO 2.6 Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.	DTS/DPF 2.6 None are applicable.
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972	
PO 3.1 Tourist accommodation avoids delicate or environmentally sensitive areas such as sand dunes, cliff tops, estuaries, wetlands or substantially intact strata of native vegetation (including regenerated areas of native vegetation lost through bushfire).	DTS/DPF 3.1 None are applicable.
PO 3.2 Tourist accommodation is sited and designed in a manner that is	DTS/DPF 3.2 None are applicable.

subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	
PO 3.3 Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	DTS/DPF 3.3 None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings through: (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling (d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling.	DTS/DPF 3.4 None are applicable.

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome (DO)

	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	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.

turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 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 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for	DTS/DPF 6.3 None are applicable.

integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.	DTS/DPF 6.7 None are applicable.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.
Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	DTS/DPF 8.1 None are applicable.
PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.	DTS/DPF 8.2 None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	DTS/DPF 9.3 None are applicable.
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:

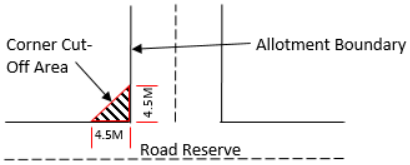
	
Heavy Vehicle Parking	
PO 11.1 Heavy vehicle parking and access is designed and sited so that the activity does not result in nuisance to adjoining neighbours as a result of dust, fumes, vibration, odour or potentially hazardous loads.	DTS/DPF 11.1 Heavy vehicle parking occurs in accordance with the following: (a) the site is not located within a Neighbourhood-type zone (except a Rural Living Zone) (b) the site is a minimum of 0.4 ha (c) where the site is 2 ha or more, no more than 2 vehicles exceeding 3,000 kilograms each (and trailers) are to be parked on the allotment at any time (d) where the site is between 0.4 ha and 2 ha, only one vehicle exceeding 3,000 kilograms (and one trailer) are to be parking on the allotment at any time (e) the vehicle parking area achieves the following setbacks: (i) behind the building line or 30m, whichever is greater (ii) 20m from the secondary street if it is a State Maintained Road (iii) 10m from the secondary street if it is a local road (iv) 10m from side and rear boundaries (f) parking and access areas (including internal driveways) should be sealed or have a surface that can be treated and maintained to minimise dust and mud nuisance (g) does not include refrigerated trailers or vehicles (h) vehicles only enter and exit the property in accordance with the following hours: (i) Monday to Saturday 6:00am and 9:30pm (ii) Sunday and public holidays between 9:30 am and 7:00 pm (i) the handling or trans-shipment of freight is not carried out on the property.
PO 11.2 Heavy vehicle parking ensures that vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 11.2 Heavy vehicles: (a) can enter and exit the site in a forward direction; and (b) operate within the statutory mass and dimension limited for General Access Vehicles (as prescribed by the National Heavy Vehicle Regulator).
PO 11.3 Heavy vehicle parking is screened through siting behind buildings, screening, landscaping or the like to obscure views from adjoining properties and public roads.	DTS/DPF 11.3 None are applicable.

Table 1 - General Off-Street Car Parking Requirements

The following parking rates apply and if located in an area where a lawfully established carparking fund operates, the number of spaces is reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate (unless varied by Table 2 onwards)

	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement facility	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan and tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation other than a caravan and tourist park	1 car parking space per accommodation unit / guest room.
Commercial Uses	

Auction room/ depot	1 space per 100m2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Motor repair station	3 spaces per service bay.
Office	For a call centre, 8 spaces per 100m2 of gross leasable floor area In all other cases, 4 spaces per 100m2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m2 of gross leasable floor area 1 space per 100m2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Community facility	For a library, 4 spaces per 100m2 of total floor area. For a hall/meeting hall, 0.2 spaces per seat. In all other cases, 10 spaces per 100m2 of total floor area.
Educational facility	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Place of worship	1 space for every 3 visitor seats.
Child care facility	For a child care centre, 0.25 spaces per child In all other cases, 1 per employee plus 0.25 per child (drop off/pick up bays).
Health Related Uses	
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m2 of total floor area in a public bar plus 1 space for every 6m2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m2 of total floor area for a Fitness Centre 4.5 spaces per 100m2 of total floor area for all other Indoor recreation facilities.

Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m2 total floor area 1 spaces per 100m2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m2 of total floor area.
Store	0.5 spaces per 100m2 of total floor area.
Timber yard	1.5 spaces per 100m2 of total floor area 1 space per 100m2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m2 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 100m2 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.

Class of Development	Car Parking Rate 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.		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: 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	5 spaces per 100m2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	6 spaces per 100m2 of gross leasable floor area.	Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public

			transit area Suburban Activity Centre Zone when the site is also in a high frequency public transit area Suburban Business Zone when the site is also in a high frequency public transit area Business Neighbourhood Zone outside of the City of Adelaide when the site is also in a high frequency public transit area Suburban Main Street Zone when the site is also in a high frequency public transit area Urban Activity Centre Zone
Non-residential development excluding tourist accommodation	3 spaces per 100 square metres of gross leasable floor area 1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop	3 spaces per 100 square metres of gross leasable floor area	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
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 when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
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 in the City of Burnside, City of Marion or City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone

			Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential component of a multi-storey building	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential flat building	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Row dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Semi-detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)

Table 3 - Off-Street Bicycle Parking Requirements

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

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

	For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m2 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 200m2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m2 of gross leasable floor area for visitors.
Child care facility	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 300m2 of gross leasable floor area plus 1 space for every 600m2 of gross leasable floor area for customers.
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.

Schedule to Table 3

Designated Area	Relevant part of the State The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
All zones	City of Adelaide
Business Neighbourhood Zone Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Suburban Main Street Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone	Metropolitan Adelaide

Waste Treatment and Management Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as: (a) containing potential groundwater and surface water contaminants within waste operations areas (b) diverting clean stormwater away from waste operations areas and potentially contaminated areas (c) providing a leachate barrier between waste operations areas and underlying soil and groundwater.	DTS/DPF 2.1 None are applicable.
PO 2.2 Wastewater lagoons are set back from watercourses to minimise environmental harm and adverse effects on water resources.	DTS/DPF 2.2 Wastewater lagoons are set back 50m or more from watercourse banks.
PO 2.3 Wastewater lagoons are designed and sited to: (a) avoid intersecting underground waters; (b) avoid inundation by flood waters; (c) ensure lagoon contents do not overflow; (d) include a liner designed to prevent leakage.	DTS/DPF 2.3 None are applicable.
PO 2.4 Waste operations areas of landfills and organic waste processing facilities are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.4 Waste operations areas are set back 100m or more from watercourse banks.
Amenity	
PO 3.1 Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Access routes to waste treatment and management facilities via residential streets is avoided.	DTS/DPF 3.2 None are applicable.
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	DTS/DPF 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.	None are applicable.

Workers' accommodation and Settlements

Assessment Provisions (AP)

Desired Outcome (DO)

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

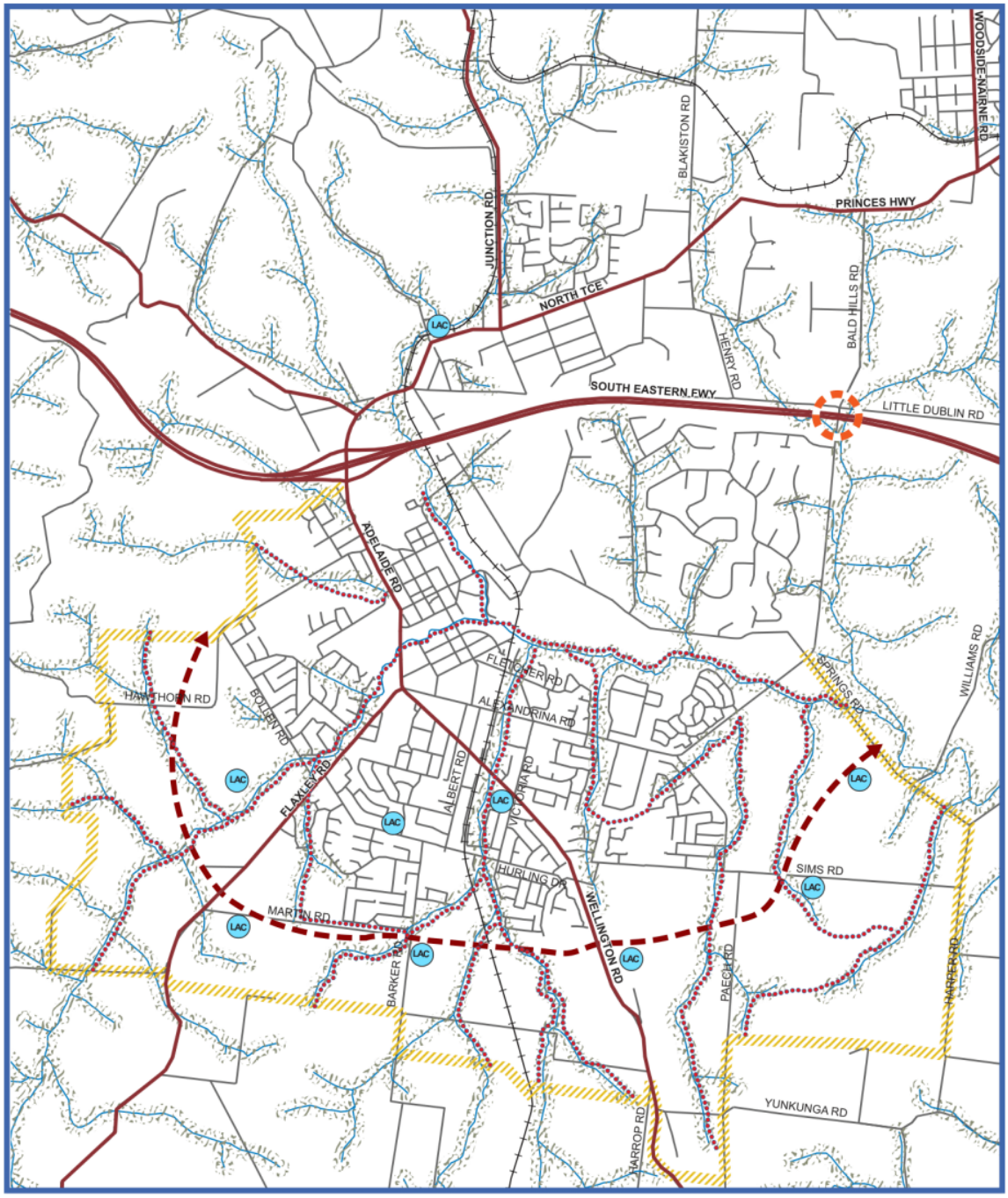
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Workers' accommodation and settlements are obscured from scenic routes, tourist destinations and areas of conservation significance or otherwise designed to complement the surrounding landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Workers' accommodation and settlements are sited and designed to minimise nuisance impacts on the amenity of adjacent users of land.	DTS/DPF 1.2 None are applicable.
PO 1.3 Workers' accommodation and settlements are built with materials and colours that blend with the landscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Workers' accommodation and settlements are supplied with service infrastructure such as power, water and effluent disposal sufficient to satisfy the living requirements of workers.	DTS/DPF 1.4 None are applicable.

Part 12 - Concept Plans

Mount Barker

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
- WaterCourses
- Railways

N

0 metres 650 1300 1950

Concept Plan 3
MOUNT BARKER AND LITTLEHAMPTON

No criteria applies to this land use. Please check the definition of the land use for further detail.

24027 - LEYTON PROPERTY - HEALTHCARE CLINIC

44-48 ADELAIDE ROAD, MOUNT BARKER, SA



LEYTON PROPERTY - HEALTHCARE FACILITY DRAWING SCHEDULE

ARCHITECTURE

SHEET NUMBER	SHEET NAME
PA01	TITLE PAGE AND PERSPECTIVE IMAGE
PA02	SITE PLAN
PA03	EXISTING SITE PLAN / DEMOLITION PLAN
PA04	FLOOR PLAN - GROUND LEVEL
PA05	FLOOR PLAN - LOWER LEVEL
PA06	EXTERNAL ELEVATIONS
PA07	LANDSCAPE PLAN
PA08	PERSPECTIVE 01
PA09	PERSPECTIVE 02
PA10	PERSPECTIVE 03
PA11	PERSPECTIVE 04

ABBREVIATIONS

ABBREV.	DESCRIPTION
BOL	BOLLARD
DP	DOWNPIPE
EG	EAVES GUTTER
MFCB	FENCING COLORBOND
RP	RAISED PLANTER BED
RTW	RETAINING WALL

NOT FOR CONSTRUCTION

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

FOR APPROVAL

20 10 0 10 20 30 40 50 60 70 80 90 100mm

Revision Number	Revision Date	Revision Description
B	14/01/2025	ROAD WIDENING SETBACK ADDED
A	15/11/2024	FOR PLANNING

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245
ABN 36 960 210 275

LEYTON PROPERTY - HEALTHCARE FACILITY

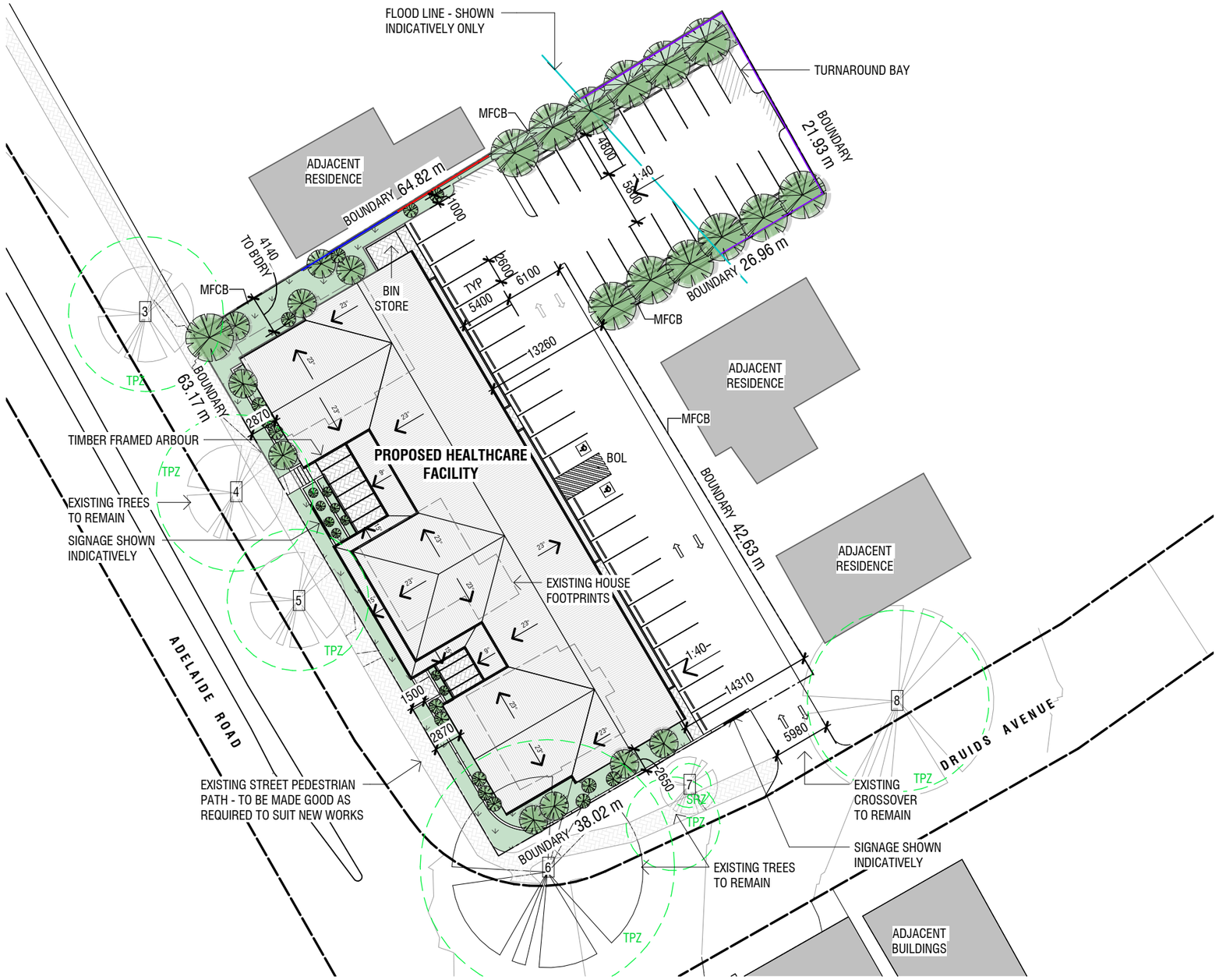
44-48 ADELAIDE ROAD, MOUNT BARKER, 5251

Sheet Name: TITLE PAGE AND PERSPECTIVE IMAGE

Drawn: BW, SR, JZ
Date: 15/11/24
Scale: @A3 size
Project No.: 24027

Sheet Number: **PA01**

ALL DIMENSIONS, LEVELS AND BOUNDARY LOCATIONS SHALL BE VERIFIED ON SITE PRIOR TO CONSTRUCTION. ALL DIMENSIONS TO TAKE PRECEDENCE OVER SCALED DRAWINGS. DO NOT SCALE THIS DRAWING. NO WORK CAN COMMENCE ON SITE UNTIL FULL DEVELOPMENT APPROVAL IS GRANTED BY THE LOCAL APPROVAL AUTHORITY.



SITE PLAN

1 : 500

ABBREVIATIONS

ABBREV.	DESCRIPTION
BOL	BOLLARD
MFCB	FENCING COLORBOND

SITE LEGEND

- BITUMEN SURFACE
- LANDSCAPING
- PAVING
- EXISTING TREE
- TPZ — TREE PROTECTION ZONE - REFER ARBORIST REPORT FOR DETAIL
- SRZ — STRUCTURAL ROOT ZONE - REFER ARBORIST REPORT FOR DETAIL
- RP — RAISED PLANTER BED
- RTW — RETAINING WALL
- MFCB — 1.8M HIGH GOOD NEIGHBOUR COLORBOND FENCE
  2.1M HIGH GOOD NEIGHBOUR COLORBOND FENCE
  2.1M HIGH FENCE WITH ACOUSTIC ABSORPTION TREATMENT
  COLORBOND FENCING WITH PERMEABLE SECTION BELOW - HEIGHT TBC
  (TOTAL HEIGHT OF FENCE TO BE 1.8M)

CAR PARKING NOTE

CARPARKS AND ANY TRAFFIC CONTROL DEVICES TO BE DESIGNED IN ACCORDANCE WITH AS 2890 OFF STREET CAR PARKING / AS1742 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. DDA LINE MARKING IN ACCORDANCE WITH AS1428
REFER TO TRAFFIC ENGINEER'S DOCUMENTATION.

CARPARKING REQUIREMENTS:

NUMBER OF DDA PARKS	2
NUMBER OF STANDARD PARKS	40
TOTAL NUMBER OF CAR PARKS	42

NOT FOR CONSTRUCTION

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

FOR APPROVAL

20 10 0 10 20 30 40 50 60 70 80 90 100mm

Revision Number	Revision Date	Revision Description
B	14/01/2025	ROAD WIDENING SETBACK ADDED
A	15/11/2024	FOR PLANNING

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LEYTON PROPERTY - HEALTHCARE FACILITY

44-48 ADELAIDE ROAD, MOUNT BARKER, 5251

Sheet Name: SITE PLAN

Drawn: BW, SR, JZ
Date: 15/11/24
Scale: @A3 size As indicated
Project No. 24027

Sheet Number: PA02



EXISTING SITE / DEMOLITION PLAN

1 : 500

DEMOLITION LEGEND

RED DASH INDICATES ELEMENTS TO BE DEMOLISHED
UNLESS OTHERWISE INDICATED

DEMOLITION NOTE

CONTRACTOR TO UNDERTAKE WORK WITHIN COUNCIL HOURS AND WORKSAFE CONDITIONS.

CONTRACTOR IS RESPONSIBLE FOR ANY FEES ASSOCIATED WITH RECYCLING AND DISPOSAL OF MATERIALS FROM THE SITE.

CONTRACTOR IS TO ALERT DESIGNER IMMEDIATELY IF ANY HAZARDOUS MATERIALS ARE OBSERVED ON SITE.

ALL HAZARDOUS MATERIALS ARE TO BE REMOVED FROM THE SITE IN ACCORDANCE WITH LOCAL CODES AND RELEVANT AUSTRALIAN STANDARDS.

CONTRACTOR TO ENGAGE LICENSED SURVEYOR TO CONFIRM ALL BOUNDARY LOCATIONS AND DETAIL LEVELS PRIOR TO SITE COMMENCEMENT

ALL SERVICES TO BE ISOLATED AND MADE SAFE PRIOR TO DEMOLITION WORKS COMMENCING

REMOVAL OF SERVICES NOT TO BEGIN UNTIL SUPPLY HAS BEEN ISOATED OR RE-ROUTED

DETERMINE IF ELEMENTS TO BE DEMOLISHED ARE LOAD BEARING.

DO NOT DEMOLISH LOAD BEARING ELEMENTS UNTIL THE LOAD HAS BEEN REMOVED OR BEAMS, COLUMNS, PROPS, ETC ARE IN PLACE AND SUPPORTING THE LOAD.

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FOR APPROVAL

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Revision Number	Revision Date	Revision Description
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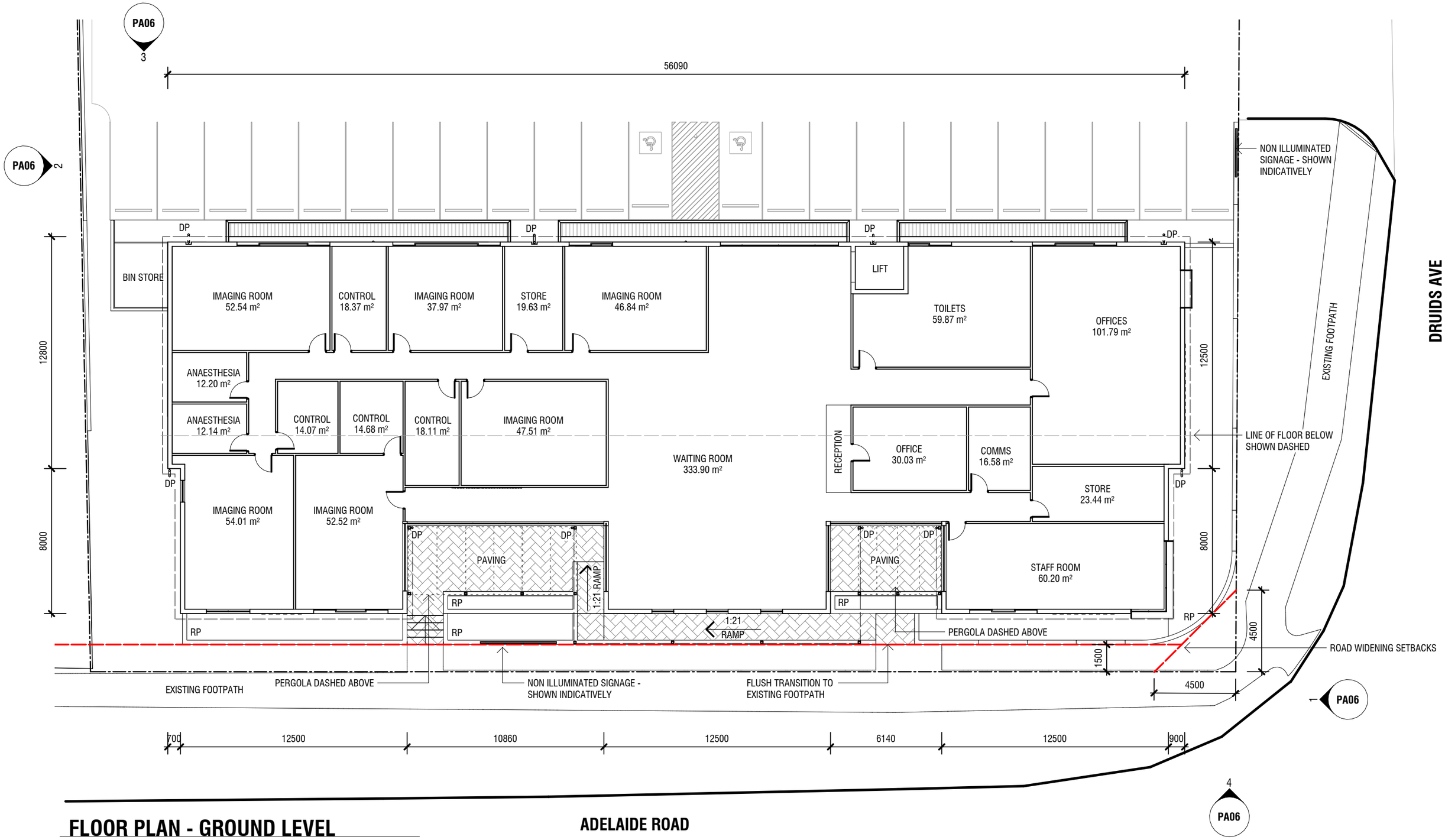
LEYTON PROPERTY - HEALTHCARE FACILITY

44-48 ADELAIDE ROAD, MOUNT BARKER, 5251

Sheet Name: EXISTING SITE PLAN / DEMOLITION PLAN

Drawn: BW, SR, JZ
Date: 15/11/24
Scale: @A3 size As indicated
Project No.: 24027

Sheet Number: PA03



FLOOR PLAN - GROUND LEVEL

1 : 200

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FOR APPROVAL

20 10 0 10 20 30 40 50 60 70 80 90 100mm

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LEYTON PROPERTY - HEALTHCARE FACILITY

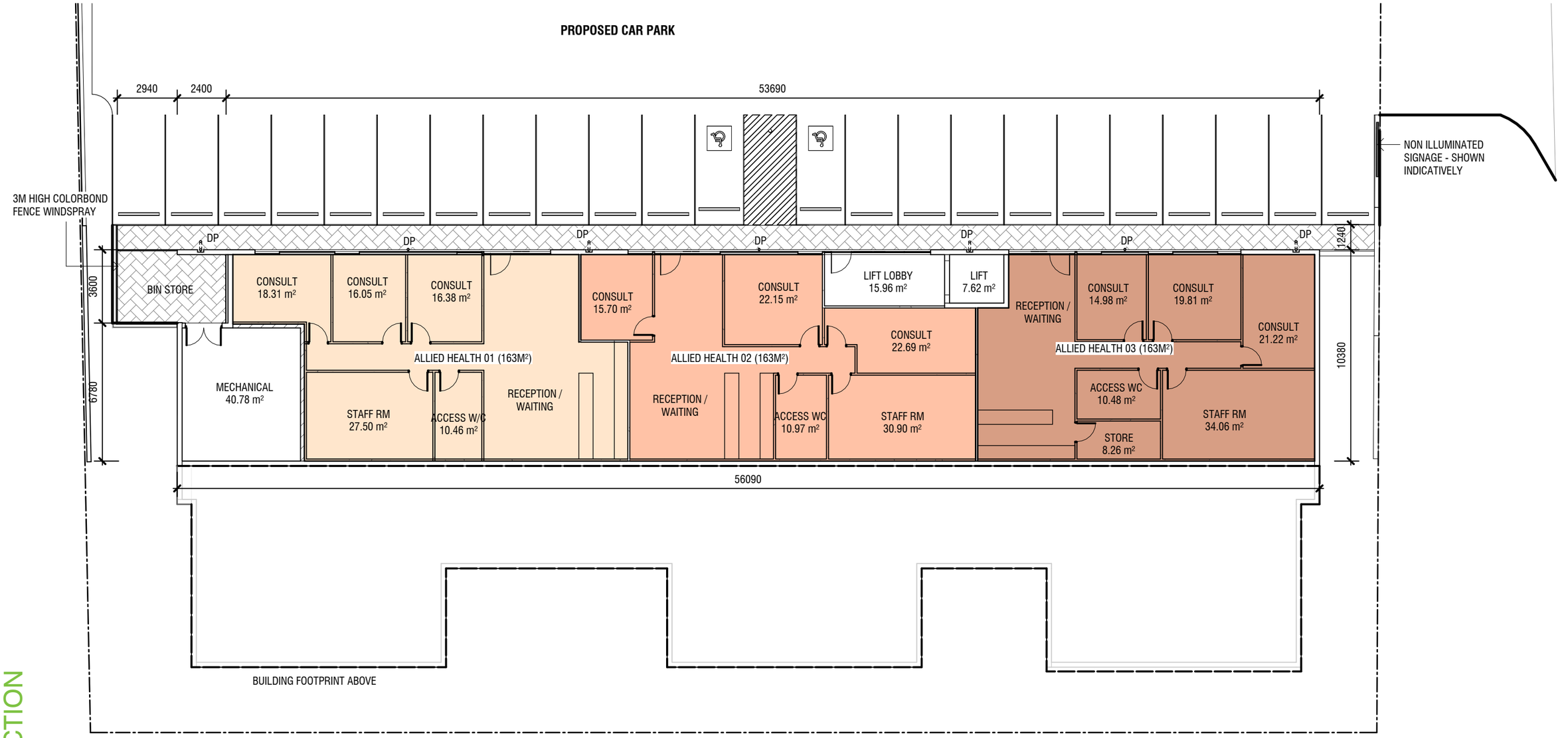
44-48 ADELAIDE ROAD, MOUNT BARKER, 5251

Sheet Name: FLOOR PLAN - GROUND LEVEL

Drawn: BW, SR, JZ
Date: 15/11/24
Scale: @A3 size 1 : 200
Project No. 24027

Sheet Number: PA04

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FLOOR PLAN - LOWER GROUND LEVEL

1 : 200

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FOR APPROVAL

20 10 0 10 20 30 40 50 60 70 80 90 100mm

Revision Number	Revision Date	Revision Description
B	17/12/2024	ROOF MATERIAL AMENDED
A	15/11/2024	FOR PLANNING

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LEYTON PROPERTY - HEALTHCARE FACILITY

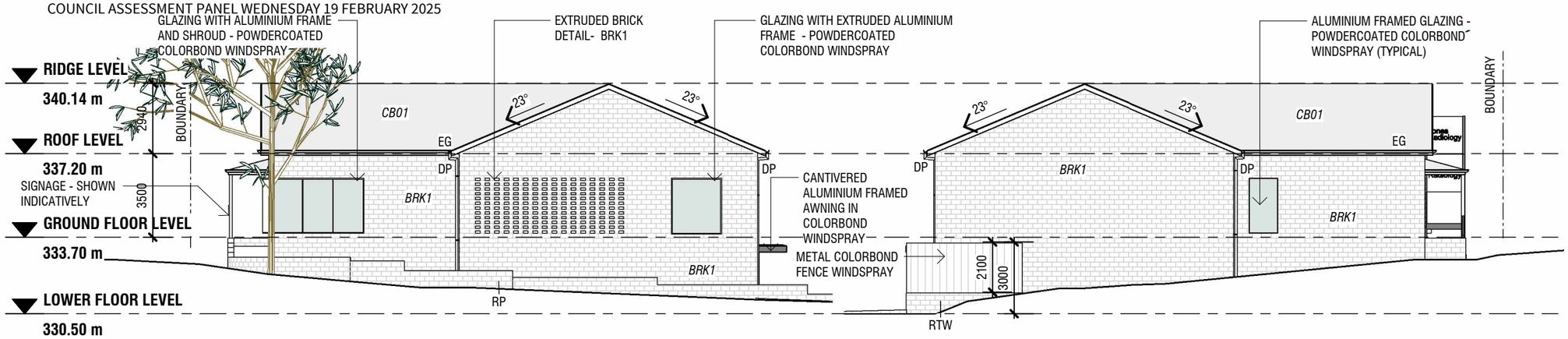
44-48 ADELAIDE ROAD, MOUNT BARKER, 5251

Sheet Name: FLOOR PLAN - LOWER LEVEL

Drawn: BW, SR, JZ
Date: 15/11/24
Scale: @A3 size 1 : 200
Project No. 24027

Sheet Number: PA05

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SOUTH EAST ELEVATION

1 : 200

NORTH WEST ELEVATION

1 : 200

FINISHES SCHEDULE

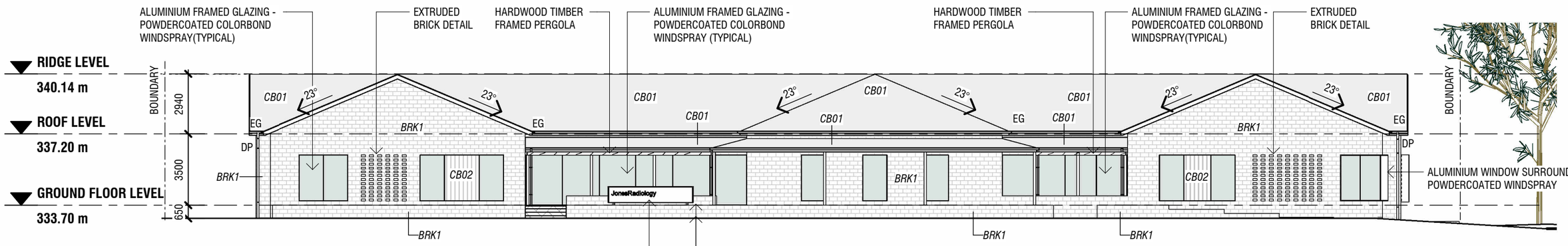
Type	Description
BRK1	LITTLEHAMPTON BRICKS 'FLINDERS'
CB01	ROOF SHEETING IN COLORBOND WINDSPRAY
CB02	PROFILED METAL WALL CLADDING IN COLORBOND WINDSPRAY VERTICAL ORIENTATION

ABBREVIATIONS

ABBREV.	DESCRIPTION
BOL	BOLLARD
DP	DOWNPIPE
EG	EAVES GUTTER
OBSC	OBSCURED GLAZING
RP	RAISED PLANTER BED
RTW	RETAINING WALL

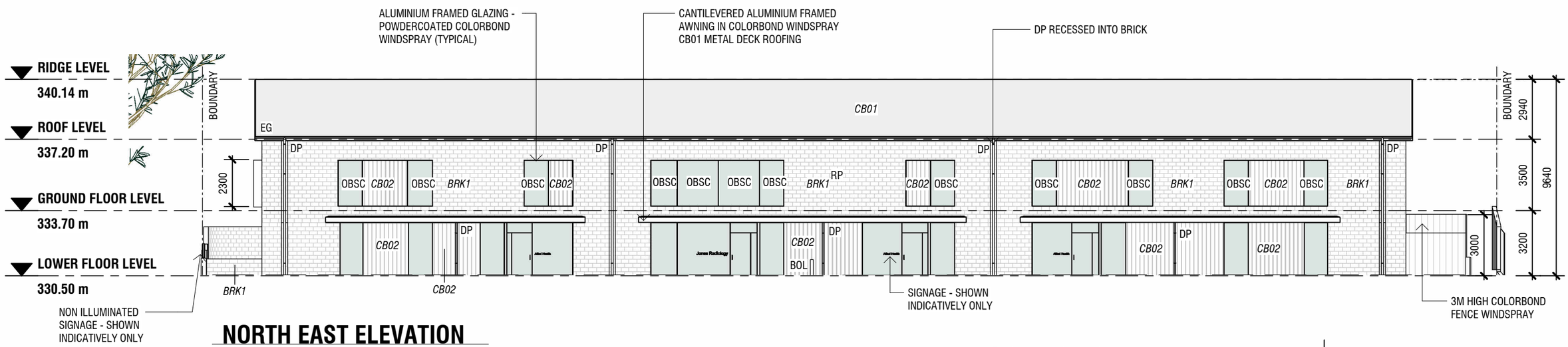
GENERAL NOTE

ALL FASCIAS, FLASHINGS, GUTTERS AND DOWNPIPES TO MATCH COLORBOND WINDSPRAY



SOUTH WEST ELEVATION

1 : 200



NORTH EAST ELEVATION

1 : 200

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FOR APPROVAL

20 10 0 10 20 30 40 50 60 70 80 90 100mm

Revision Number	Revision Date	Revision Description
D	31/01/2025	OBSCURED GLAZING ADDED
C	14/01/2025	ROAD WIDENING SETBACK ADDED
B	17/12/2024	ROOF MATERIAL AMENDED
A	15/11/2024	FOR PLANNING

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LEYTON PROPERTY - HEALTHCARE FACILITY

44-48 ADELAIDE ROAD, MOUNT BARKER, 5251

Sheet Name: EXTERNAL ELEVATIONS

Drawn: BW, JZ
Date: 15/11/24
Scale: @A3 size As indicated
Project No. 24027

Sheet Number: PA06

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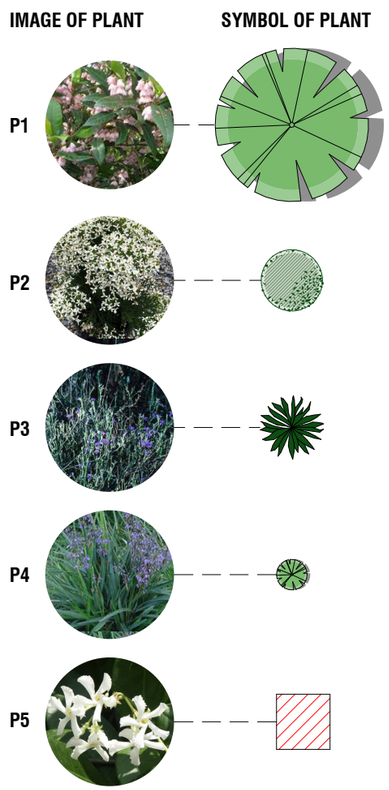
LANDSCAPING

1 : 500

PLANTING SCHEDULE

Type	Description	Size
P1	Elaeocarpus (Prima Donna)	Height 5-6m, Spread 1.5-2m
P2	Olearia teretifolia (Toothed Daisy-bush)	Height 0.5-2m, Spread 0.6-1.5m
P3	Dampiera rosmarinifolia (Rosemary Dampiera)	Height 0.2-0.5m, Spread 0.5-2m
P4	Dianella caerulea (Little Jess)	Height 0.3-0.4m, Spread 0.3-0.4m
P5	Trachelospermum jasminoides (Star Jasmine)	Height 1.2-3m, Spread 1-2m

LANDSCAPING KEY



LANDSCAPING LEGEND

ABBREVIATIONS

RP	RAISED PLANTER BED
RTW	RETAINING WALL

NOTES

GARDEN BEDS TO BE IRRIGATED WITH SUITABLE AUTOMATED IRRIGATION SYSTEM

GARDEN BEDS TO BE MULCHED

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FOR APPROVAL

20 10 0 10 20 30 40 50 60 70 80 90 100mm

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B	14/01/2025	ROAD WIDENING SETBACK ADDED
A	15/11/2024	FOR PLANNING

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LEYTON PROPERTY - HEALTHCARE FACILITY

44-48 ADELAIDE ROAD, MOUNT BARKER, 5251

Sheet Name: LANDSCAPE PLAN

Drawn: JZ
Date: 15/11/24
Scale: @A3 size As indicated
Project No. 24027

Sheet Number: PA07

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LEYTON PROPERTY - HEALTHCARE FACILITY

44-48 ADELAIDE ROAD, MOUNT BARKER, 5251

Sheet Name: PERSPECTIVE 01

Drawn: JZ
Date: 15/11/24
Scale: @A3 size
Project No.: 24027

Sheet Number: **PA08**

ALL DIMENSIONS, LEVELS AND BOUNDARY LOCATIONS SHALL BE VERIFIED ON SITE PRIOR TO CONSTRUCTION. ALL DIMENSIONS TO TAKE PRECEDENCE OVER SCALED DRAWINGS. DO NOT SCALE THIS DRAWING. NO WORK CAN COMMENCE ON SITE UNTIL FULL DEVELOPMENT APPROVAL IS GRANTED BY THE LOCAL APPROVAL AUTHORITY.



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Revision Number	Revision Date	Revision Description
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A	15/11/2024	FOR PLANNING

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LEYTON PROPERTY - HEALTHCARE FACILITY

44-48 ADELAIDE ROAD, MOUNT BARKER, 5251

Sheet Name: PERSPECTIVE 02

Drawn JZ
Date 15/11/24
Scale @A3 size
Project No. 24027

Sheet Number: **PA09**

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FOR APPROVAL

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Revision Number	Revision Date	Revision Description
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A	15/11/2024	FOR PLANNING

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LEYTON PROPERTY - HEALTHCARE FACILITY

44-48 ADELAIDE ROAD, MOUNT BARKER, 5251

Sheet Name: PERSPECTIVE 03

Drawn: JZ
Date: 15/11/24
Scale: @A3 size
Project No.: 24027

Sheet Number: **PA10**

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LEYTON PROPERTY - HEALTHCARE FACILITY

44-48 ADELAIDE ROAD, MOUNT BARKER, 5251

Sheet Name: PERSPECTIVE 04

Drawn: JZ
Date: 15/11/24
Scale: @A3 size
Project No.: 24027

Sheet Number: **PA11**

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Planning Report

BEYOND!NK

Adelaide Road Healthcare Facility

BEYOND!NK
TOWN PLANNING

BEYONDINK TOWN PLANNING

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BEYONDINK TOWN PLANNING

1 Application Details

Client	**Leyton Property**
Address	44 Adelaide Road, Mount Barker 46 Adelaide Road, Mount Barker 48 Adelaide Road, Mount Barker
Nature of Development	Demolition of all existing buildings and structures across the three allotments, including the Local Heritage Place at 46 Adelaide Road, the construction of a two-storey consulting room building, the removal of two Regulated Trees and associated fencing, retaining, carparking, signage and landscaping.
Zoning Information	**Zone:** • Neighbourhood Zone **Overlays:** • Advertising Near Signalised Intersections • Affordable Housing • Hazards (Bushfire - Medium Risk) • Hazards (Flooding - General) • Hazards (Flooding) • Heritage Adjacency • Historic Area • Local Heritage Place • Murray-Darling Basin • Native Vegetation • Prescribed Water Resources Area • Regulated and Significant Tree • River Murray Tributaries Protection Area • Traffic Generating Development • Urban Transport Routes • Water Resources
Relevant Authority	Mount Barker District Council Assessment Panel
Category of Development	Performance Assessed
Notification	Yes
Referrals	Yes

BEYONDINK
TOWN PLANNING

2 Introduction

This report has been prepared on behalf of Leyton Property in support of the application for the construction of a new healthcare facility at 44, 46 & 48 Adelaide Road Mount Barker.

Leyton Property are a multifaceted development company who drive and facilitate the construction of commercial property projects. Serving both South Australia and the broader national property market, they have successfully delivered multiple medium and large-scale commercial projects.

As Mount Barker anticipates a significant rise in its population over the next twenty to thirty years, there is a continuous demand for vital healthcare facilities to accommodate the growing number of residents. This project will help deliver this required essential healthcare infrastructure to service the population of the Mount Barker area, ensuring the healthcare needs are catered for into the future.

Accompanying this letter are the following plans are reports:

- Architectural Plan Set prepared by Beyond Ink, dated 15/11/2024.
- Stormwater Management Report prepared by FMG Engineers, dated 13/07/2024.
- Heritage Impact Statement prepared by ON Architecture, dated November 2024.
- Structural Condition Report prepared by Remedial Engineering Consulting (SA), dated 10/09/2024.
- Supplementary Structural Condition Report prepared by Remedial Engineering Consulting (SA), dated 1/11/2024.
- Traffic and Parking Report prepared by Cirqa, dated 15/11/2024.
- Environmental Noise Assessment Report prepared by Sonus, dated November 2024.
- Tree Audit and Development Impact Assessment prepared by Urban Arboriculture, dated 8/11/2024.

In forming the opinion in this report, we have attended the subject site and considered the relevant provisions of the Planning and Design Code (the Code).

BEYONDINK
TOWN PLANNING

3 Background

In early October 2024, Beyond Ink and Leyton Property met with Council to present and discuss the preliminary designs for a new healthcare facility at 44-48 Adelaide Road, Mount Barker. Council were amenable to the idea, however, highlighted justification would need to be provided for the demolition of the Local Heritage Place located at 46 Adelaide Road, Mount Barker.

In late October 2024, a subsequent meeting took place with Beyond Ink, Leyton Property and Council, including Council's Heritage Adviser. Presented at this meeting was a revised design and the Structural Condition Report prepared by Remedial Engineering Consulting (SA). Council highlighted that the report set the foundation for the justification of removal, however, needed to focus on areas of the building that needed replacement to help justify the Local Heritage Place as irredeemably beyond repair. Council's Heritage Adviser also requested advice be sought from an independent heritage adviser regarding the demolition of the Local Heritage Place and the design of the new building.

The outcomes of these discussions are included in the suite of lodgement documents.

4 Subject Site & Locality

4.1 Subject Site

The subject site comprises three allotments - 44, 46 & 48 Adelaide Road, Mount Barker.

44 Adelaide Road or more formally identified as Allotment 1 in Filed Plan 158970, Certificate of Title Volume 5290, Folio 81. It contains a single storey building used as consulting rooms with associated parking at the rear of the site.

46 Adelaide Road or more formally identified as Allotment 49 in Filed Plan 160226, Certificate of Title Volume 5662, Folio 913. It contains a Local Heritage Place (ID 16124) described as:

> *Cottage; All facades, verandah, roof and walls supporting the roof.*

48 Adelaide Road or more formally identified as Allotment 50 in Filed Plan 160227, Certificate of Title Volume 5541, Folio 525. It contains a single storey detached dwelling and associated shed located towards the rear of the site. A drainage channel is located to the rear of this allotment.

Together the site has a frontage to Adelaide Road of 65 metres, a secondary frontage to Druids Avenue of 38 metres and a total area of approximately 3000 square metres.

Two Regulated Trees are located on the subject site, one located in the southern corner of the site adjacent the corner of Adelaide Road and Druids Avenue, and the other in the eastern rear corner of 46 Adelaide Road.

The topography of the site is best described as sloping whereby it slopes downwards from the front to the rear.

There are no known easements or encumbrances across the three allotments.

4.2 Locality

The locality is defined by a mixture of land uses. Low density and low-rise residential housing exists to the north, east and west. To the south and south-east beyond Druids Avenue, types of land uses include commercial, retail and consulting rooms located within the Urban Activity Centre Zone and part of the main commercial precinct of Mount Barker. Further north along Adelaide Road, there are a number of service trade premises. These are located within the Neighbourhood Zone.

There are a number of Local Heritage Places on the eastern side of Adelaide Road and one on western side. There are also a number of Representative Buildings within the area bound by Adelaide Road, Druids Road and Pridmore Terrace and within the Historic Area Overlay. Of particular importance are the Local Heritage Place (ID 16193) Oak Trees along Druids Avenue, described as:

> *Oak Trees; Avenue of 46 English Oak Trees (Quercus Robur) located approximately 0.5 to 2 metres from kerb. All such trees with a trunk diameter exceeding 300 mm at ground level.*

Adelaide Road is a state-maintained road under the care and control of the Commissioner of Highways.

5 Proposal

The proposal seeks the demolition of all existing buildings and structures across the three allotments, including the Local Heritage Place at 46 Adelaide Road, the construction of a two-storey consulting room building, the removal of two Regulated Trees and associated fencing, retaining, carparking, signage and landscaping.

5.1 Demolition of Local Heritage Place

The proposal seeks the full demolition of the existing dwelling, listed as a Local Heritage Place located at 46 Adelaide Road.

5.2 Built Form

The proposal seeks the construction of a two-storey building across the site. Due to the sloping nature of the site, the building will present as a single storey building to the Adelaide Road frontage and a two-storey building to the rear.

The building will have a total height of 9.6 metres and 1170.9 square metres in size. The building will comprise four separate tenancies, with one tenancy occupying the ground level and three tenancies located on the lower level. The total floor area is approximately 1568 square metres. Within the four tenancies there will be 15 consulting rooms.

The design is of solid brick form with sections of metal sheet cladding and a mixture of hipped and gable Colorbond sheet metal roofing. From the Adelaide Road or southwest elevation, there are two external gable elements with a central hipped roof form. Roof pitch is 23 degrees. A verandah extends around the majority of the front façade. Extruded brick detail is proposed on the gable walls. Aluminium windows are proposed on each elevation.

Colours and materials include a combination of ‘Flinders’ brick, a warm earthy tone with ‘Windspray’, a light grey, roof sheeting.

A low brick planting bed and wall with signage (non-illuminated) is proposed as an entrance statement. Signage (non-illuminated) is also provided adjacent the carpark entrance.

Boundary fencing will be between 1.8 and 2.1 metres in height and be Colorbond Good Neighbour fencing.

Retaining along boundaries shared with adjoining properties is a maximum of 300 mm in height. Retaining along street frontages is a maximum of one metre in height.

5.3 Operational Details

Hours of operation include:

- Monday to Friday 8am to 6pm.
- Saturday 8am to 5pm.
- Sunday 9am to 5pm.

Closed on public holidays.

5.4 Access & Parking

The existing crossover from Druids Avenue will remain which facilitates two-way vehicular movements. 42 carparks are proposed to the rear of the building.

Deliveries are to occur to the rear of the building.

5.5 Stormwater Management

A stormwater management plan has been prepared by FMG Engineering.

The plan details stormwater from the roofed area, carpark and landscaping areas will be collected and directed to an underground detention tank and directed to the street kerb along Druids Avenue via the pump/sump system.

A filtration system is proposed to be installed prior to disposal to the street.

5.6 Waste Management

A bin store area (19m^2) is to be located externally on the northern end of the building. Medical waste will be stored securely within each tenancy and collected when required by a commercial passenger vehicle.

5.7 Regulated Tree Removal

A Regulated Tree report has been prepared by Urbans Arboriculture.

Two Regulated Trees are proposed to be removed.

Tree 1 is located to the rear of the dwelling at 46 Adelaide Road. It has been identified as a *Platanus orientalis* or oriental plane tree.

Tree 2 is located to the front of 44 Adelaide Road has been identified as a *Liquidambar styraciflua* or sweetgum tree.

5.8 Landscaping

A landscaping plan has been prepared by Beyond Ink.

The landscaping plan depicts perimeter planting around the building and rear carpark area extending along the majority of the boundary edge.

The proposed landscaping includes a mixture of small and medium height plants. The plant selection offers a mixture of native and exotic plants suited to the Adelaide Hill's climate.

6 Procedural Matters

6.1 Zoning

The subject site is located within the **Neighbourhood Zone** (The Zone) and covered by the following Overlays:

- Advertising Near Signalised Intersections
- Affordable Housing
- Hazards (Bushfire - Medium Risk)
- Hazards (Flooding - General)
- Hazards (Flooding)
- Heritage Adjacency
- Historic Area
- Local Heritage Place
- Murray-Darling Basin
- Native Vegetation
- Prescribed Water Resources Area
- Regulated and Significant Tree
- River Murray Tributaries Protection Area
- Traffic Generating Development
- Urban Transport Routes
- Water Resources

6.2 Assessment Pathway

Demolition, Consulting Rooms, Tree Damaging Activity and Retaining Walls are not listed as *Accepted, Deemed to Satisfy* or *Restricted* forms of development in the Zone. Therefore, the application is to be assessed as *Performance Assessed* development against the relevant provisions of the Code.

6.3 Public Notification

The below table lists the classes of development that do not require public notification and the applicable exceptions as per *Table 5 – Procedural Matters (PM) – Notification* of the Zone. Assessment provided within.

Class of Development	Exceptions
Consulting Room	*Except development that:* *1. exceeds the maximum building height specified in Neighbourhood Zone DTS/DPF 4.1* Building height >9m. *or* *2. does not satisfy Neighbourhood Zone DTS/DPF 1.2* GLFA >50 square metres. *or*

	3. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: *a. the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment)* *or* *b. the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).*
Retaining Walls	*N/a*
Tree Damaging Activity	*N/a*
Demolition	*Except any of the following:* *1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)* Proposal includes demolition of a Local Heritage Place. *2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).* Proposal includes demolition of a building in a Historic Area Overlay.

As proposal includes the demolition of a Local Heritage Place and the construction of Consulting rooms greater than 9 metres in height with a gross leasable floor area greater than 50 square metres, it is understood public notification of the application will be required.

6.4 Referrals

Adelaide Road is listed as a State Maintained Road, pursuant to the Urban Transport Routes Overlay. As the proposal changes the nature of vehicular movement of the existing access along Druids Avenue that is within 25 metres of the intersection with Adelaide Road, it is anticipated the application will be referred to the Commissioner of Highways.

No other agency referrals are required.

7 Planning Assessment

7.1 Demolition of Existing Buildings

The proposal includes the demolition of all existing buildings and structures across the three allotments. This includes the demolition of a Local Heritage Place located on 46 Adelaide Road, and two other buildings located in a Historic Area Overlay located on 44 and 48 Adelaide Road.

7.1.1 Demolition of Local Heritage Place

The following Performance Outcomes (PO) of the Local Heritage Place Overlay are relevant to demolition.

PO 6.1 *Local Heritage Places are not demolished, destroyed or removed in total or in part unless:*

a. the portion of the Local Heritage Place to be demolished, destroyed or removed is excluded from the extent of listing that is of heritage value or

b. the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is irredeemably beyond repair.

PO 6.2 *The demolition, destruction or removal of a building, portion of a building or other feature or attribute is appropriate where it does not contribute to the heritage values of the Local Heritage Place.*

A *Structural Condition Report* and *Supplementary Structural Condition Report* have been prepared by Remedial Engineering Consulting which details the current condition of the Local Heritage Place.

The reports conclude that due to the condition of the building, extensive remedial works of a structural nature are required. This includes replacement of the verandah, replacing large sections of the external walls as shown in Figure 1, underpinning the footings which requires removal of the internal floor and floor framing and upgrading of roof framing.

The Heritage Impact Statement prepared by ON Architecture concludes due to the abovementioned works, the heritage integrity of the building will be almost entirely lost. As the above works are a requirement for the on-going use of the building, and would erase most of the heritage value, it is considered the building is irredeemably beyond repair satisfying PO 6.1(b). It is therefore considered demolition of the building is warranted in the circumstances.

It is important to note, the Local Heritage Place's context on a main arterial road, adjacent the commercial precinct, lends itself to a low-level residential amenity. This is supported by the building at 44 Adelaide Road being converted to a commercial use. We are of the opinion it is highly unlikely that the property will be purchased for residential purposes. Meaning, without facilitating the development of the greater site, the building's condition will continue to deteriorate without intervention.

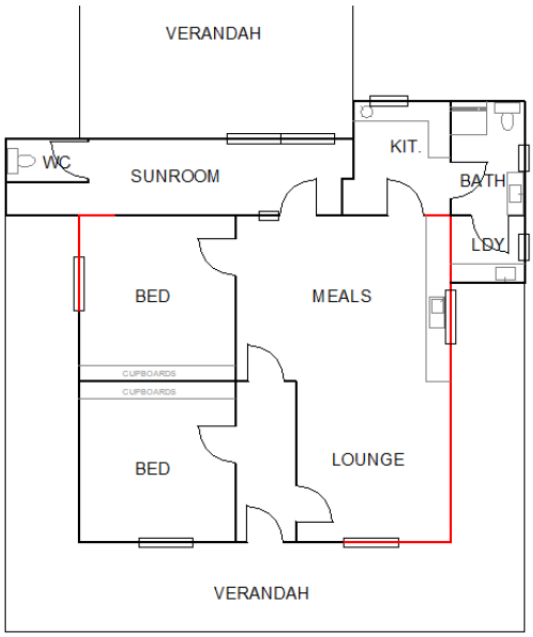


FIGURE 1: FLOOR PLAN OF EXISTING LHP SHOWING WALL REPLACEMENT IN RED

7.1.2 Demolition of Buildings in Historic Area Overlay

The following POs of the Historic Area Overlay are relevant to demolition.

PO 7.1 *Buildings and structures, or features thereof, that demonstrate the historic characteristics as expressed in the Historic Area Statement are not demolished, unless:*

a. the front elevation of the building has been substantially altered and cannot be reasonably restored in a manner consistent with the building's original style
or
b. the structural integrity or safe condition of the original building is beyond reasonable repair.

PO 7.2 *Partial demolition of a building where that portion to be demolished does not contribute to the historic character of the streetscape.*

PO 7.3 *Buildings or elements of buildings that do not conform with the values described in the Historic Area Statement may be demolished.*

The Druids Avenue, Mount Barker Historic Area Statement (MtB3) notes buildings that demonstrate important historic characteristics are those built in the 19th and early 20th centuries. To our knowledge the buildings constructed on 44 and 48 Adelaide Road are circa 1960 and 1950 respectively. Further, they are not listed as Representative Buildings within the Historic Area. We are therefore of the opinion that the demolition of these buildings is acceptable in line with PO 7.3 of the Historic Area Overlay.

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7.2 Land Use

In respect to non-residential land uses, the Desired Outcome of the Zone seeks services and community facilities that contribute to making the Zone a convenient place to live without compromising the residential amenity and character of the neighbourhood. This is further supported by PO 1.1 of the Zone which seeks complementary non-residential land uses. Designated Performance Feature (DPF) 1.1 of the Zone specifically lists consulting rooms as an envisaged land use.

POs 1.2, 1.3 and 1.4 of the Zone seek non-residential development be located and designed to improve community accessibility to services and complement the residential character and amenity of the area.

Notwithstanding the scale of the proposal, the proposed land use is acceptable for the following reasons:

- Consulting room is a desired land use, consistent with DPF 1.1 of the Zone.
- The proposal will provide additional healthcare services (up to four additional tenancies), improving the accessibility of essential services to the community in and around Mount Barker.
- The multi-tenancy function provides for greater convenience ensuring less travel between essential health services.
- The proposal is ensuring appropriate levels of healthcare services are provided for the growing population of Mount Barker, contributing to a sustainable and self-sufficient township.
- The site is located along a main arterial road ensuring it is easily identifiable, with parking access from a secondary road, ensuring easy, safe and convenient access.
- The site's location being at the periphery of the Mount Barker city centre provides an appropriate location for such a use ensuring compatibility with both the residential land uses to the north and the commercial uses to the south, providing an appropriate transition between the two areas.
- The scale of the building is complementary to the area and won't adversely impact the residential amenity, as discussed further in this report.

We are therefore of the opinion is proposal is acceptable from a land use perspective.

7.3 Siting, Design and Appearance

As expressed above, the Zone seeks commercial development that complement the residential character and amenity of the area.

The proposed building provides a high visual amenity to the streetscape presenting as single storey building, with reference to the three buildings to be demolished in terms of positioning and design. The rear of the building will be two storeys in height.

The colour and material pallet including brick, metal cladding and metal roofing is contemporary yet complementary of the older housing stock in the locality.

Articulation in the façade detailing helps define the three protruding elements, with the bulk of the roof set behind. This design outcome helps emphasise the reference of the older housing stock and providing a design compatible with the existing buildings in the locality.

The site coverage of the building equates to 38 percent, compliant with PO/DPF 3.1 of the Zone and consistent with the prevailing pattern of development in the area.

7.3.1 Building Height and Setbacks

DPF 4.1 of the Zone specifies a desired maximum building height of two building levels and nine metres. The proposed building will be two building levels and 10 metres in height. The proposed height is acceptable when noting the building presents as a single storey to Adelaide Road, and the impact of the lower level is minimised due to it being set down to the rear taking advantage of the slope and natural ground level. The roof pitches down to the rear of the building, helping minimise the bulk of the building when viewed from the rear. Further, as the building is somewhat cut down into the land, the ground level at the side boundaries is higher helping reduce the perceived height of the building. This is further complemented by appropriate setbacks.

PO 5.1 of the Zone seeks primary setbacks to be consistent with the existing streetscape. For the most part, the new building will be in line with the front setbacks of the existing buildings across the site. Some minor encroachment is evident when noting the existing setback of 44 Adelaide Road. In any case, the eastern side of Adelaide Road has multiple buildings with minimal front setbacks. The proposed setbacks will be consistent with these, satisfying PO 5.1.

Side setbacks should be 1.9 metres from shared boundaries and 900 mm from secondary streets. The proposal includes a side setback of 4.1 metres to the northern side boundary and 2.6 metres to the secondary street, compliant with DPF/PO 6.1 and 8.1 of the Zone.

No boundary walls are proposed.

The rear setback of 13 metres is compliant with DPF/PO 9.1 of the Zone.

7.3.2 Signage

The proposal will include freestanding signage in front of the building and facing Adelaide Road displaying the logo of the business occupying the ground-level tenancy. Similarly, the same style sign will be at the entrance of the carpark facing Druids Avenue. The minimal design ensures there is no detraction from the character of the locality satisfying PO 12.1 of the Zone. Further, the limited signage ensures the proliferation of advertisements is avoided in accordance with the policies of Advertisement General Development Policies module. The signage will not be illuminated ensuring there is no amenity or safety impacts.

7.3.3 Heritage

There are three Overlays over the site pertinent to the consideration of heritage. These are the Local Heritage Place, Heritage Adjacency and Historic Area Overlays. The Local Heritage Place Overlay is somewhat irrelevant in this context of this assessment of the new building as the Local Heritage Place is to be demolished.

ON Architecture conclude in their report the proposed building has been designed to recognise the form and scale of the removed building and satisfies the polices of the Historic Area Overlay and the Mount Barker Historic Area Statement (MtB3). Further, the building will have a minor impact on the existing setting and appearance of the

streetscape and will be a 'good addition to a highly visible intersection in Mount Barker'.

The policies of the Heritage Adjacency Overlay are satisfied noting there is sufficient space between the development and adjacent heritage places, with their settings remaining unchanged.

7.3.4 Boundary Fencing & Retaining

No portion of the building will be constructed to the boundaries of the site. The only boundary development is fencing and retaining.

No retaining along boundaries shared with other properties will be above 300 mm in height. Likewise, fencing will be between 1.8 to 2.1 metres in height, which is expected in a residential setting. Such an impact is acceptable in the circumstances.

Fencing and walls along the street frontage boundaries are limited in height and complementary of the low-lying fencing present in the locality.

In the rear section of the carpark, to meet both the flooding requirements and the noise requirements, a solid fence will be constructed to the appropriate height, however, the bottom section will be permeable to ensure the flow of water is not impeded. The detail of this will be confirmed in conjunction with Council's Engineering Department.

7.4 Interface Between Land Uses

DO 1 of the Interface between land uses General Development Policies module seeks that development is located and designed to mitigate adverse effects on neighbouring properties.

To that end, the potential key interface issues relevant to the proposal are noise and light spill. These are addressed further below.

7.4.1 Noise

To ensure noise impacts are appropriately managed, Sonus were engaged to prepare an Environmental Noise Assessment report.

Sonus have advised the following acoustic treatments are required to appropriately mitigate noise impacts:

- Construct boundary fencing 1.8 to 2.1 metres in height along the northern side and rear boundaries.
- Construct a solid, 3-metre-high fence around the bin store.
- Fences are to be constructed from a material such as 0.35mm BMT sheet steel (Colorbond or similar), sealed airtight at all junctions, including at the ground.
- Attenuation of the mechanical plant such that it achieves the required noise levels.
- Installation of acoustic absorption material to the plant room soffit.

Accordingly, it is considered the proposal will achieve the relevant provisions of the *Environment Protection (Commercial and Industrial Noise) Policy 2023*, with the

inclusion of the acoustic treatments, satisfying PO 1.2 and 4.1 of the Interface Between Land Uses General Development Policies module.

7.4.2 Light Spill

At this stage, specific location, design and nature of any lighting is yet to be determined. Notwithstanding this, all lighting will be in accordance with *Australian Standard 4282 – 2019 'Control of the obtrusive effects of outdoor lighting'* to ensure lighting doesn't adversely impact adjoining properties.

There is no objection to a condition being imposed with the Planning Consent which reiterates lighting to be in accordance with the Australian Standard.

7.5 Transport, Access and Parking

The Traffic Generating Development and Urban Transport Route Overlay provisions speak to the safe and efficient operation of urban transport routes. Likewise, the provisions of the Transport, Access & Parking General Development Polices module (TAPGDP module) seek a transport system that is safe, sustainable, efficient, and convenient to all users.

Careful consideration needs to be given to the access and egress, car parking and accessibility. To help address the relevant policy considerations, Cirqa have provided a Traffic and Parking Report. The pertinent issues are addressed in further detail below.

7.5.1 Access and Egress

The proposal will utilise the existing access to 44 Adelaide Road via Druids Avenue. This access will accommodate two-way movements to and from the site's car parking area.

The car park has been designed to allow access for commercial vehicles up to 10 metres in length.

The proposal ensures all deliveries can take place on site, in line with PO 1.4 of the TAPGDP module. This will help minimise impact and interruption of the operation of the public road in line with PO 3.1 of the TAPGDP module.

7.5.2 Car Parking

The proposal will include 42 car parks. The parking area has been designed to comply with the requirements of the Australian/New Zealand Standard *Parking Facilities – Part 1: Off-street car parking (AS/NZS 2890.1:2004)* and the Australian/New Zealand Standard *Parking Facilities – Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2022) as confirmed by Cirqa.

Table 1 of the TAPGDP module identifies a parking provision rate for consulting rooms of four spaces per consulting room excluding ancillary facilities. It has been determined that the proposal would require 60 car parking spaces based on these rates and number of consulting rooms (15). This equates to a shortfall of 18 car parking spaces.

Cirqa has reviewed this shortfall and concluded that the parking rates is acceptable noting specialist consulting typically generates lower rates than adopted for general practitioner (GP) consulting. Cirqa purport radiology and allied health consulting generate lower peak demands, in the order of 2.5 to 2.75 spaces per consulting room.

This is further supported by the RMS *"Trip Generation Surveys – Medical Centres – Data Report" (update to the RTA "Guide to Traffic Generating Developments")*, which considered consulting rooms to have a peak demand rate equivalent to 2.78 spaces per consulting room. Based on this, the proposal will generate a parking demand of 41.7 spaces.

On the above basis, it is considered that typical peak demands associated with the proposed (specialist) consulting rooms would be able to be accommodated wholly within the site. The proposal would achieve a rate of 2.8 spaces per consulting room which is higher than that considered for similar specialist consulting facilities (and higher than the various rates detailed above).

For these reasons the proposal is considered to adequately comply with PO 5.1 of the TAPGDP module noting sufficient on-site parking is provided to meet the needs of the development.

7.5.3 Traffic Impact

Cirqa has determined that the proposal will generate approximately 80 peak hour trips. Peak hour is considered mid-morning, with a lesser peak hour volume anticipated during commuter peak hours, approximately 45 am and 47 pm peak hour trips. This is based on calculations for general practitioners, with anticipated specialist consulting rooms generating a reduced volume.

Vehicle movements generated by the proposed development will be distributed to/from Druids Avenue via the site's existing access point. The movements are forecast to be distributed (relatively) equally between ingress and egress during the site's peak hour (i.e. approximately 10 ingress and 10 egress movements in the commuter peak hours). The movements would generally be easily within the capacity of a two-way access point. However, it is acknowledged that, at times, queues on the Druids Avenue approach to the signalised intersection would block right-out movements, meaning they will have to wait for gaps in the traffic. It is noted such an outcome is reflective of the existing conditions. Queues from this will be held on site, so no impact to the external road network. Cirqa conclude other movements associated with the access point would be easily accommodated without notable traffic impacts.

For these reasons the proposal will not adversely affect the flow of traffic in the surrounding network ensuing the safe and efficient operations of urban transport routes in line with the policies of the Traffic Generating Development and Urban Transport Route Overlays.

7.6 Waste Management

General, and recycling waste will be stored within the bin store collected by a private contractor. Cirqa have confirmed in their report a waste collection vehicle up to 10 metres in length can access and turn around the site appropriately. Bin lids will be kept closed at all times to ensure the spread of odour is minimised.

Sonus in their report stipulate collection must be facilitated between 9:00am and 7:00pm on a Sunday or public holiday, and between 7:00am and 7:00pm on any other day

Early morning collection will ensure no conflict with vehicles in the car park.

The bin store will be screened, ensuring there is no adverse visual impact.

Medical waste will be stored securely within each tenancy and collected when required.

7.7 Flooding and Stormwater Management

7.7.1 Flooding

As the subject site is located within the Hazards (Flooding) and (Flooding – General) Overlays, FMG Engineers were engaged to determine the appropriate actions to mitigate flooding impacts for the development.

The subject site's north-eastern rear corner is inundated during 100-year storm events, this is due to the open channel at the rear of the site. However, Council has confirmed that a flood impact assessment is not required provided the car park levels match the existing natural ground levels. As such, the rear of a car park will match the existing natural ground levels.

Runoff from this area can continue to be directed to the open channel, with runoff from above the 100-year storm events is captured and directed to Druids Avenue.

FMG Engineers have also confirmed the finished floor levels are at least 300mm higher than the flood level as required by both the Hazards (Flooding) and (Flooding – General) Overlays.

Based on this, it is considered the provisions of the Hazards (Flooding) and (Flooding – General) Overlays are appropriately satisfied.

7.7.2 Stormwater Management

POs 42.1, 42.2 and 42.3 of the Design in Urban Areas General Development Policies module guide the management of stormwater for the proposed development.

Specifically, POs 42.1 and 42.2 seek polluted water is treated prior to discharge to protect the water quality and PO 42.3 seeks peak flows are managed to no increase peak flows in downstream systems.

To address these policies and the relevant criteria of Mount Barker District Council's Engineering Department, FMG Engineering have developed the following design criteria and stormwater management strategy:

- Runoff from the roof areas will be collected via box gutters and downpipes and be diverted into an underground detention tank which will be located within the carpark.
- Outdoor landscaped areas' runoff will be collected via pits and pipes and diverted to the under-ground detention tank.
- Underground stormwater network (pit/pipe) within the proposed development has been designed to convey up to and including the 1% AEP (100-year ARI) storm event as the proposed development grades toward the rear of property (low point) and all the runoff for up to and including 1% AEP storm must be collected without entering neighbouring properties.

- Carpark surface runoff will be graded and collected by a series of pits, pipes, and spoondrains and diverted to the under-ground detention tank.
- Stormwater runoff from the site (underground tank) will be discharged to the pump/sump system. The pump will discharge to the street kerb with maximum pumping rate of 35L/s during minor and major storm events.
- The quality of stormwater runoff from the completed development will meet Council's requirements through the use of a JellyFish JF900-2-1 (or similar approved) installed upstream of the OSD tank. In addition, OceanGuard (i.e. 200micron leaf litter baskets) or similar approved trash screens, filtering runoff generated by carpark areas and landscaped areas prior to discharging to Council's network.
- In accordance with Council requirements, discharge from the site has been restricted from 1% AEP (100-year ARI) storm event post-development peak flow to 10% AEP (5-year ARI) pre-development peak flow (35L/s).

The report concludes that the site can be development as proposed without compromising downstream properties or drainage networks, achieving Council's requirements and the abovementioned policies.

7.8 Tree Impact and Removal

Two Regulated Trees are proposed to be removed to facilitate the new building, with the new building also encroaching on the street trees along Adelaide Road and Druids Avenue.

To help address the relevant policy considerations and determine the potential level of impact, Urbans Arboriculture have provided a Tree Audit and Development Impact Assessment. The pertinent issues are addressed in further detail below.

7.8.1 Tree Removal

The two Regulated Trees to be removed are an oriental plane tree nominated as 'Tree 1', and a sweetgum tree nominated as 'Tree 2' on the attached plans.

In our opinion the removal of both trees does not require development approval pursuant to Schedule 4 Clause 18 (1) (b) of the *Planning, Development and Infrastructure (General) Regulations 20217*. The site is located within the Hazards (Bushfire – Medium Risk) Overlay and Tree 1 is located 7 metres from the dwelling at 1A Druids Avenue, with Tree 2 located 19 metres from the dwelling verandah at 46 Adelaide Road.

Nevertheless, Urbans Arboriculture conclude both trees can be removed as they are preventing reasonable development as per PO 1.4 of the Regulated and Significant Tree Overlay.

7.8.2 Impact to Street Trees

Six street trees (three on Adelaide Road and three on Druids Avenue) have the potential to be impacted by the proposed development. It is noted the oak trees along Druids Avenue are listed as Local Heritage Places.

Regarding the three trees along Adelaide Road, Urban Arboriculture conclude damage to these trees in unlikely, notwithstanding the encroachment into the tree protection

zone (TPZ) of these trees. No trenching will occur for the construction of the garden wall or fence in line with the arborist recommendation.

The impact to the large oak tree is deemed acceptable provided trenching and excavation in the TPZ are pre-investigated with a low impact method under the supervision of a qualified arborist is implemented. A condition to this effect is acceptable.

Any pruning work required for the oak tree will be assessed for post demolition of the in situ building and the footprint of the new building will be marked out to assist the assessment. Pruning will be compliant with the guidelines of Australian Standard 4373-2007 Pruning of amenity trees.

Based on the TPZs of the other two trees along Adelaide Road, encroachment damage is unlikely.

7.8.3 Native Vegetation

The subject site is void of any native vegetation, with it determined the proposed building will not adversely affect any native vegetation.

7.9 Bushfire Management

The subject site is located within the Hazards (Bushfire – Medium Risk) Overlay. Notwithstanding the sites are captured in this overlay, the positioning deep within the urban setting of the Mount Barker township, helps reduce the likelihood of being impacted by a bushfire. This notion is supported by the future Bushfire Overlays Code Amendment which calls for the site to be in a Hazards (Bushfire - Urban Interface) Overlay as opposed to a Hazards (Bushfire – Medium Risk) Overlay.

Given the commercial nature of the proposal, it is likely people will be moving away from the site not towards the site in the event of a bushfire. Further, the building design reduces the potential for trapping burning debris against or undeath the building. It is therefore considered the proposal adequately responds to bushfire risk.

The car park area has been designed to cater for vehicles up to 10 metres in length, meaning emergency vehicles can access the site if required.

7.10 Landscaping

Landscaping areas are proposed throughout the site and will include a mix of trees, plants and shrubs. The plant selection offers a mixture of native and exotic plants suited to the Adelaide Hill's climate.

Landscaping has been specifically designed with the perimeter and pockets within the design, which will help soften the visibility of the car parking area and enhancing the appearance of the site. The design ensures the landscaping plays an important role in contributing positively to the amenity of the site.

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8 Conclusion

The proposed development for a consulting room is a desired use within the Neighbourhood Zone. The design and siting of the building has careful regard to the heritage values of the Historic Area. The building is set down within the site and presents to Adelaide Road as single level to minimise visual impact and presentation to Adelaide Road.

The building provides multiple tenancies which will benefit the increasing population of Mount Barker with a broad range of health services.

The loss of a Local Heritage Place in this instance is considered acceptable due to the condition of the building, the low level of existing amenity, proximity to the existing commercial township hub and the value-adding benefits of a consulting room in this location.

Car parking is adequate for the needs of the consulting room and the design to the rear of the building makes use of an existing crossover and can facilitate all deliveries on site.

Stormwater will be appropriately managed to ensure post-development flows do not exceed pre-development flows.

On this basis, it is considered the proposal satisfies the relevant provisions of the Code and warrants Planning Consent.

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TOWN PLANNING

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PROPOSED HEALTH CARE FACILITY
44-48 ADELAIDE ROAD, MOUNT BARKER

TRAFFIC AND PARKING REPORT

CIRQA™

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1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for a proposed healthcare clinic development at 44-48 Adelaide Road, Mount Barker. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development, its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by Beyond Ink (drawings no. 241114 PA02 to PA05, dated 16 April 2024).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the north-eastern side of Adelaide Road. The site is bound by Druids Avenue to the south-east, Adelaide Road to the south-west and established development (both commercial and residential) to the north-east and north-west.

The Planning and Design Code identifies that the site is located within a Neighbourhood Zone, with the following Overlays applicable:

- Advertising Near Signalised Intersections;
- Affordable Housing;
- Hazards (Flooding);
- Historic Area (MtB3);
- Hazards (Bushfire - Medium Risk);
- Heritage Adjacency;
- 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; and

- Water Resources.

The subject site spans three allotments, currently occupied by a chiropractic centre and two (2x) detached residential dwellings. Vehicle access is provided via a 6.5 m wide two-way access point on Druids Avenue, at which all turning movements are permitted, and via two (2x) 3 m wide crossovers on Adelaide Road, at which movements are restricted to left-in/left-out due to the presence of a solid median.

Figure 1 illustrates the location of the subject site with respect to the adjacent road network.

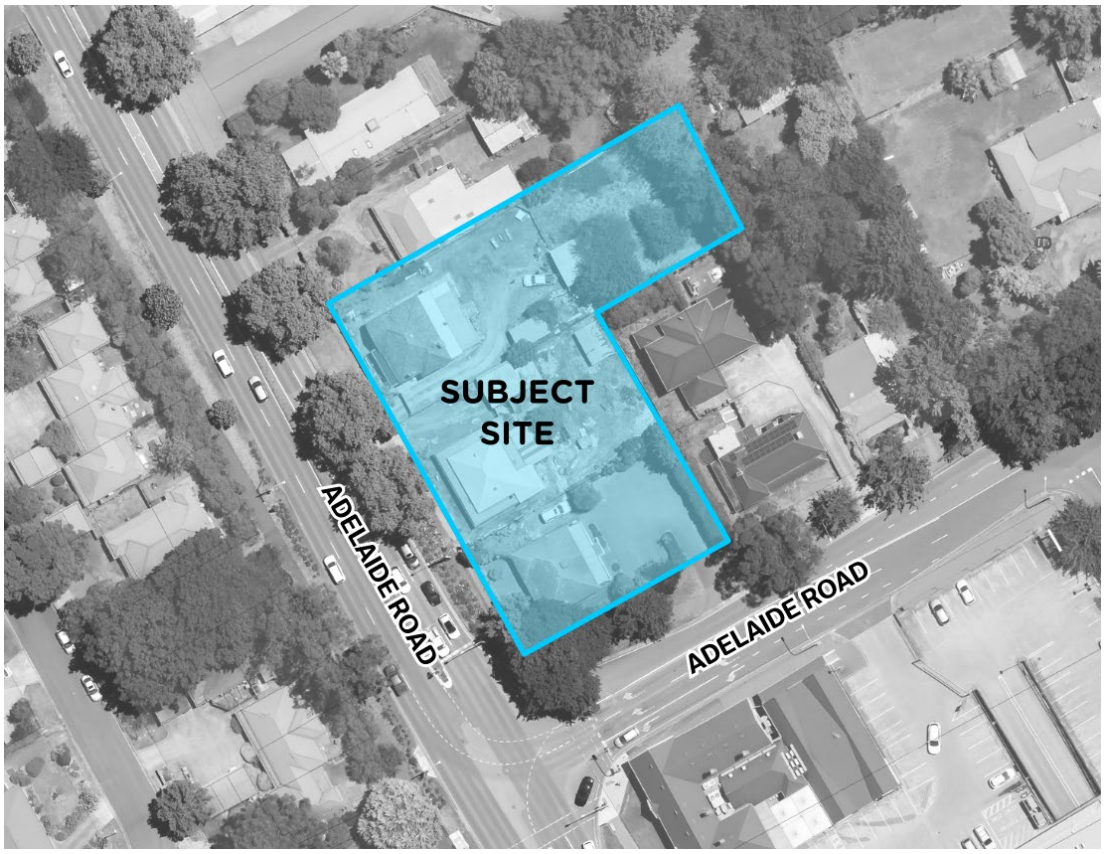


Figure 1 – Location of the subject site with respect to the adjacent road network

2.2 ADJACENT ROAD NETWORK

Adelaide Road is an arterial road under the care and control of the Department for Infrastructure and Transport (DIT). Adjacent the site, Adelaide Road comprises two traffic lanes in each direction, with sealed shoulders on each. Traffic data obtained from DIT indicates that this section of Adelaide Road has an Annual Average Daily Traffic (AADT) volume in the order of 38,000 vehicles per day (vpd), of which approximately 4% are commercial vehicles. Adjacent the site, a 60 km/h speed limit applies on Adelaide Road.

Druids Avenue is a collector road under the care and control of Mount Barker District Council. Druid Avenue comprises a 7.0 m wide carriageway (approximate) with a single traffic lane in each direction. No Stopping restrictions apply on both sides of Druids Avenue. The default urban speed limit of 50 km/h applies on Druids Avenue. DIT data indicates that 11,700 vpd utilise the adjacent section of Druids Avenue.

Adelaide Road and Druids Avenue form a signalised T-intersection immediately adjacent the site. Druids Avenue widens to 12.5 m to provide two right turn lanes and one left turn lane onto Adelaide Road. Adelaide Road accommodates a single right turn lane and single left turn lane into Druids Avenue (in addition to the through lanes).

2.3 WALKING AND CYCLING

Sealed footpaths are provided on both sides of Adelaide Road and Druids Avenue, servicing both pedestrians and cyclists. Cyclists are also able to ride on-street sharing the road with motorists. Pedestrian actuated crossings are provided across Adelaide Road on the southern leg of the signalised intersection, as well as across Druid Avenue.

2.4 PUBLIC TRANSPORT

Public bus services operate regularly in the vicinity of the subject site. Bus stops are located within 100 m of the subject site on both sides of Adelaide Road. These stops are serviced by the following bus routes (including limited service and school routes):

- 835 - Lobethal to Mt Barker
- 837 - Nairne to Mt Barker
- 840X - Mt Barker to City
- 842X - Nairne to City
- 860F - Mt Barker to City
- 864 - Mt Barker to City
- 864F - Mt Barker to City
- AOX9 - Mt Barker to Adelaide Oval
- HL2 - Hahndorf to Mt Barker
- N864 - After Midnight Saturday PM - Sunday AM Mount Barker to City
- T840 - Mt Barker to City
- T842 - Nairne to City

- T843 - Mt Barker to City
- 873 - Glenunga International High School to Mt Barker
- 877 - Heathfield High School to Mt Barker
- 882 - Mt Barker to Concordia College
- 886 - Mt Barker to Cabra College
- 887 - Mt Barker to Mercedes College
- 890 - Nairne to Oakbank Area School

Additional bus services are also available from the Dutton Road Park 'n' Ride (approximately 700 m to the north-east).

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the demolition of the existing infrastructure on the subject site and the construction of a multi-story specialist health care facility. The facility will accommodate a total gross leasable floor area of 1,568 m^2 gross floor area for consulting rooms. The ground floor consulting rooms will be utilised for allied health consulting (not general practitioners) with 9 consulting rooms plus ancillary areas. The first floor will be used for radiology with 6 imaging rooms (effectively consulting rooms for such a use) and associated ancillary areas.

3.2 ACCESS AND PARKING DESIGN

Vehicle access to the site will be provided via the existing two-way crossover on Druids Avenue The access point will accommodate two-way movements with entering vehicles able to be driven past another vehicle stored waiting to exit the site. All vehicles will be able to enter and exit the site in a forward direction.

The site will be serviced by a 42-space parking area, of which 2 spaces will be reserved exclusively for use by people with disabilities. The parking area will comply with the requirements of Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking* (AS/NZS 2890.1:2004) and Australian/New Zealand Standard, *Parking Facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2022) in that:

- regular parking spaces will be 2.6 m wide and 5.4 m long;
- the parking spaces for use by persons with disabilities will be 2.4 m wide and 5.4 m long (with an adjacent shared space of the same dimension);
- the parking aisle will be at least 5.8 m wide (though generally wider);

- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the aisle;
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height (where required by the Standard); and
- pedestrian sightlines will effectively be provided at the site's access point (given the verge width and position of the footpath).

3.3 REFUSE COLLECTION

Refuse collection will be undertaken via private contractor with the associated manoeuvres accommodated on-site (forward-in/forward-out). The site will be able to accommodate movements by a 10 m long refuse collection vehicle. Such movements would be undertaken outside of operating hours to allow the refuse collection vehicle to utilise vacant spaces for turnaround (or, alternatively, during lower trading periods with two parking spaces time restricted to accommodate the manoeuvre). Figure 2 illustrates the turn path for a refuse collection vehicle to enter and exit the site in a forward direction.



Figure 2 – Refuse collection vehicle turnaround movements within the site

4. PARKING ASSESSMENT

The Planning and Design Code identifies a Deemed-to-Satisfy/Designated Performance Feature (DTS/DPF) vehicle parking criteria of 4 spaces per consulting room. Based upon a capacity of 15 consulting rooms, the proposal

would have a theoretical requirement for 60 parking spaces. Given that 42 spaces will be provided, there will be a shortfall of 18 parking spaces when assessed against the DTS/DPF criteria.

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

> *"Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:*
>
> *(a) availability of on-street car parking*
> *(b) shared use of other parking areas*
> *(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared*
> *(d) the adaptive reuse of a State or Local Heritage Place."* (our emphases)

The Planning and Design Code therefore contemplates acceptance of lower parking provisions (than suggested by the specified rates) based on development and land use considerations.

Of particular note, specialist consulting typically generates lower rates than adopted for general practitioner (GP) consulting. For instance, in comparison to the Planning and Design Code DTS/DPF rate, radiology has been surveyed to generate a peak demand rate of 2.5 spaces per consulting room. Similarly, allied health consulting also generates lower peak demands than general practitioner consulting (for instance, psychology consulting has been surveyed to generate in the order of 2.67 to 2.75 spaces per consulting room). Such rates are in the order of two thirds (or lower) of the rate suggested by the Planning and Design Code.

In addition, consideration has been given to the RMS *"Trip Generation Surveys – Medical Centres – Data Report"* (update to the RTA *"Guide to Traffic Generating Developments"*). While this report relates to general medical consulting, it provides a conservative basis for comparison of parking demands associated with the proposal. The RMS report identified a peak parking demand rate based on the number of consulting rooms and analysed on a 'non-linear' statistical basis. The RMS report notes that the statistical regression value is less than the typical benchmark but is considered to provide a *"...reasonably close..."* fit to it. The non-linear, 'per consulting room' equation provided in the RMS report suggests a peak parking demand rate equivalent to 2.78 spaces per consulting room. If assessed on this basis, the proposal would have a peak demand for 41.7 parking

spaces (or 42 spaces), albeit it is reiterated that the RMS report primarily related to general practitioner consulting which would generate higher demands than the subject proposal.

On the basis of the above, it is considered that typical peak demands associated with the proposed (specialist) consulting rooms would be able to be accommodated wholly within the site. The proposal would achieve a rate of 2.8 spaces per consulting room which is higher than that observed at similar specialist consulting facilities (and higher than the various rates detailed above).

Given the factors detailed above, it is considered that provision of 42 spaces is sufficient to accommodate parking demands generated by the proposed development and in line with the relevant Performance Outcome of the Planning and Design Code.

5. TRAFFIC ASSESSMENT

The RTA's "Guide to Traffic Generating Developments" (the RTA Guide), and its subsequent updates, are documents commonly used by traffic engineers in order to determine the forecast traffic generation of a variety of land uses. The RMS study (update to the RTA Guide) identifies peak generation rates for medical centres. As with the parking assessment, such rates are associated with general practitioner centres and would overestimate realistic traffic generation associated with specialist consulting centres. Nevertheless, the RMS rates have been adopted for conservatism.

Based on analyses outlined within RMS report, the following traffic ('person-trip') generation rates were identified (where X_1 is the number of doctors on site at one time):

- peak 1-hour person trips (in + out) = $-0.0314\ X_1^2 + 6.1122\ X_1 + 8.0607$

Based upon 15 consulting rooms being achieved within the site, the proposed development is forecast to generate approximately 93 person trips during a peak hour. The RTA report data indicates that, on average, 86% of person trips were associated with motor vehicle use (including drivers, car passengers, drop-off/pick-up passengers, taxis etc.). On this basis, it is forecast that there could be in the order of 80 peak hour trips associated with the proposal.

The above peak hour generation rates to the peak period associated with the centre itself (which would typically occur mid-morning). In respect to the commuter peak hours associated with the adjacent road network, lesser peak hour volumes would be anticipated. For instance, the RMS report data identifies that, on average, the am and pm peak hour traffic surveyed equated to 55.7%

and 58.1% of the centres' peak hours, respectively. On this basis, the traffic generation during the commuter peak hours would equate to approximately 45 am and 47 pm peak hour trips. Nevertheless, it is reiterated that realistic traffic generation associated with the specialist nature of the proposed consulting uses would be lower than suggested by the above RMS (GP) based assessment. Furthermore, the total traffic forecast to be generated does not take into account the current uses of the site. In reality, the additional traffic generated by the proposed development would be lower again.

Vehicle movements generated by the proposed development will be distributed to/from Druids Avenue via the site's access point. The above movements are forecast to be distributed (relatively) equally between ingress and egress during the site's peak hour (i.e. approximately 23 ingress and 23 egress movements in the commuter peak hours). In reality, noting the conservatism in the above assessment, the realistic likely level of additional peak hour movements is anticipated to be in the order of 10 ingress and 10 egress movements. These movements would be distributed further between left and right turns into and out of the site.

The movements would generally be easily within the capacity of a two-way access point. However, it is acknowledged that, at times, queues on the Druids Avenue approach to the signalised intersection would block right-out movements. Drivers seeking to turn right out of the site will either need to wait for a gap in traffic (either through queue dissipation or other drivers leaving a 'courtesy gap' or, in the event of excessive delay, divert to a left-out movement and utilise alternative routes to access Adelaide Road. Notably, such conditions are reflective of the existing situation (albeit with a slight increase in right-out movements) and the access separation from the signals is maximised. Additionally, while there may be a level of queuing and delay associated with right-out movements (at times), queues would be held within the site and not impact other movements on Druids Avenue (or Adelaide Road).

The other movements associated with the access point would be accommodated easily without notable traffic impact. Similarly, the level of additional movements distributed to/from Adelaide Road, Druids Road and the surrounding roads will be low and have minimal impact on conditions on the road network. It is also noted that the proposal will result in the removal of a crossover on Adelaide Road and its associated conflict points, which is a positive traffic outcome.

6. SUMMARY

The proposal comprises the construction of a multi-storey (specialist) consulting room facility with associated access and parking provisions. Vehicle access to the site will be provided via the existing two-way crossover on Druids Avenue.

The site has been designed such that all movements can enter and exit in a forward direction. The access and the parking area will be provided in accordance with the relevant Australian Standard.

A total of 42 parking spaces will be provided on-site. The parking provision will not meet the DTS/DPF criteria of the Planning and Design Code. However, the Code does contemplate acceptance of reduced rates where appropriate in respect to various land use and locality factors. In respect to the subject proposal, the extent of on-site provision is considered appropriate (and in line with the provisions of the relevant Performance Outcome of the Code) given the facility will be associated with specialist consulting which generates lower demands than general practitioner consultants.

The proposal is conservatively forecast to generate in the order of 46 peak hour trips during the adjacent road network peak hours. In reality, the level of additional movements will be lower given the conservative nature of the assessment, and that it does not account for traffic generation associated with the site's existing uses. Such movements would generally be readily accommodated at the proposed site access and on the adjacent road network, albeit it is acknowledged that, at times, drivers may experience delays when attempting to turn right-out of the site (due to queues from the adjacent signals). Nevertheless, if desired to minimise delays, drivers could divert to a left-out movement and an alternative egress route. Importantly, such conditions would not notable impact conditions on Druids Avenue (i.e. queues associated with this would be 'held' on-site). Additionally, the forecasts are conservative as they are based on higher generation rates than are likely for specialist consulting and also include no reduction to take into account existing traffic generation associated with the site's existing uses.

44-48 Adelaide Road, Mount Barker

Environmental Noise Assessment

S8412C1

November 2024

sonus.

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Document Title	: 44-48 Adelaide Road, Mount Barker Environmental Noise Assessment
Client	: Leyton Property Pty Ltd
Document Reference	: S8412C1
Date	: November 2024
Author	: Tim Aplin, MAAS
Reviewer	: Simon Moore, MAAS

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1 INTRODUCTION

An environmental noise assessment has been prepared for the proposed development at 44-48 Adelaide Road, Mount Barker.

The development consists of the construction of a new medical centre building, including allied health services and medical imaging. Associated car parking facilities are also proposed.

The assessment considers noise levels at sensitive receivers from activity at the site, including car parking and vehicular activity, and from mechanical plant.

The closest sensitive receivers are residences located to the north and east of the site. Additional sensitive receivers are located on the opposite side of Adelaide Road to the west. An overview of the subject site and locality is provided in Figure 1.

The assessment has been based on the following:

- Drawings for the development from "44-48 Adelaide Road Council Presentation" provided by *BeyondInk*
- Mechanical plant location from the diagram attached in Appendix A.
- "TRAFFIC AND PARKING REPORT" for "PROPOSED HEALTH CARE FACILITY" at 44-48 ADELAIDE ROAD, MOUNT BARKER" prepared by *CIRQA*, Project Number "24261", Version "Draft 1", dated 31 May 2024 (the **Traffic Assessment**).
- The facility only operating during the day period as defined by the *Environment Protection (Commercial and Industrial Noise) Policy 2023* (the **Policy**) (7:00am to 10:00pm).
- Previous noise measurements and sound power data obtained from similar sites for the car parking and vehicular activity, and mechanical plant.
- Any rubbish collection at the site will be limited to the times of the day defined to not constitute a 'local nuisance' by the *Local Nuisance and Litter Control Act 2016,* which are:
    - Between 9:00am and 7:00pm on any Sunday or public holiday.
    - Between 7:00am and 7:00pm on any other day.

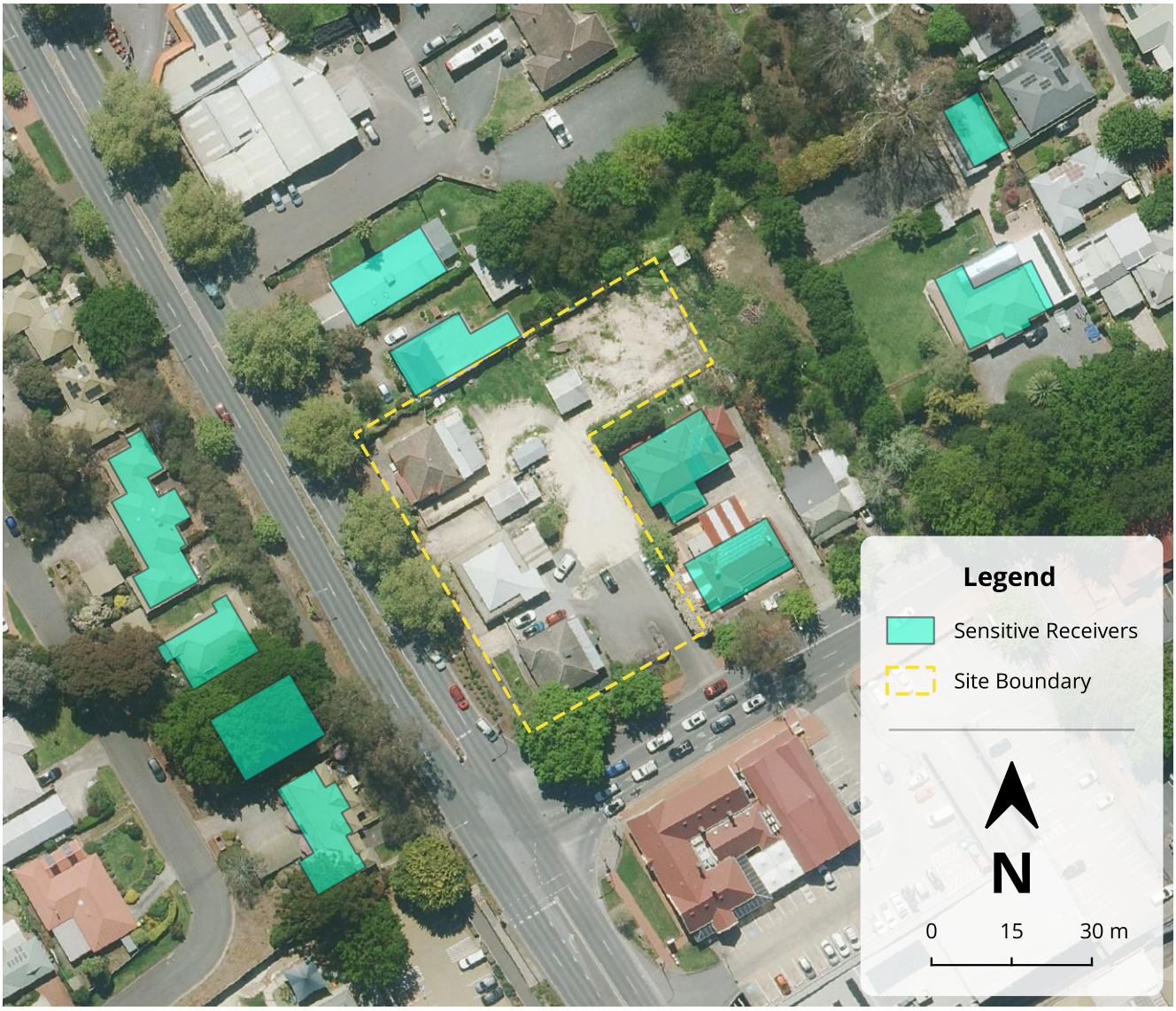


Figure 1: Subject site and surrounding area.

2 CRITERIA

2.1 Planning and Design Code

The development is subject to the provisions of the South Australian *Planning and Design Code* (the **Code**) under the *Planning, Development and Infrastructure Act 2016*.

In accordance with the Code, the subject site and all sensitive receivers are within the *Neighbourhood Zone*. The Code has been reviewed and the provisions considered relevant to the assessment are included in Appendix A.

Performance Outcome (**PO**) 4.1 of the *Interface between Land Uses* module of the *General Development Policies* of the Code specifically requires that noise from a development *does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers)*. The Deemed-to-Satisfy / Designated Performance Feature (**DTS/DPF**) for PO 4.1 references the *Environment Protection (Commercial and Industrial Noise) Policy 2023* (the **Policy**).

2.2 Environment Protection (Commercial and Industrial Noise) Policy 2023

The Policy provides objective noise criteria to assess the environmental noise emissions from a proposed development. The noise criteria provided by the Policy are based on the *World Health Organisation Guidelines for Community Noise (1999)* (the **WHO Guidelines**), which provides recommendations for appropriate noise levels to prevent community annoyance, sleep disturbance and adverse impact on the amenity of a locality. Therefore, compliance with the Policy is considered to satisfy the WHO Guidelines and the subjective requirements of the Code relating to environmental noise.

The Policy establishes indicative noise levels to be achieved at sensitive receivers based on the zones in which the noise source (the development) and sensitive receivers (the residences) are located. For new developments, Part 5 of the Policy provides goal noise levels which are 5 dB(A) more onerous than those which would otherwise apply when assessed at existing noise sensitive receivers.

Based on the above, and the facility only operating during the day period of the Policy (from 7:00am to 10:00pm), a goal average noise level (L_{eq}) of 47 dB(A) is provided by the Policy to be achieved at sensitive receivers.

When predicting noise levels for comparison with the Policy, adjustments may be made to the average noise levels for each "annoying" characteristic of tonality, impulsiveness, intermittency, low frequency, and modulation of the noise source. The characteristic must be dominant in the acoustic environment and therefore the application of penalties can vary depending on the assessment location, time of day, the noise source being assessed, and the predicted noise level. The application of penalties is discussed further in the Assessment section.

3 ASSESSMENT

The noise levels resulting at nearby sensitive receivers from activity at the site have been predicted based on a range of previous noise measurements and observations at similar facilities, including:

- Vehicle movements through the car park as vehicles arrive at or depart from the site.
- Car park activity, including opening and closing of doors, talking, vehicles starting and idling and reversing into or out of their parked position.
- Mechanical plant serving the building.
- Mechanical plant serving the medical imaging equipment.

The detailed design of mechanical plant systems, including the air conditioning and cooling equipment, usually takes place after the Development Approval stage. As such, the assessment has considered typical air conditioning and cooling plant noise data collected from similar facilities to provide an indicative assessment. It is recommended that the assessment be updated if the noise from the selected units or the number of units is different to those assumed for this assessment. The assessment has been based on the following indicative mechanical plant operating in the plant room on the lower level of the building:

- 2 x air cooled chillers for the medical imaging equipment
- 4 x large air conditioning condenser units

It is assumed that:

- The eastern facing plant room doors are fully louvred to allow air flow into the plant room.
- The air discharged from the air cooled chillers and condensing units is ducted to the northern building facade.
- The medical imaging machinery is placed into standby mode outside of the opening hours of the facility (8:00am to 6:00pm). Previous experience with medical imagery cooling systems has shown that the noise emission from the chillers during standby mode is negligible.

The sound power levels for these noise sources are provided in Appendix C.

The noise levels predicted at sensitive receivers from activity at the site have been based on the following operational assumptions for the level of activity occurring in any 15-minute[1] period during the day:

- 23 passenger vehicle movements through the site to the car parking spaces[2].
- Activity in 23 of the car parking spaces as people enter/exit their vehicles.
- Continuous operation of all mechanical plant, including the units servicing the medical imaging equipment.

A noise model of the site and surrounding area has been developed using *SoundPLANnoise* noise modelling software to predict noise levels at sensitive receivers. The noise model considers the level of activity described, the sound power level and height of each noise source, the distance to receivers, the effects of barriers such as fences and buildings, and topography of the area.

Recommendations

Based on the noise model, without incorporating specific acoustic treatments to the site, the noise goals under the Policy are predicted to be exceeded at sensitive receivers.

Therefore, it is recommended that the following acoustic treatments are incorporated:

<u>General Activity</u>

- Construct solid boundary fences for the extents shown as **RED** and **GREEN** in Figure 2.
- The fence shown as **RED** should be at least 2.1m tall, and the fence shown as **GREEN** should be at least 1.8m tall. All heights should be measured from the top of any retaining walls (if present).
- The fences should be constructed from a material such as 0.35mm BMT sheet steel (*Colorbond* or similar). Ensure that the fences are sealed airtight at all junctions, including at the ground.

[1] The default assessment period of the Policy.

[2] It is noted that the Traffic Assessment predicts a peak-hour traffic volume of 46 vehicles. The assessment has conservatively considered half of these to occur within a 15-minute period.



Figure 2: Boundary fence locations.

Mechanical Plant

- Construct a solid, 3m high fence for the extent shown as **PINK** in Figure 3. The fence should be constructed from a material such as 0.35mm BMT sheet steel (*Colorbond* or similar), and sealed airtight at all junctions, including at the ground and the join to the building.
- Ensure the sound power levels of the air conditioning condensers and medical imaging chillers discharge (on the northern facade of the building) are no higher than the levels shown in Appendix C.
- Install acoustic absorption material to the full height of the fence for the extent shown as **BLUE** in Figure 2. The absorption material should be at least 50mm thick with a minimum density of 32 kg/m^3 or a proprietary weatherproof product with a *noise reduction coefficient* (**NRC**) of 0.8 or greater (*Stratocell "Whisper"* or similar). The absorption material should be installed in accordance with Detail 1.
- Install acoustic absorption with a thickness of at least 75mm and a minimum density of 32kg/m^3 to the full extent of the plant room soffit. An example of a suitable material is *CSR Bradford "Supertel"* glasswool insulation.

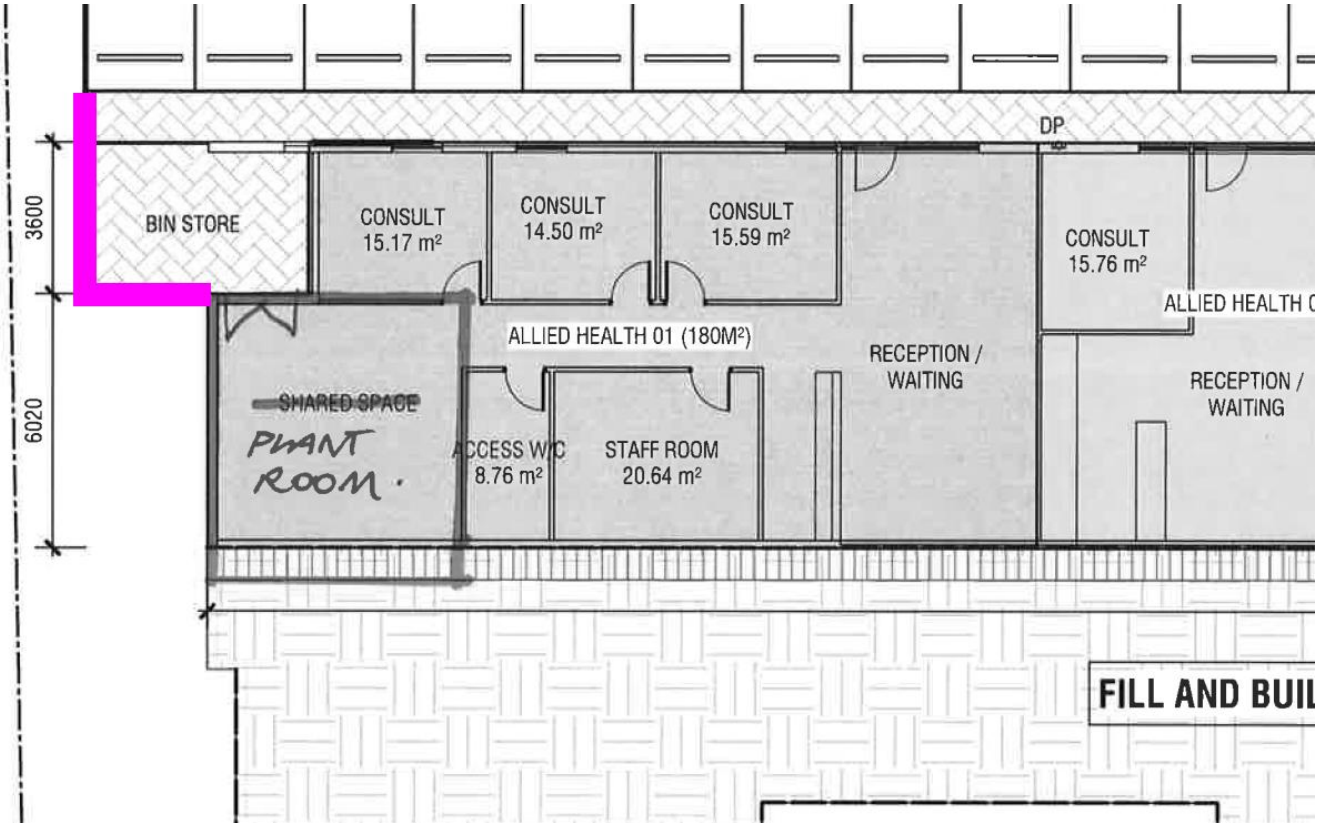
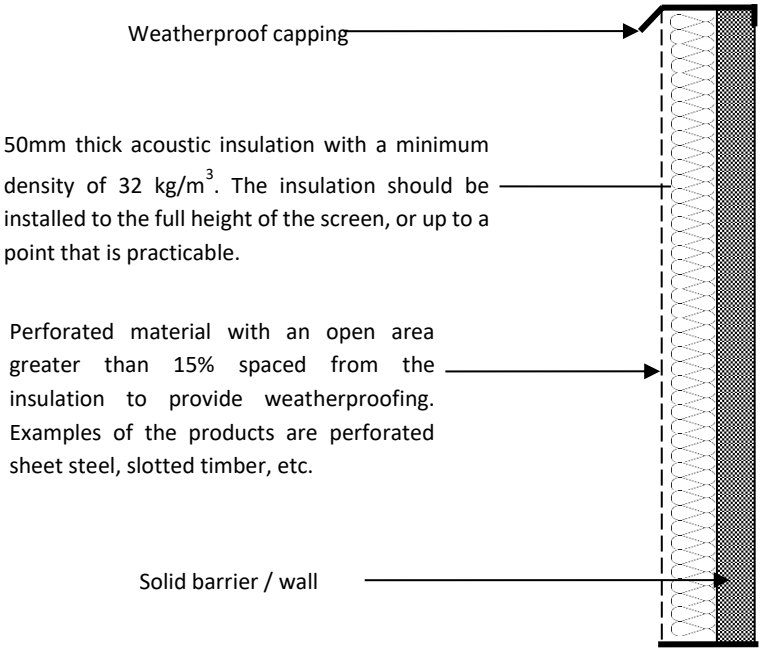


Figure 3: Mechanical plant barrier location.



Detail 1: Acoustic absorption detail.

Predicted Noise Levels

Based on the noise model and subject to the incorporation of the recommended acoustic treatments, the highest noise level predicted at any sensitive receiver is 47 dB(A).

For the most noise affected sensitive receiver (located to the north), the predicted noise level is controlled by mechanical plant which is broadband in nature and at a constant level and therefore no character penalties are warranted at this location.

For the other receivers, where the predicted noise levels are controlled by noise from cars parking and vehicle movements, the noise from car parking and vehicular activity at the site is unlikely to warrant a character penalty as the noise from cars parking and moving through the site will occur randomly, rather than in a cyclical manner (required for a modulation penalty to apply), and therefore it is considered that no character penalties are warranted.

On this basis, it is considered that no adjustments to the predicted noise levels at sensitive receivers are required. Therefore, the noise goals under the Policy are predicted to be achieved at all sensitive receivers.

Where the Policy is satisfied, it is considered that all relevant Performance Outcomes of the *Planning and Design Code* related to environmental noise will be satisfied.

4 CONCLUSION

An environmental noise assessment has been conducted for the proposed development at 44-48 Adelaide Road, Mount Barker.

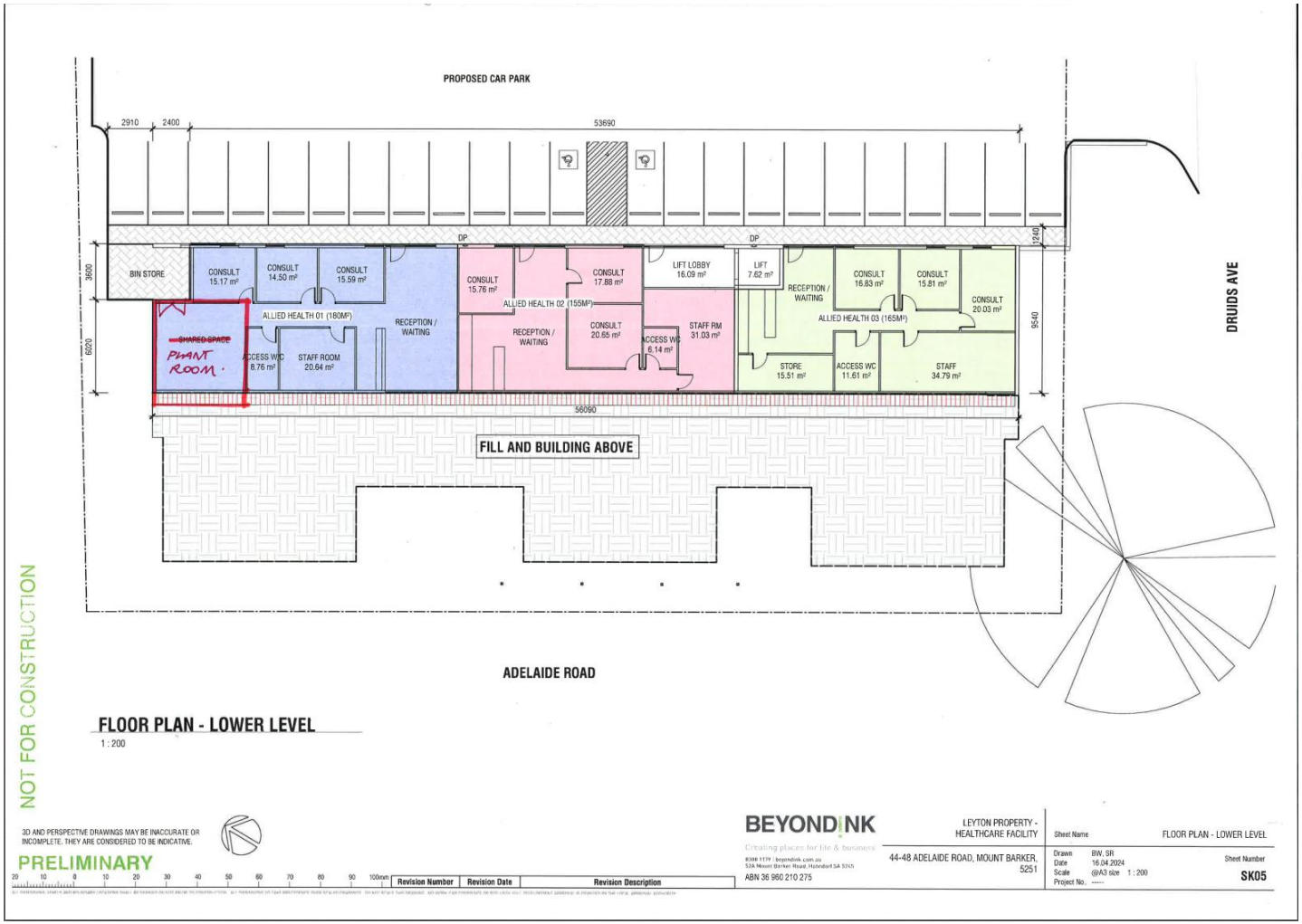
The assessment considers noise levels at sensitive receivers from activity at the site, including car parking and vehicular activity, and from mechanical plant.

The predicted noise levels at sensitive receivers will achieve the relevant provisions of the *Environment Protection (Commercial and Industrial Noise) Policy 2023*, subject to the incorporation of the recommended acoustic treatments, comprising:

- Construction of the recommended boundary fences, including the installation of acoustic absorption material in the locations specified.
- Construction of a specific mechanical plant barrier.
- Attenuation of the mechanical plant such that it achieves the levels specified in the report.
- Installation of acoustic absorption material to the plant room soffit.

Based on the assessment, the development will *not unreasonably impact the amenity of sensitive receivers*, thereby achieving the relevant provisions of the *Planning and Design Code* related to environmental noise.

APPENDIX A: MECHANICAL PLANT LOCATION



APPENDIX B: PLANNING AND DESIGN CODE – RELEVANT PROVISIONS

Part 4 – General Development Policies – Interface between Land Uses

Desired Outcome	
D01	*Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.*

Performance Outcome	*Deemed-to-Satisfy Criteria / Designated Performance Feature*
General Land Use 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.*	*DTS/DPF 1.2* *None are applicable.*
Activities Generating Noise or Vibration	
PO 4.1 *Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).*	*DTS/DPF 4.1* *Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.*
PO 4.2 *Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:* *(a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers* *(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers* *(c) housing plant and equipment within an enclosed structure or acoustic enclosure* *(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.*	*DTS/DPF 4.2* *None are applicable.*

APPENDIX C: SOUND POWER DATA

Activity		Sound Power Level (dB(A))
Car Park	General activity	83
	Moving car	82
Mechanical Plant	Air conditioning condenser unit	83
	Air conditioning condenser unit ducted discharge (with attenuation)	68
	Medical imaging chiller	93
	Medical imaging chiller ducted discharge (with attenuation)	72

Matthew Fielke

From: Simon Moore <smoore@sonus.com.au>
Sent: Monday, 10 February 2025 1:55 PM
To: Sean Elliott
Cc: Tim Aplin
Subject: RE: 44-48 Adelaide Road, Mount Barker

Hi Sean,

In a general sense there should not be an issue with a permeable section at the bottom of the fence, but without any specific details being provided as to the height of the permeable section or the exact location(s) I cannot comment any further. There may be a need for specific treatment of that permeable section, such as a small mound or kerbing in front to block any line of sight between the noise sources and receiver(s). This would be more of a detailed design issue and may need to be addressed through a condition of consent (requiring additional modelling when the details are confirmed).

Note also I'm responding to a similar query I just received from Lukas Weeks regarding the effect of increasing the height of that section of fence to a 2.1m tapering to 2.4m high – but this will not consider the effects of any permeable sections.

Regards,
Simon

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Senior Associate
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From: Sean Elliott <sean.elliott@beyondink.com.au>
Sent: Monday, 10 February 2025 1:40 PM
To: Simon Moore <smoore@sonus.com.au>
Cc: Tim Aplin <taplin@sonus.com.au>
Subject: RE: 44-48 Adelaide Road, Mount Barker

Hi Simon, hope you are well.

With regards to the development at 44-48 Adelaide Road, Mount Barker, I'm not sure if you recall, in mid-November 2024, we discussed the fencing in the area shown below having a gap at the bottom to ensure the flood waters weren't blocked.



I noted from our conversation a permeable section up to 300-400mm high would not be an issue, there just might need to be some bar work for security purposes. Depending on the gap there may also be the need to adopt a higher fence.

The idea was that FMG would confirm the gap height once the flood level was confirmed. However, as FMG's assessment inferred the carpark would be at natural ground level in this section of the site, this was enough for Council. Hence the flood level was never finalised.

We are now in a position where the application is being presented to the next CAP meeting and Council needs written confirmation of the allowance of a permeable section asap.

Can you please confirm Sonus does not believe a permeable section at the bottom of the fence in the above shown section would be an issue from a noise perspective. Please note we met with one of the owners backing on to this area and agreed to provide a higher fence, so if the fence needs to be raised in height this is not an issue.

We would appreciate if you could provide a response today as Council is looking to finalise the report today. Due to contract obligations, we can't miss this CAP meeting, and this information is required to enable them to finalise the report.

Apologies for such an eleventh-hour request, however, any assistance would be greatly appreciated.

Happy to discuss further.

Kind regards,

Sean Elliott
Senior Town Planner

BEYONDINK
TOWN PLANNING
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From: Simon Moore <smoore@sonus.com.au>
Sent: Thursday, 14 November 2024 3:39 PM
To: Scott Robinson <scott.robinson@beyondink.com.au>
Cc: Lukas Weeks <lukas@leytonproperty.com.au>; Sean Elliott <sean.elliott@beyondink.com.au>; Tim Aplin <taplin@sonus.com.au>
Subject: RE: 44-48 Adelaide Road, Mount Barker

Hi all,

Please find attached the acoustic report for 44-48 Adelaide Road, Mt Barker.
The recommended acoustic treatments include:

- Fencing for the boundary and bin enclosure (specific minimum heights to be achieved)
- Sound absorption material for the plant room soffit and part of the boundary fence
- Acoustic treatment to the condenser unit & chiller discharge ductwork from the plant room

The details of these treatments are included on pages 8-10 of the acoustic report.

Let me know if you have any questions in relation to this.

Regards,
Simon

Simon Moore
Senior Associate
+61 402 857 579
smoore@sonus.com.au

Sonus Pty Ltd
17 Ruthven Avenue
ADELAIDE SA 5000
Phone: 08 8231 2100

From: Scott Robinson <scott.robinson@beyondink.com.au>
Sent: Tuesday, 12 November 2024 10:14 AM
To: Simon Moore <smoore@sonus.com.au>
Subject: RE: 44-48 Adelaide Road, Mount Barker

Hi Simon,

Please see the attached sketch indicating the desired plant room location.

The roof location may pose significant issues with regards to roofline / heritage response, and also access.

We will update our plans accordingly.

Kind Regards,

Scott Robinson
B.Arch

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To: Lukas Weeks <lukas@leytonproperty.com.au>; Tim Aplin <taplin@sonus.com.au>; Scott Robinson <scott.robinson@beyondink.com.au>; Sean Elliott <sean.elliott@beyondink.com.au>
Subject: RE: 44-48 Adelaide Road, Mount Barker

Hi all,

Just a reminder that we are still waiting on the proposed rooftop location of the mechanical plant (or other location if it is not going to be located on the roof).
We really need this information to finalise the acoustic assessment.

Regards,
Simon

Simon Moore
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From: Lukas Weeks <lukas@leytonproperty.com.au>
Sent: Thursday, 31 October 2024 2:04 PM
To: Simon Moore <smoore@sonus.com.au>; Tim Aplin <taplin@sonus.com.au>; Scott Robinson <scott.robinson@beyondink.com.au>; sean.elliott@beyondink.com.au
Subject: RE: 44-48 Adelaide Road, Mount Barker

Hi Simon

Please see preliminary traffic report attached. Cirqa are updating at the moment.

I have also copied in @Scott Robinson and @Sean Elliott from Beyond Ink. Scott can help with the plant query and Sean can help assist with other queries relating to the report.

Thanks!!

Lukas Weeks
Transactions Director

0434 957 537
(08) 7223 8895
lukas@leytonproperty.com.au

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Leyton Property

DISCLAIMER

From: Simon Moore <smoore@sonus.com.au>
Sent: Thursday, 31 October 2024 1:52 PM
To: Lukas Weeks <lukas@leytonproperty.com.au>; Tim Aplin <taplin@sonus.com.au>
Subject: RE: 44-48 Adelaide Road, Mount Barker

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Hi Lukas,

Just wondering if there is a traffic report available for the carpark?
We need to understand the peak traffic movements into / out of the carpark.
Also, you mentioned that the mech plant would be accommodated on the roof of the building, but it is not clear to me where this would be given the pitched roof structure shown in the 3D images. Could you please confirm the location of the mechanical plant?

Regards,
Simon

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From: Lukas Weeks <lukas@leytonproperty.com.au>
Sent: Tuesday, 29 October 2024 5:31 PM
To: Simon Moore <smoore@sonus.com.au>; Tim Aplin <taplin@sonus.com.au>
Subject: RE: 44-48 Adelaide Road, Mount Barker

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Hi Simon please proceed.

Really appreciate the prompt turnaround.

Lukas Weeks
Transactions Director

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From: Simon Moore <smoore@sonus.com.au>
Sent: Tuesday, 29 October 2024 5:28 PM
To: Lukas Weeks <lukas@leytonproperty.com.au>; Tim Aplin <taplin@sonus.com.au>
Subject: RE: 44-48 Adelaide Road, Mount Barker

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Hi Lukas,

Please find attached the acoustic fee proposal for 44-48 Adelaide Road, Mt Barker.
It is confirmed that the assessment can be completed within 2 weeks from receipt of approval to proceed (email response is fine).
If you have any questions in relation to the proposal, please let me know.

Regards,
Simon

Simon Moore
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smoore@sonus.com.au

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ADELAIDE SA 5000
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From: Lukas Weeks <lukas@leytonproperty.com.au>
Sent: Tuesday, 29 October 2024 11:36 AM
To: Tim Aplin <taplin@sonus.com.au>

Cc: Simon Moore <smoore@sonus.com.au>
Subject: 44-48 Adelaide Road, Mount Barker

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Hi Tim

Good to speak just now.

As discussed, council has just advised us that we need to provide an acoustic report for an application that we have underway at Mount Barker. High-level plan attached.

Can you please confirm timing and a fee to be about to produce a report suitable for planning consent.

Lukas

Lukas Weeks
Transactions Director

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ENGINEERING

Stormwater Management Report

JOB NUMBER:	S69093- 290254
CLIENT:	Leyton Property Pty Ltd
SITE:	Healthcare Clinic 44-48 Adelaide Road, MOUNT BARKER, SA 5251
DATE:	13/07/2024
REVISION:	1

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Document Status

Rev No.	Status	Author	Reviewer			Approved for Issue		
			Name	Signature	Date	Name	Signature	Date
0	Draft	G Ashtijou	J Zanker		07/06/2024			
1	Preliminary	Ghasem Ashtijou	Jordan Colbert		11/07/2024	Jordan Colbert		13/07/2024

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Introduction

FMG Engineering (FMG) has been engaged by Leyton Property Pty Ltd to prepare a Stormwater Management Plan for the proposed works at Healthcare Clinic, 44-48 Adelaide Road, MOUNT BARKER, SA 5251 for the purpose of planning approval. Engineering survey has been undertaken, and this report will be updated should any assumptions made need modification.

This Stormwater Management Plan has been prepared in accordance with the District Council of Mount Barker Design, Construction, and Development of Infrastructure Assets Aug 2007 (Standards and Requirements). Council has not provided additional stormwater requirements correspondence specific to this development yet. The intent of this report is to provide a high-level summary of feasible stormwater management principles which will be applied on site to meet Council's requirements and to demonstrate how stormwater can be managed on the proposed development, including detention storage requirements. This report will be updated if fundamental changes to design intent occur throughout the design process.

Site understanding

The site is located at 44-48 Adelaide Road, MOUNT BARKER, SA 5251 as shown in Figure 1 and is currently used as existing residential dwellings and commercial allotments. The site naturally grades toward south-east with surface grade of approximately 5.0% east to west and 1% north to south on average. The footprint of the site is approximately 3,000m^2. The proposed site is bound by residential houses to north and east, Druids Ave to the south, and Adelaide Road to the west.



Figure 1: Site location (Nearmap)

A review of the GIS stormwater layer (Figure 2) indicates that there is council stormwater network in Druids Ave downstream of the subject site, however not directly adjacent to the subject site. The survey of the subject site is shown in Appendix B of this report. Also, there is a side entry pit downstream of the site at the intersection of Druids Ave and Walker St water table which can be a potential receiving node for the proposed stomwater discharge from the subject site. Figure 3 extracted from Location SA GIS data also demonstrates that there is a stormwater drain (open channel or 900mm pipe) along the rear of lot 48 which ultimately discharge to the creek along the Macfarlane Tce via a 1350mm pipe.

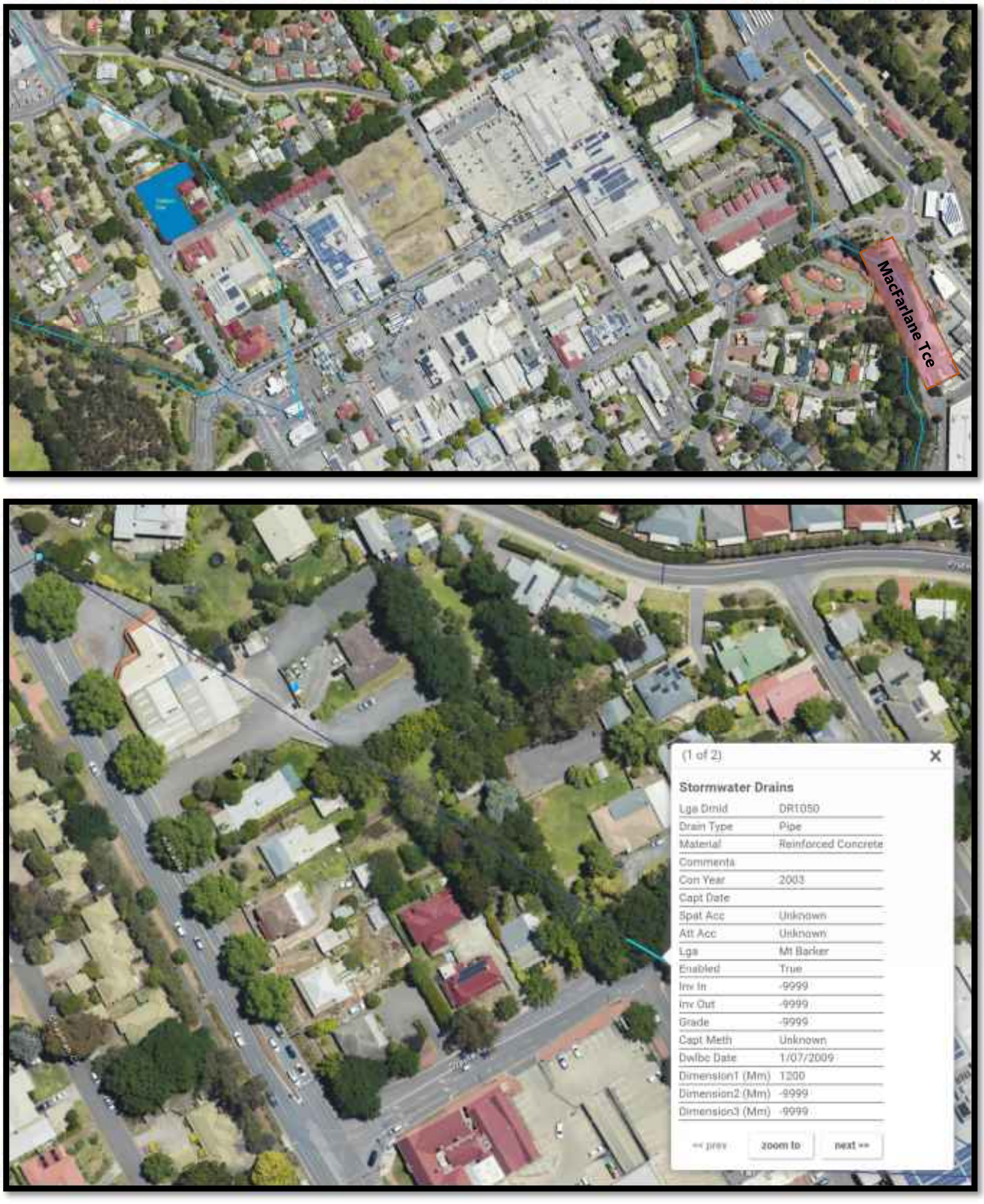


Figure 2-Council Stormwater network - GIS Stormwater pits and pipes seen in blue

FMG has not identified any upstream catchments for this location. In addition, flood mapping (reference: *South Australian Property and Planning Atlas SAPPA*), suggests that there is local flooding concern within the rear of lot 48 along the existing open channel during the 1% Annual Exceedance Probability (AEP) storm event as shown in Figure 3. There is no data available for the flood depth in GIS available data.



Figure 3 - Flood inundation mapping (https://sappa.plan.sa.gov.au/)

Proposed Development

The concept drawing outlining the proposed site plan is shown in Appendix A (subject to minor changes) which include the development of a two-storey building and carpark of Healthcare facility. It should be noted that this concept plan is intended for development application purposes only. All setbacks, site coverage, carparking numbers, landscaping areas and the like are subject to statutory approval and all existing and proposed features, dimensions, areas, and boundaries are approximate only.

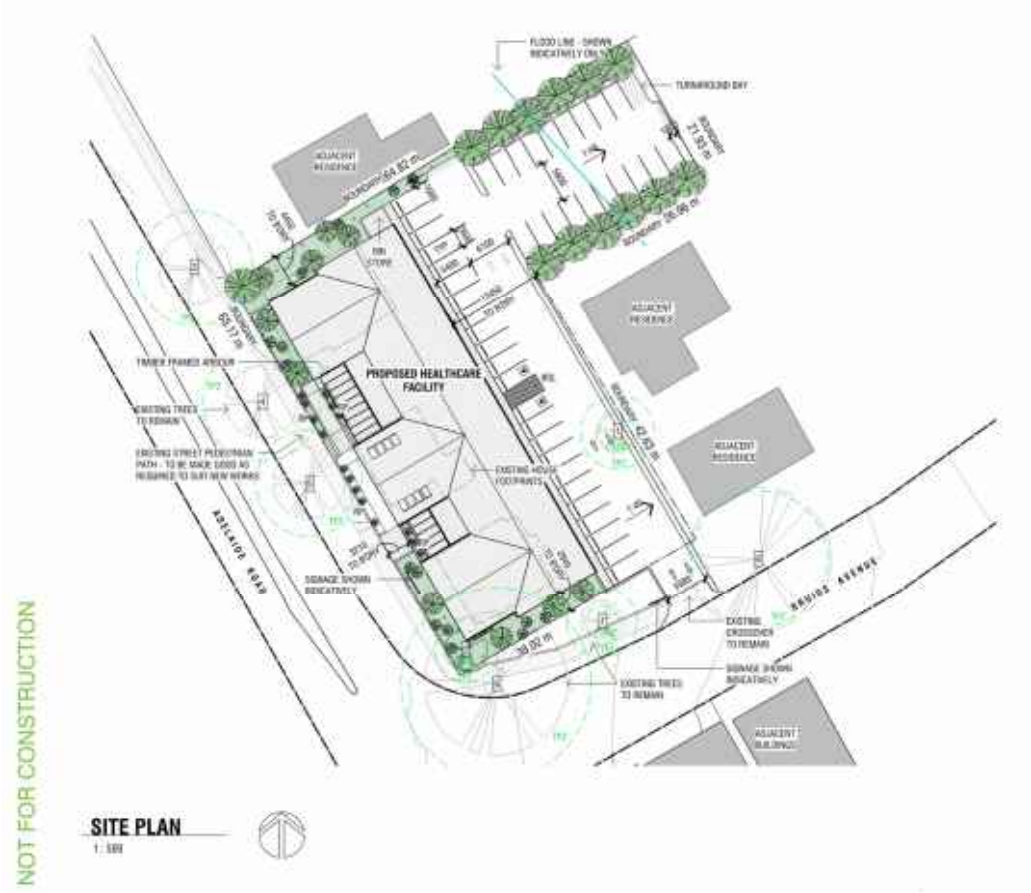


Figure 4-Proposed development

Stormwater Management Requirements

The following applies regarding the District Council of Mount Barker Design, Construction, and Development of Infrastructure Assets Aug 2007 requirements:

- Council require on site detention of stormwater to ensure that runoff does not exceed pre-development rates.
- The stormwater management scheme for all developments is to incorporate both a minor and major system. The major system shall provide a safe well defined overland flow path for rare runoff events (Q100) while the minor system shall be capable of controlling flows from frequent runoff events (Q10). Minor system flows are to be conveyed underground unless approved otherwise by Council.
- Maintain the volume and rate of flow of the runoff to those levels existing prior to development.
- Stormwater discharge from industrial/commercial properties (including car parking areas) must pass through an appropriate sized Stormwater By-Pass Interceptor Pit (Stormceptor) located within the property to remove grit and contaminants prior to entering the stormwater system via a minimum 300dia RC pipe connection to the piped drainage system.
- In some cases, the outfall may discharge to an open channel or natural watercourse via a headwall with appropriate scour protection. Flows can be disposed of via a combination of the underground system and unobstructed overland flow routes.
- Where the allotment grades to the rear and there is no rear of allotment drainage provided, a drainage easement may need to be obtained for the outfall pipe to drain through the rear of the property to the street drainage system.
- For all building developments the finished floor level should be a minimum of 300mm above the top of kerb of the street fronting the development. In general, pavement areas and driveways should grade away from the buildings and out to the street at a minimum grade of 0.2% to provide an overland flow path for the major storm flows. Where this cannot be achieved because the allotment grades to the rear, building floor levels should be set a minimum 150mm above the natural ground level.
- Where properties are adjacent to major drainage channels and flood ways the finished floor levels of new building developments should be a minimum of 300mm above the 1 in 100 year ARI hydraulic grade line (HGL) of the floodway adjacent to the development.
- Typical forms of control to be used should be trash racks, gross pollutant traps and oil interceptors. On private owned properties these systems are to be located within the property boundaries of the development and are the responsibility of the developer.
- The minimum standard of treatment shall be able to remove following percentages of pollutants from the typical annual urban load:
- 80% reduction in Total Suspended Solids
- 45% reduction in Total Phosphorus
- 45% reduction in Total Nitrogen
- 90% reduction in Litter

Council has provided requirements specific to the subject site yet as followings:

- The stormwater discharge for the proposed site shall be through a kerb outlet on Druids Avenue. If the pump system is adopted for the stormwater discharge, the pump system shall be designed in accordance with AS3500.3-2015 including the safety in design risk assessment.

- Stormwater detention is to be provided within the site to limit up to 1% AEP post-development peak flows to 1% AEP pre-development peak flows and the discharge to street kerb shall not exceed 15l/s per kerb outlet. Stormwater calculations are to be provided for 10% AEP and 1% AEP pre-and-post development peak flows.
- Stormwater discharge must pass through an appropriate treatment chain to achieve stormwater quality targets set by EPA. The treatment measures shall be located within the site, prior to discharge to street kerb outlet.
- Please note, as the subject site is within the vicinity of flood plain, the finished floor levels of the buildings shall be a minimum of 300mm above the estimated 1% AEP flood level
- In addition to the flood data commentary above – should the proposed development include car parking within the 1% AEP flood extent, the flood study should demonstrate the impact of this development on the floodplain up and down stream.

Stormwater Management Plan

FMG's proposal to Council: Available flood mapping on Council's website indicates that a certain section of the site (specifically, the northeastern corner at the back) falls within the flood zone and is prone to flooding during a 5% AEP storm event or worse. We have overlaid the proposed layout on the flooding map and we noticed that the area marked in red is adjacent to flooding. FMG believe that any proposed internal stormwater network (pit/pipe/OSD) within this area, would accept flood waters from the external catchment. This would overload the system and pump flood waters to the legal point of discharge in Druids Avenue.

Flood mapping: (https://www.mountbarker.sa.gov.au/infrastructure/water/stormwater/floodmappings)

To address this issue, FMG propose an alternative option below for Council to review and assess:

- Adjust the site grading to align the proposed carpark levels to the existing levels within the red marked area. This will mitigate impacts to the flood plain and flood conveyance of the watercourse. Further within the site, runoff for all storms including the 1% AEP would be intercepted before reaching the red marked area, captured by the internal SW network, detained within the underground tank, restricted to the predevelopment peak flows, and pumped to council's stormwater network (Druids Ave) safely for up to and including 1% AEP storm event.



- To manage runoff from the portion of the car park that is prone to flooding (the red area), a minor stormwater system (spoon drain, pit and outfall drain) would be proposed at existing levels, conveying runoff via pit and pipe into the existing channel. This area will be designed with permeable paving, thus producing less runoff than other sections of the car park during minor storms. During major storms, this area will be safely inundated by the existing flood conditions. This would mimic the current conditions as much of this lower carpark area would currently convey runoff into the open channel, with any new infrastructure above the 100-year flood line diverted away into Druids Ave.

Council's correspondence to FMG's proposal (dated 25/07/2024 by Matthew Fielke – Senior Planner):

- The flood impact assessment shall not be required, given that it is proposed to match car park levels to the existing levels within 100 year flood extent. However, our 2021 & 2022 aerial imagery (please refer attached images) shows that the rear area of the subject property within the 20 & 100 year flood extent has been filled. The P & D code suggests that development within a floodplain should not impede the flow of flood waters through the land.
- The applicant will be required to return the land to natural ground levels where fill is present. Depending on the amount of fill introduced to the land, bore log samples may be required to determine excavation depth. Council will need additional clarification regarding this aspect prior to works occurring.
- The proposal to discharge surface run off within the flood extents only for minor storms, to the existing open channel through above measures is acceptable. All the run off from catchment area above 100 year flood extent for major storms shall be captured, detained to pre-development flow and pumped to Druids Avenue. The diverted pumped discharge to Druids avenue shall demonstrate safe overland flow on Druids Avenue and no major ponding at receiving SEP downstream for up to 1% AEP rain events.
- The published maps on council's website are the only maps available at this time and are simply for planning purposes identifying potentially flood prone property and flood extent. The flood extent shown in these maps is based on the pre-modified state of the land. As mentioned above, there has been some history of fill in this area that may need to be removed – returning the site to natural ground levels. The available flood map is indicative only and is not to be considered as reliable/accurate to be overlaid on the plans.

FMG has prepared a preliminary stormwater modelling and Civil Design (As shown in Appendix B) to demonstrate feasible compliance with Council's requirements. The outcomes of this preliminary investigation indicate the most efficient site management of stormwater will be achieved as follows:

- The subject site's rear at the corner of the north-eastern boundary is inundated during 100-year storm event. The exact flood levels are not available as council did not provide any localised flooding map. FMG has considered a gravity-based solution, but with the presence of an underground tank within the carpark at the nominated location shown in civil sketch (appendix B) deemed an appropriate consideration, combined with the survey and site levels, gravity discharge will not be applicable and using pumping system is required.
- Runoff from the roof areas will be collected via box gutters and downpipes and be diverted into an underground detention tank (nominally 24m^3) which will be located within the carpark.
- Outdoor landscaped areas' runoff (carpark and landscaping areas shown in figure 5) will be collected via pits and pipes and diverted to the under-ground detention tank.
- DRAINS results demonstrate that a 225mm pipe collects all runoff from roof for up to and including 1% AEP storm event.
- Underground stormwater network (pit/pipe) within the proposed development has been designed to convey up to and including the 1% AEP (100-year ARI) storm event as the proposed development grades toward the rear of property (low point) and all the runoff for up to and including 1% AEP storm must be collected without entering neighbouring properties.

- Carpark surface runoff will be graded and collected by a series of pits, pipes, and spoondrains and diverted to the under-ground detention tank.
- Stormwater runoff from the site (underground tank) will be discharged to the pump/sump system. The pump will discharge to the street kerb with maximum pumping rate of 35L/s during minor and major storm events.
- The quality of stormwater runoff from the completed development will meet Council's requirements through the use of a JellyFish JF900-2-1 (or similar approved) installed upstream of the OSD tank. In addition, OceanGuard (i.e. 200micron leaf litter baskets) or similar approved trash screens, filtering runoff generated by carpark areas and landscaped areas prior to discharging to Council's network.
- In accordance with Council requirements, discharge from the site has been restricted from 1% AEP (100-year ARI) storm event post-development peak flow to 10% AEP (5-year ARI) pre-development peak flow (35L/s).
- Due to the topography of the subject site, and given there is a steep descending slope from west (Adelaide Rd) towards the Druids Ave, preliminary finished floor levels (FFLs) for access to the building from Adelaide Rd (first floor), have been nominated to be 333.95mAHD; While the FFLs for access from Druids Ave (ground floor) has been nominated to be 330.75mAHD, presuming the levels at the driveway/entry within Druids Avenue are 300mm above the highest top of kerb in Druids Ave, adjacent the building (referring Council engineering details CIV-1 & CIV-02). It should be noted that given the existing level at the northeast corner of the site (where flood extent shown in hazard layers of SAPPA flooding map) is approximately 328.70, therefore the nominated FFLs are higher than the flood level (plus typical 300mm freeboard).

Stormwater Calculations

Catchment analysis

Site catchments were determined based on aerial imagery, and concept drawings as per Appendix A. Pre-development catchment includes approximately 40% pervious areas with a footprint of 3,000m^2 based on current aerial imagery of the site. Table 1 summarises the post-development sub-catchment areas and percentages of pervious/impervious.

Table 1 – Post-development Catchment properties

Sub-Catchment	Area (m2)	% Impervious	% Pervious
Roof	1,150	100	0
Carpark & Landscaping	1,850	75	25
Total Post-Development	**3,000**	**85%**	**15%**

A DRAINS model was prepared (Figure 6) to demonstrate the feasibility of controlling peak flows to match pre-development flows. It is anticipated that minor changes will be incorporated into the final construction documentation as design details are resolved, but holistically we do not anticipate any changes to the way in which stormwater will be managed on site.



Figure 5 – Sub-catchment Plan

Hydrological parameters

The DRAINS model hydrological input parameters are outlined below:

Impervious area depression storage:	1 mm
Supplementary area depression storage:	1 mm
Pervious area depression storage:	5 mm
Stormwater model:	
Pre-Development	ILSAX
Post-Development	ILSAX
Antecedent moisture condition:	3
Soil Type	3
Rainfall data	ARR Data Hub

DRAINS Modelling Results

The results of the DRAINS modelling for minor (10% AEP or 10-year ARI) and major (1% AEP or 100-year ARI) storm events are summarised in Figure 7-8. The results demonstrate that the post development peak discharges during the major/minor storms do not exceed the pre-development peak discharges from the site during equivalent storm events. An underground onsite detention tank within the extent of landscaping/carpark area is considered in modelling to satisfy council's detention requirements.

After analysing the DRAINS results during minor/major events, it can be concluded that post development flow during minor and major storm events should be restricted to 35L/s and 70L/s for the proposed development respectively. As mentioned in table 2, onsite detention storage shall provide a minimum capacity of 24m^3 to restrict stormwater runoff to pre-development peak during minor storm event. The abovementioned detention volume has incorporated with a pumped discharge (35L/s) which will be connected to the street front water table (kerb outlet).

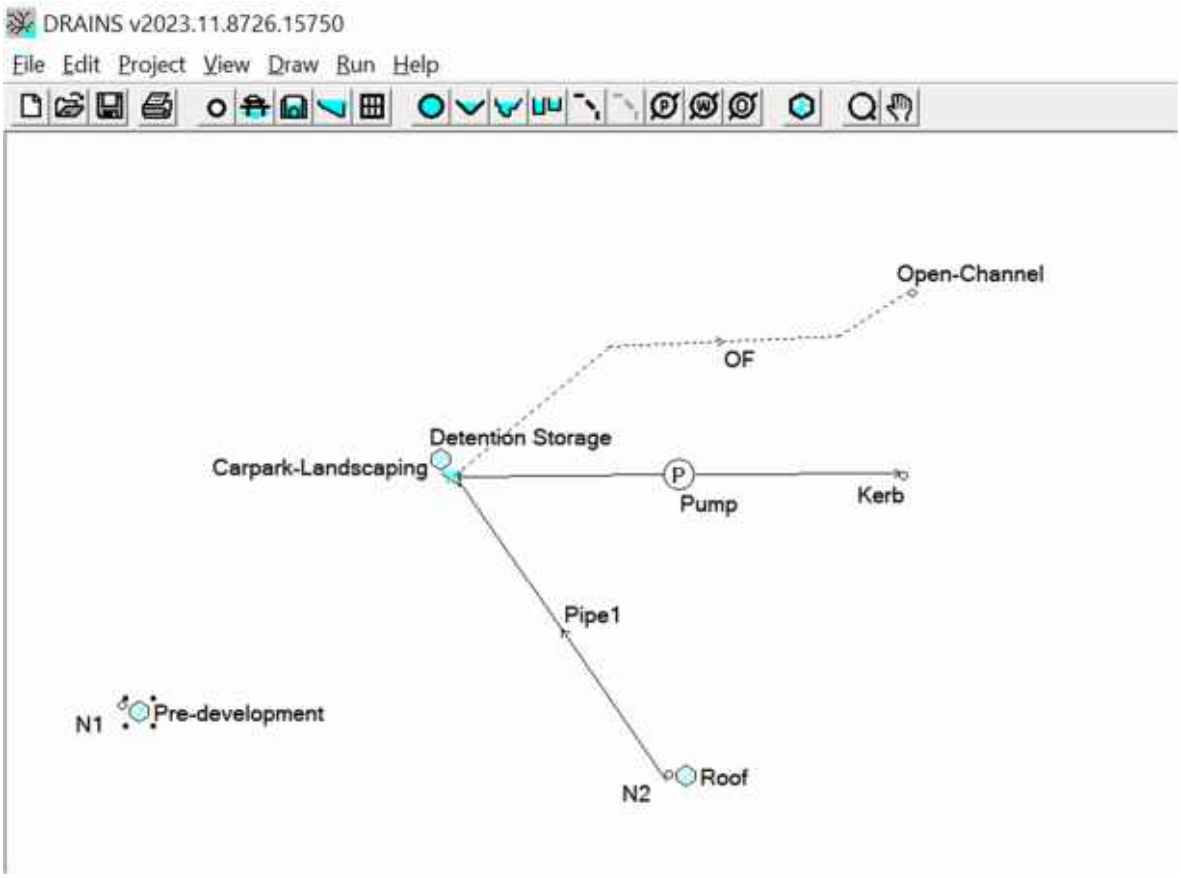


Figure 6: DRAINS model layout

Table 2: DRAINS modelling

Scenario	Minor storm 10% AEP / 1:10 year ARI		Major storm 1% AEP / 1:100 year ARI	
	Peak flow	Detention volume	Peak flow	Detention volume
Pre-Development	35 L/s	----	70 L/s	----
Post-development	35 L/s	4m^3 detention storage 35 L/s pumped rate	35 L/s	24m^3 detention storage 35 L/s pumped rate

DRAINS modelling using AR&R2016 procedures no longer reports all individual storm duration data as each storm duration is run as an ensemble of up to 10 storm events with different hydrographs (i.e. rear loaded, front loaded storms) and the median result for each duration is adopted, with the 'worst case' volume reported to the user. More information on this can be found within the DRAINS guidelines if required.

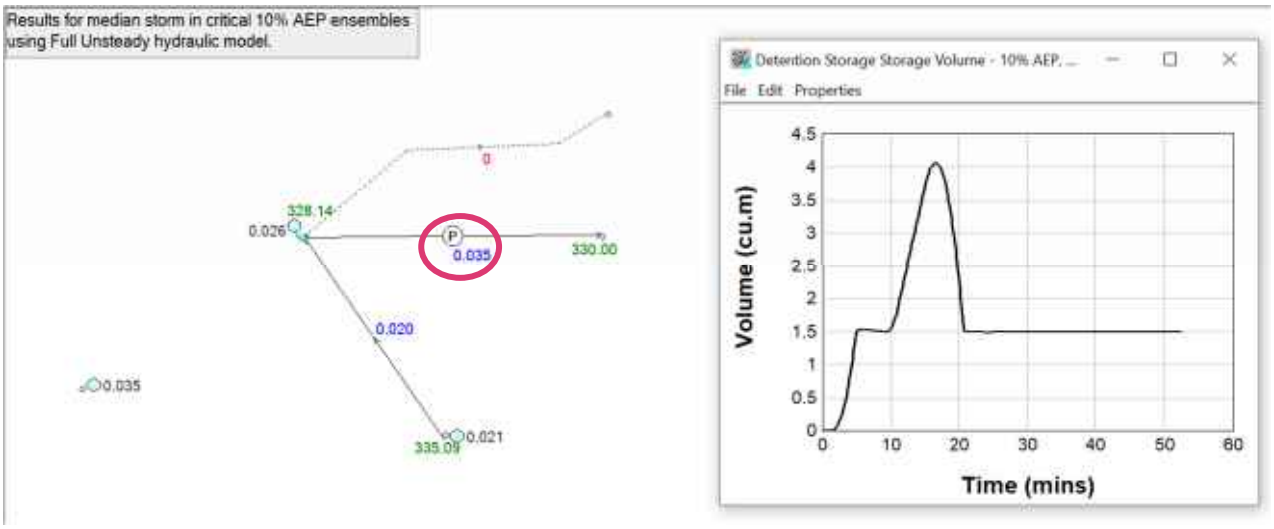


Figure 7: DRAINS modelling results during minor (10% AEP) storm events

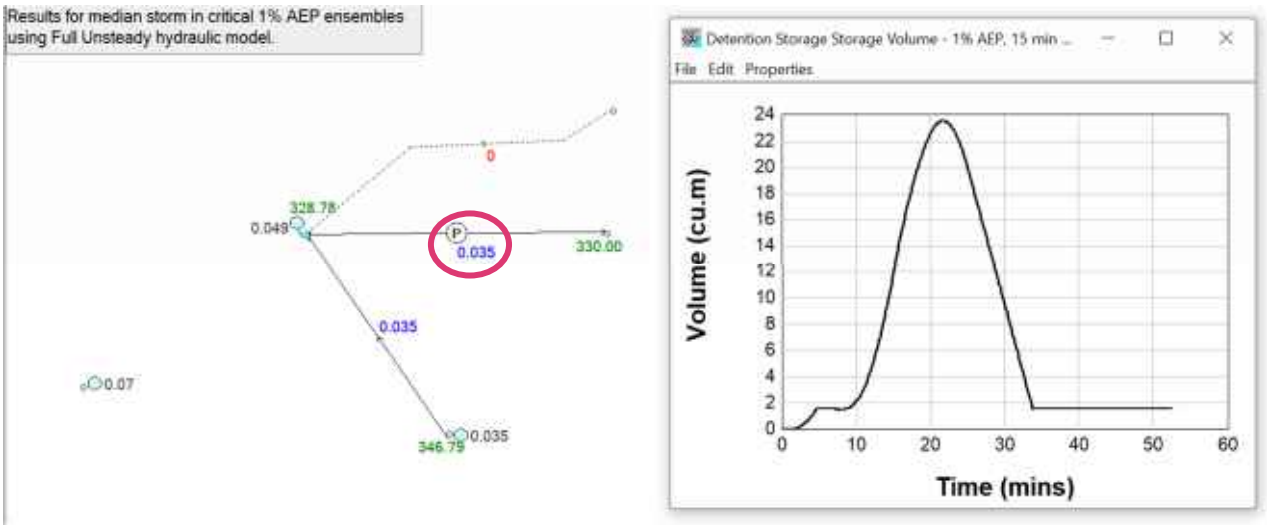


Figure 8: DRAINS modelling results during major (1% AEP) storm events

Note: All the calculations and modellings are based on a 1-stage pump discharge with a rate equal to pre-development peak flow during minor storm (10% AEP). Therefore, post-development discharge from the site during all storm events has been restricted to pre-development peak flow during minor storm event which is a more conservative approach in comparison to Council requirements.

Stormwater Quality

Treatable Flow Rate

The 4EY (3-Month) ARI storm event was run in accordance with the water quality guidelines to determine the treatable flow rate for the proposed water quality measures (litter basket, GPT, etc.). During the 4EY storm event (3-month ARI) approximately 8L/s will be generated by the carpark and landscaping as shown in Figure 9. Roof area is assumed to be clean and can be diverted to the underground detention storage directly.

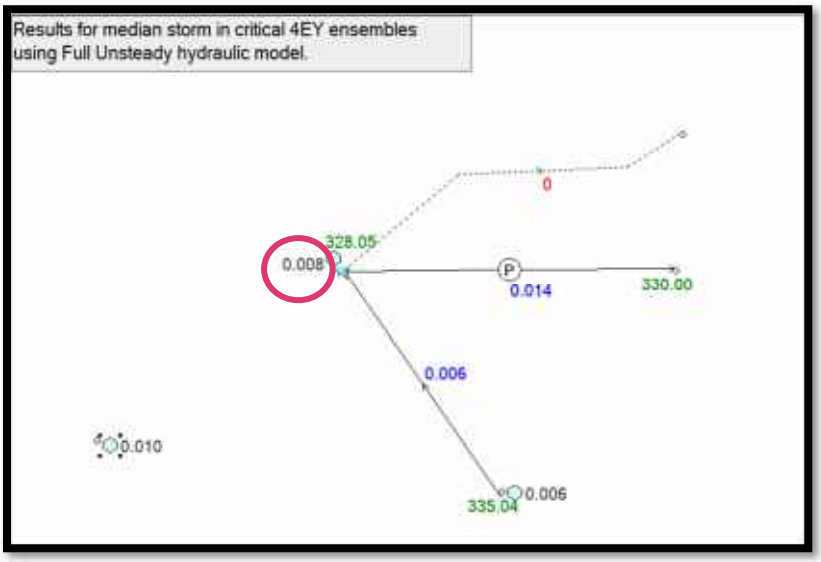


Figure 9*:* Treatable flow rate during the 4EY (3-month ARI) event

MUSIC model

The MUSIC model has been split into 3 sub-catchments;

- Runoff from roof catchments is to be collected via a series of downpipes and then diverted to the underground tank. It is reasonable to assume roof runoff to be clean; However, to comply with Council requirements, as a more conservative approach, roof runoff has been connected to the treatment device prior to being diverted to the underground tank.
- A JellyFish system is used for tertiary treatment prior LPOD. This unit is required to be offline and requires 460mm of head to function.
- the design intent of *Carpark and landscaping areas* would be to convey through a Oceanprotect200µm trash screen devices or similar approved, then to the Jellyfish and underground tank.

Proposed site stormwater has been modelled in MUSIC in accordance with the following guidelines & parameters:

- MUSIC Version 6.3.0
- 023875 Rainfall station Adelaide Hills__Parawa_2001-2010_6min
- South Australia MUSIC Guidelines (2021) utilizing modified % impervious area, rainfall threshold, soil properties & pollutant concentration.
- No drainage routing between nodes.

We have modelled the systems to meet current Water Sensitive SA: South Australian MUSIC Guidelines. These are:

- 80% Total Suspended Solids Reduction
- 60% Total Phosphorus Reduction
- 45% Total Nitrogen Reduction
- 90% Gross Pollutant Reduction

As seen above, this arrangement meets Council's stormwater quality targets.

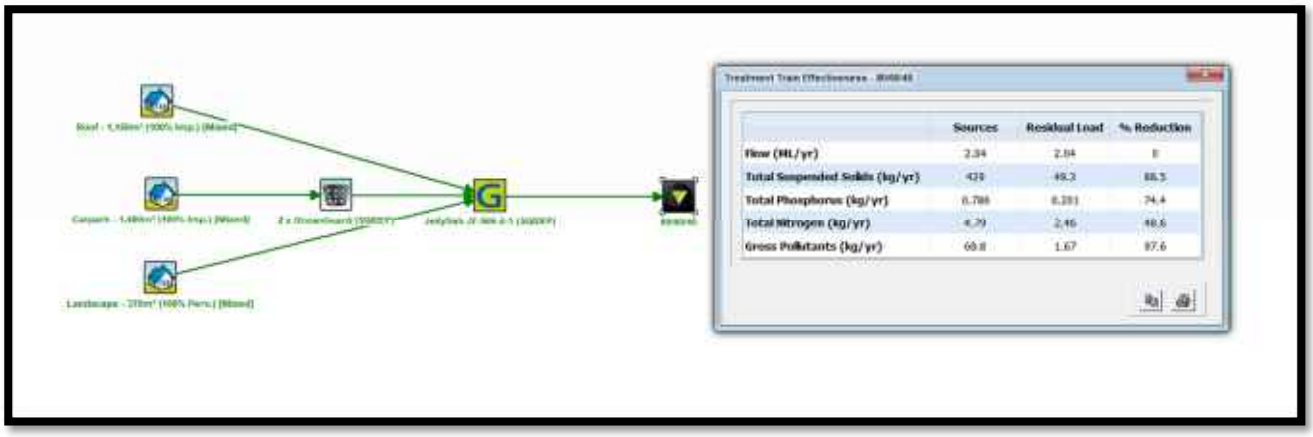


Figure 10 - MUSIC Model Layout

Table 3: MUSIC modelling results

	Council target Reduction	% Reduction achieved in model	COMPLIANCE
TSS	80%	88.5%	Achieved
TP	45%	74.4%	Achieved
TN	45%	48.6%	Achieved
Gross Pollutants	90%	97.6%	Achieved

Conclusions

This SMP has been prepared to demonstrate how stormwater can be effectively managed on the site, and if any alterations are made to stormwater management during the detailed design phase this SMP will be updated accordingly.

This report has assessed the subject site proposed drainage to determine the necessary stormwater infrastructure to meet Council requirements. A nominal 24m^3 detention tank is proposed for to be installed on site to ensure post development peak discharge during the major/minor storm event do not exceed the pre-development peak flow rate during minor storm event. The proposed system (pumped outlet) within the proposed development will govern peak discharge flow rates from the site to 35L/s for both minor and major storms. Finished Floor Levels have been determined to be 330.75mAHD and 333.95mAHD for ground floor and first floor respectively to ensure minimum boundary levels, site grading and vehicle access is maintained. Finished floor levels may be adjusted during detailed design, however must maintain a minimum 150mm freeboard from the maximum 1% AEP ponding level within the site and min 300mm freeboard from the 1%AEP Flood level.

Water quality will be managed using OceanGuards with 200µm mesh bags (OG-200) within the grated inlet pits and a JellyFish JF900-2-1 (686mm Cartridges)(460mm Head) or similar approved device, upstream of the OSD tank to maximise pollutant removal from roof, carparking, and landscape areas.

In conclusion this SMP demonstrates that the site can be developed as proposed without compromising downstream property or drainage networks, and Council's requirements for stormwater management may be achieved.

Limitations

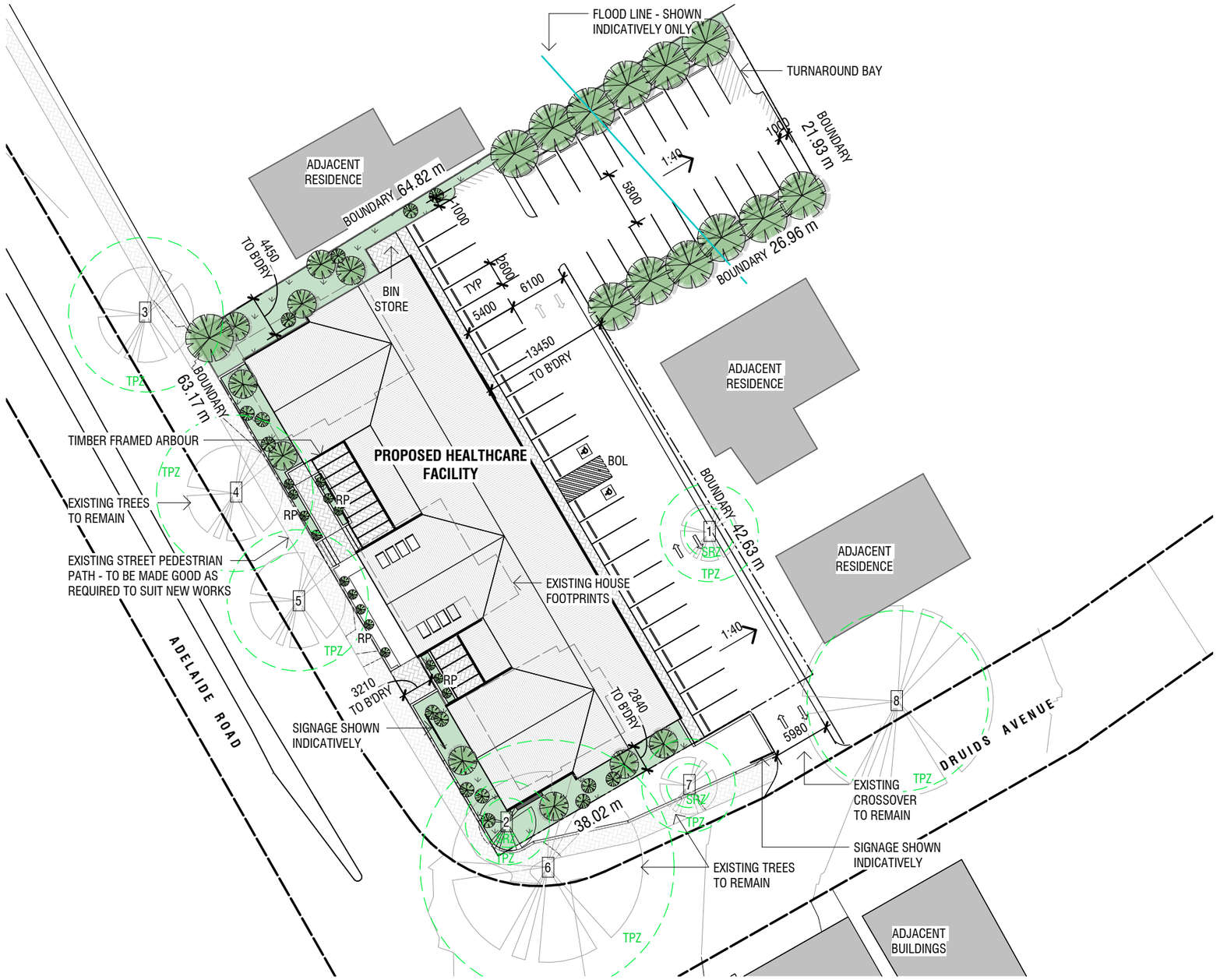
FMG Engineering has prepared this report in accordance with our Proposal and the Brief where provided. The contents of the report are for the sole use of FMG Engineering and no responsibility or liability to any third party will be accepted. Data or opinions contained within the report may not be used in other contexts or for any other purposes without FMG Engineering's prior review and agreement.

It is strongly recommended that any plans and specifications prepared by others and relating to the content of this report, or amendments to the original plans and specifications, are reviewed by FMG Engineering to verify that the intent of our recommendations is properly reflected in the design. During construction FMG Engineering requests the opportunity to review our interpretations if the exposed site conditions are significantly different from those inferred in this report.

The work carried out in the preparation of this report has been performed in accordance with the requirements of FMG Engineering's Quality Management System which is certified by NCS International Pty Ltd to comply with the requirements of ISO9001. This report is not to be reproduced either wholly or in part without prior written permission from FMG Engineering.

Appendix A

Proposed site plans
Council Correspondence



SITE PLAN

1 : 500

NOT FOR CONSTRUCTION

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

PRELIMINARY

20 10 0 10 20 30 40 50 60 70 80 90 100mm

Revision Number	Revision Date	Revision Description

ALL DIMENSIONS, LEVELS AND BOUNDARY LOCATIONS SHALL BE VERIFIED ON SITE PRIOR TO CONSTRUCTION. ALL DIMENSIONS TO TAKE PRECEDENCE OVER SCALED DRAWINGS. DO NOT SCALE THIS DRAWING. NO WORK CAN COMMENCE ON SITE UNTIL FULL DEVELOPMENT APPROVAL IS GRANTED BY THE LOCAL APPROVAL AUTHORITY.

ABBREVIATIONS

ABBREV.	DESCRIPTION
BOL	BOLLARD
RP	RAISED PLANTER BED

SITE LEGEND

- BITUMEN SURFACE
- LANSCAPING
- PAVING
- EXISTING TREE
- TPZ — TREE PROTECTION ZONE - REFER ARBORIST REPORT FOR DETAIL
- SRZ — STRUCTURAL ROOT ZONE - REFER ARBORIST REPORT FOR DETAIL

CAR PARKING NOTE

CARPARKS AND ANY TRAFFIC CONTROL DEVICES TO BE DESIGNED IN ACCORDANCE WITH AS 2890 OFF STREET CAR PARKING / AS1742 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. DDA LINE MARKING IN ACCORDANCE WITH AS1428
REFER TO TRAFFIC ENGINEER'S DOCUMENTATION.

CARPARKING REQUIREMENTS:

NUMBER OF DDA PARKS	2
NUMBER OF STANDARD PARKS	40
TOTAL NUMBER OF CAR PARKS	42

LANDSCAPING NOTE

GARDEN BEDS TO BE IRRIGATED WITH SUITABLE AUTOMATED IRRIGATION SYSTEM

GARDEN BEDS TO BE MULCHED

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245
ABN 36 960 210 275

LEYTON PROPERTY - HEALTHCARE FACILITY

44-48 ADELAIDE ROAD, MOUNT BARKER, 5251

Sheet Name: SITE PLAN

Drawn: BW, SR
Date: 16.04.2024
Scale: @A3 size As indicated
Project No. -----

Sheet Number: **SK02**

Ghasem Ashtijou

From: Matthew Fielke <mfielke@mountbarker.sa.gov.au>
Sent: Thursday, 25 July 2024 1:06 PM
To: Ghasem Ashtijou; Umesh Badu
Cc: Jock Forbes; Lukas Weeks; Rebecca Thomas; Susan Joseph; Hamish Brown (hamish@leytonproperty.com.au); Jordan Colbert; FMG Buildings & Infrastructure
Subject: RE: 290254 - Address: 44-48 Adelaide Road, MOUNT BARKER, SA 5251 - Stormwater Requirements

Hi Ghasem,

Thanks for your email.

Apologies for the delayed response to these matters. Council's response to the matters raised by Jordan in his email dated 17 June 2024 can be found in green below.

I hope this goes some way to answering your follow up questions from 8 July 2024 also. Permeable paving and the channelling of flows from minor storms (within the existing flood extent) is supported. Water quality treatments should also be investigated / implemented prior to disposal of stormwater to the watercourse.

1. Council's flood study suggests there is some inundation in the rear corner of the site. We are investigating whether we can match the proposed carpark levels to the existing levels within the 100 year flood extents. On this basis we would assume there is nil or negligible impact on the existing flood conditions. Can you please confirm this approach would negate the need for a flood study?
   The flood impact assessment shall not be required, given that it is proposed to match car park levels to the existing levels within 100 year flood extent. However, our 2021 & 2022 aerial imagery (please refer attached images) shows that the rear area of the subject property within the 20 & 100 year flood extent has been filled. The P & D code suggests that development within a floodplain should not impede the flow of flood waters through the land.

   The applicant will be required to return the land to natural ground levels where fill is present. Depending on the amount of fill introduced to the land, bore log samples may be required to determine excavation depth. Council will need additional clarification regarding this aspect prior to works occurring.

2. We would like to investigate having surface runoff within the flood extents be managed by a combination of permeable paving to manage minor storms, with stormwater infrastructure (i.e. spoon drains and piped outlets) to convey runoff into the open channel. This would mimic the current conditions as much of this lower carpark area would currently convey runoff into the open channel, with any new infrastructure above the 100 year flood line diverted away into Druids ave.
   a. The main driver for this approach is the 100 year flood extents. We have concerns with collecting all surface runoff from this area into detention tanks & pumped out, as flood waters would be captured by the stormwater system, and pumped back up into Druids ave and Council's road network – not a desirable outcome.

   The proposal to discharge surface run off within the flood extents only for minor storms, to the existing open channel through above measures is acceptable. All the run off from catchment area above 100 year flood extent for major storms shall be captured, detained to pre-development flow and pumped to Druids Avenue. The diverted pumped discharge to Druids avenue shall demonstrate safe overland flow on Druids Avenue and no major ponding at receiving SEP downstream for up to 1% AEP rain events.

3. Can you please provide a high resolution (or preferably CAD file) of the flood mapping attached? This will provide us greater confidence in the flood extents overlaid on the plans.
   The published maps on council's website are the only maps available at this time and are simply for planning purposes identifying potentially flood prone property and flood extent. The flood extent shown in these

maps is based on the pre-modified state of the land. As mentioned above, there has been some history of fill in this area that may need to be removed – returning the site to natural ground levels.

The available flood map is indicative only and is not to be considered as reliable/accurate to be overlaid on the plans.

Kind regards,

Matthew Fielke
Senior Planner
D 08 8391 7211 |**T** 08 8391 7200

From: Ghasem Ashtijou <ghasem.ashtijou@fmgengineering.com.au>
Sent: Thursday, 25 July 2024 12:15 PM
To: Matthew Fielke <mfielke@mountbarker.sa.gov.au>
Cc: Jock Forbes <jock@leytonproperty.com.au>; Lukas Weeks <lukas@leytonproperty.com.au>; Rebecca Thomas <rthomas@ekistics.com.au>; Susan Joseph <sjoseph@ekistics.com.au>; Hamish Brown (hamish@leytonproperty.com.au) <hamish@leytonproperty.com.au>; Jordan Colbert <jordan.colbert@fmgengineering.com.au>; FMG Buildings & Infrastructure <bandi@fmgengineering.com.au>
Subject: RE: 290254 - Address: 44-48 Adelaide Road, MOUNT BARKER, SA 5251 - Stormwater Requirements

Hi Matthew,

I trust this message finds you well.

I had attempted to call you earlier today, but was unsuccessful.

Could you please review the response from FMG to your previous email? Additionally, please look over the proposed solution to the flooding issue at the development site located at 44-48 Adelaide Road, MOUNT BARKER, SA 5251.

Please feel free to contact us if you wish to discuss this matter further..

Regards,

--
Ghasem Ashtijou
Civil Engineer

ENGINEERING FORWARD THINKING

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ghasem.ashtijou@fmgengineering.com.au

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From: Ghasem Ashtijou
Sent: Monday, July 8, 2024 4:04 PM
To: Matthew Fielke <mfielke@mountbarker.sa.gov.au>
Cc: Jock Forbes <jock@leytonproperty.com.au>; Lukas Weeks <lukas@leytonproperty.com.au>; Rebecca Thomas <rthomas@ekistics.com.au>; Susan Joseph <sjoseph@ekistics.com.au>; Hamish Brown (hamish@leytonproperty.com.au) <hamish@leytonproperty.com.au>; Jordan Colbert <jordan.colbert@fmgengineering.com.au>; FMG Buildings & Infrastructure <bandi@fmgengineering.com.au>
Subject: RE: 290254 - Address: 44-48 Adelaide Road, MOUNT BARKER, SA 5251 - Stormwater Requirements

Hi Matthew,

Hope you are doing well.

Further to Jordan's email below (dated June 17), available flood mapping on Council's website (https://www.mountbarker.sa.gov.au/infrastructure/water/stormwater/floodmappings) indicates that a certain section of the site (specifically, the north eastern corner at the back) falls within the flood zone and is prone to flooding during a 5% AEP storm event or worse. We have overlaid the proposed layout on the flooding map and we noticed that the area marked in red is adjacent to flooding. FMG believe that any proposed internal stormwater network (pit/pipe/OSD) within this area, would accept flood waters from the external catchment. This would overload the system and pump flood waters to the legal point of discharge in Druids avenue.

To address this issue, FMG propose an alternative option below for Council to review and assess:

- Adjust the site grading to align the proposed carpark levels to the existing levels within the red marked area. This will mitigate impacts to the flood plain and flood conveyance of the watercourse. Further within the site, runoff for all storms including the 1% AEP would be intercepted before reaching the red marked area, captured by the internal SW network, detained within the underground tank, restricted to the predevelopment peak flows, and pumped to council's stormwater network (Druids Ave) safely for up to and including 1% AEP storm event.

- To manage runoff from the portion of the car park that is prone to flooding (the red area), a minor stormwater system (spoon drain, pit and outfall drain) would be proposed at existing levels, conveying runoff via pit and pipe into the existing channel. This area will be designed with permeable paving, thus producing less runoff than other sections of the car park during minor storms. During major storms, this area will be safely inundated by the existing flood conditions



If available, could you please supply high resolution extracts / maps of the flooding for this site and we can provide a more detailed overlay. Look forward to hearing from you.

Regards,
--
Ghasem Ashtijou
Civil Engineer

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From: Jordan Colbert <jordan.colbert@fmgengineering.com.au>
Sent: Monday, June 17, 2024 2:32 PM
To: Matthew Fielke <mfielke@mountbarker.sa.gov.au>
Cc: Ghasem Ashtijou <ghasem.ashtijou@fmgengineering.com.au>; Jordan Colbert

<jordan.colbert@fmgengineering.com.au>; Jock Forbes <jock@leytonproperty.com.au>; Lukas Weeks <lukas@leytonproperty.com.au>; Rebecca Thomas <rthomas@ekistics.com.au>; Susan Joseph <sjoseph@ekistics.com.au>; Hamish Brown (hamish@leytonproperty.com.au) <hamish@leytonproperty.com.au>
Subject: RE: 290254 - Address: 44-48 Adelaide Road, MOUNT BARKER, SA 5251 - Stormwater Requirements

Hi Matthew,

Thanks for sending through, and your time over the phone today. As discussed, we would like to clarify a few flood matters with your engineering team. The below queries have been derived from the flood maps available on Council's website – attached for reference.

1. Council's flood study suggests there is some inundation in the rear corner of the site. We are investigating whether we can match the proposed carpark levels to the existing levels within the 100 year flood extents. On this basis we would assume there is nil or negligible impact on the existing flood conditions. Can you please confirm this approach would negate the need for a flood study?
2. We would like to investigate having surface runoff within the flood extents be managed by a combination of permeable paving to manage minor storms, with stormwater infrastructure (i.e. spoon drains and piped outlets) to convey runoff into the open channel. This would mimic the current conditions as much of this lower carpark area would currently convey runoff into the open channel, with any new infrastructure above the 100 year flood line diverted away into Druids ave.
    a. The main driver for this approach is the 100 year flood extents. We have concerns with collecting all surface runoff from this area into detention tanks & pumped out, as flood waters would be captured by the stormwater system, and pumped back up into Druids ave and Council's road network – not a desirable outcome.
3. Can you please provide a high resolution (or preferably CAD file) of the flood mapping attached? This will provide us greater confidence in the flood extents overlaid on the plans.

If we could seek a response early this week, we can be best prepared for the application meeting set for later this week with Council.

Regards,
Jordan Colbert
BEng (Civil & Struct)
National Civil Manager

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From: Matthew Fielke <mfielke@mountbarker.sa.gov.au>
Sent: Thursday, June 13, 2024 9:18 AM
To: Ghasem Ashtijou <ghasem.ashtijou@fmgengineering.com.au>
Cc: Rebecca Thomas <rthomas@ekistics.com.au>; Umesh Badu <ubadu@mountbarker.sa.gov.au>
Subject: RE: 290254 - Address: 44-48 Adelaide Road, MOUNT BARKER, SA 5251 - Stormwater Requirements

Hi Ghasem,

I hope you're well.

I have received the following advice from our Engineering Team in response to your enquiry on 3 June 2024:

- **Point of discharge:** *Can you please provide me with information on the point of discharge for the stormwater system.*
  The stormwater discharge for the proposed site shall be through a kerb outlet on Druids Avenue. If the pump system is adopted for the stormwater discharge, the pump system shall be designed in accordance with AS3500.3-2015 including the safety in design risk assessment.

- **Detention requirements:** *Any detention requirements that the council may have in place for new developments in this specific location considering the proposed development is commercial development.*
  Stormwater detention is to be provided within the site to limit up to 1% AEP post-development peak flows to 1% AEP pre-development peak flows and the discharge to street kerb shall not exceed 15l/s per kerb outlet. Stormwater calculations are to be provided for 10% AEP and 1% AEP pre-and-post development peak flows.

- **Water Quality requirements:**
  Stormwater discharge must pass through an appropriate treatment chain to achieve stormwater quality targets set by EPA. The treatment measures shall be located within the site, prior to discharge to street kerb outlet.

- **Local Flood data:** *I would like to request any available flood data including flood maps and levels if available (SAPPA flooding hazard overlay has indicated that there is minor flooding adjacent small area rear of allotment-within the open channel?).*
  Unfortunately, Council does not have any flood maps/data available, please provide flood impact assessment for the subject site. Please note, as the subject site is within the vicinity of flood plain, the finished floor levels of the buildings shall be a minimum of 300mm above the estimated 1% AEP flood level.

In addition to the flood data commentary above – should the proposed development include car parking within the 1% AEP flood extent, the flood study should demonstrate the impact of this development on the floodplain up and down stream.

I hope this information can be of some assistance moving forward. If you have any questions or concerns, please don't hesitate to contact me.

Kind regards,

Matthew Fielke
Senior Planner
D 08 8391 7211 | **T** 08 8391 7200

From: Ghasem Ashtijou <ghasem.ashtijou@fmgengineering.com.au>
Sent: Wednesday, 5 June 2024 11:40 AM
To: Matthew Fielke <mfielke@mountbarker.sa.gov.au>
Cc: Greg Sproule <gsproule@mountbarker.sa.gov.au>
Subject: RE: 290254 - Address: 44-48 Adelaide Road, MOUNT BARKER, SA 5251 - Stormwater Requirements

Hi Matthew,

Thank you for your time and consideration on this one. We need to finalise the SMP for our client this week. So your response will be hugely appreciated.

Look forward to hearing from you.

Regards,
--
Ghasem Ashtijou
Civil Engineer

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ghasem.ashtijou@fmgengineering.com.au

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From: Matthew Fielke <mfielke@mountbarker.sa.gov.au>
Sent: Wednesday, June 5, 2024 10:00 AM
To: Ghasem Ashtijou <ghasem.ashtijou@fmgengineering.com.au>
Cc: Greg Sproule <gsproule@mountbarker.sa.gov.au>
Subject: RE: 290254 - Address: 44-48 Adelaide Road, MOUNT BARKER, SA 5251 - Stormwater Requirements

Hi Ghasem,

Thanks for your email on Monday.

I am just writing to let you know that I am seeking some commentary from our Development Engineers regarding stormwater requirements for this site.

I will hopefully have some direction for you soon.

Kind regards,

Matthew Fielke
Senior Planner
D 08 8391 7211 |**T** 08 8391 7200

From: Greg Sproule <gsproule@mountbarker.sa.gov.au>
Sent: Monday, 3 June 2024 2:42 PM
To: Derek Henderson <dhenderson@mountbarker.sa.gov.au>; Matthew Fielke <mfielke@mountbarker.sa.gov.au>
Subject: FW: 290254 - Address: 44-48 Adelaide Road, MOUNT BARKER, SA 5251 - Stormwater Requirements

Derek/Matt,

I recall that one of you guys have been involved with prelim for this site.

Can you please take care of this enquiry from here.

Regards

Greg Sproule
Senior Planner
D 08 8393 7641

From: Ghasem Ashtijou <ghasem.ashtijou@fmgengineering.com.au>
Sent: Monday, 3 June 2024 12:54 PM
To: Greg Sproule <gsproule@mountbarker.sa.gov.au>
Cc: FMG Buildings & Infrastructure <bandi@fmgengineering.com.au>
Subject: 290254 - Address: 44-48 Adelaide Road, MOUNT BARKER, SA 5251 - Stormwater Requirements

Hi Greg,

I hope this email finds you well. I am writing to request information regarding stormwater and discharge requirements for a proposed site located at 44-48 Adelaide Road, MOUNT BARKER, SA 5251 as shown below. We are providing a stormwater management plan for our client and I am not sure if you are the best contact for this kind of query in Council. If not, would you please divert this email to the best person. And apologies for any inconvenience.



Specifically, I am looking for information on the following:

- Detention requirements: Any detention requirements that the council may have in place for new developments in this specific location considering the proposed development is commercial development.
    - Currently, we have used the Council Guideline (District Council of Mount Barker Design, Construction, and Development of Infrastructure Assets Aug 2007, Standards and Requirements) in which Council require on site detention of stormwater to ensure that runoff does not exceed pre-development rates.

- Point of discharge: Can you please provide me with information on the point of discharge for the stormwater system.
    - In our current SMP, we assumed Druids Ave Kerb would be the discharge point as there is no stormwater pipe adjacent the boundaries. The nearest SEP is located within Druids Ave downstream of the site at the intersection with Stephen St. As we might be using underground storage, discharge might be governed by a pump.
    - GIS data (Location SA) shows that there is a open channel along the northeast edge of the subject site.

- Local Flood data: I would like to request any available flood data including flood maps and levels if available (SAPPA flooding hazard overlay has indicated that there is minor flooding adjacent small area rear of allotment- within the open channel?).



I would greatly appreciate it if you could provide me with this information at your earliest convenience.

Thank you for your assistance with this matter.
--
Ghasem Ashtijou
Civil Engineer

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Greg Sproule
Senior Planner
D 08 8393 7641

Matthew Fielke
Senior Planner

D 08 8391 7211 |**T** 08 8391 7200| **F** 08 8391 7299
6 Dutton Road, Mount Barker, South Australia, 5251
PO Box 54, Mount Barker, South Australia, 5251
E mfielke@mountbarker.sa.gov.au | **W** www.mountbarker.sa.gov.au

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Matthew Fielke
Senior Planner



D 08 8391 7211 |**T** 08 8391 7200| **F** 08 8391 7299
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Matthew Fielke
Senior Planner



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Appendix B

Preliminary Civil Design Plans
Site Survey

FLOOD LINE - SHOWN INDICATIVELY ONLY

TURNAROUND BAY

ADJACENT RESIDENCE

ADJACENT RESIDENCE

ADJACENT RESIDENCE

ADJACENT BUILDINGS

PROPOSED HEALTH FACILITY

GROUND FLOOR FFL 330.75

FIRST FLOOR FFL 333.95

BIN STORE

EXISTING HOUSE FOOTPRINTS

EXISTING CROSSOVER TO MAIN

EXISTING TREES TO REMAIN

TIMBER FRAMED ARBOUR

EXISTING STREET PEDESTRIAN PATH - TO BE MADE GOOD AS REQUIRED TO SUIT NEW WORKS

SIGNAGE SHOWN INDICATIVELY

ADELAIDE ROAD

DRUIDS AVENUE

BOUNDARY 64.82 m

BOUNDARY 26.96 m

BOUNDARY 21.93 m

BOUNDARY 42.63 m

BOUNDARY 63.17 m

38.02 m

HATCHED AREA TO MATCH TO 100mm BELOW SURVEYED LEVELS TO RETAIN FLOODPLAIN CAPACITY

PERMEABLE PAVING WITHIN FLOODPLAIN

PLINTH 0-300mm

RL 329.20 (ex. 329.20)

RL 329.95

RL 330.10

900x900 GIP RL 329.945 IL 328.62

IL 326.96 DN375

IL 327.00

DN150 IL 327.15

900x900 JB

JELLYFISH

DN300

900x900 GIP RL 328.75 (ex.328.75) IL 327.70 TO JB IL 327.2 TO JF

PLINTH 0-300mm

24m³ UNDERGROUND DETENTION TANK

PACKAGE PUMP CAPABLE OF 35L/s TO DRUIDS AVENUE WATERTABLE

900x900 GIP RL 329.05 IL 328.50

RL 330.70

RL 330.25

RL 330.52IOK RL 330.67TOK RL 330.70

RL 333.70

0-500mm RETAINING WALL

RL 330.52IOK RL 330.67TOK RL 330.70

RL 330.57

RL 330.67 RL 330.70

RL 330.60

RL 330.70

RL 333.90

RL 333.95

STAIRS

RL 333.55

RL 333.40

900x900 GIP RL330.42 IL 328.84

900x900 GIP RL330.49 IL 329.40

RL 330.58

RL 330.65

RL 330.72

RL 330.75

RL 330.80

RL 330.80

REFER COUNCIL ENGINEERING DETAIL CIV-01 FOR DRIVEWAY INVERT AND CROSSOVER

PUMPING MAIN (35L/S DURING MAJOR STORM EVENTS) TO KERB OF DRUIDS AVENUE WITH 2×KERB OUTLETS. REFER COUNCIL ENGINEERING DETAIL CIV-02 FOR KERB OUTLET

0-1m RETAINING WALL

GRATED PITS TO BE FITTED WITH OCEAN PROTECT 200um OR SIMILAR APPROVED TRASH SCREENS

LEGEND

- GRATED INLET PIT (GIP), JUNCTION PIT (JP)
- STORMWATER PIPE, SIZE AS SHOWN.
- RETAINING WALL
- K — 200 BARRIER KERB
- FK — FLUSH KERB
- K&W — KERB & WATER TABLE
- PM — PUMPING MAIN
- D — DOWNPIPE
- CROSSOVER TO MATCH COUNCIL ENGINEERING DETAILS. REFER CIV-01 & CIV-02
- JELLYFISH JF900-2-1 (686MM CARTRIDGES)(460mm HEAD) OR SIMILAR APPROVED
- PUMP SHALL BE DESIGNED IN ACCORDANCE WITH AS3500.3-2015 INCLUDING THE SAFETY IN DESIGN RISK ASSESSMENT
- RL 300.00 — PROPOSED SPOT LEVEL
- RL 100.00 — EXISTING SPOT LEVEL

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE	INIT	APP
B	STORMWATER LAYOUT AND SITE GRADINGS	13.11.2024	G.A	JTC
A	PRELIMINARY ISSUE	07.06.2024	EH	GA

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SCALE H 0 2 4 6 8 10 METRES
V 0 2 4 6 8 10

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ISO 9001 Quality Management System | ISO 45001 OH&S Management System

CLIENT	Leyton Property Pty Ltd
PROJECT TITLE	STORMWATER LAYOUT AND SITE GRADINGS
SITE ADDRESS	44-48 ADELAIDE ROAD MOUNT BARKER, SA 5251
DRAWING TITLE	STORMWATER MANAGEMENT PLAN
DESIGNED	GA
DRAWN	EH
CHECKED	JTC
No. OF SHEETS	1 OF 1
SCALE	1:200 @ A1
DATE STARTED	05.06.2024
SITE ID & JOB No.	S69093-290254
DRAWING No.	C001
REV.	B

DRAWING M:\FMG\C02\82081900-1257-4414-8350-1682A0715CEE\U\S84-3000-958-3999\958\382511\LLS\S69093_290254_SMP ID 958382511DWG (LAST SAVED ON 14/11/2024, 2:39:52 PM) PLOTTED ON 14/11/2024, 2:42:09 PM BY GHASEM.ASHTIJOU

PLAN OF SITE DETAIL

ALLOTMENT 1 F158970
ALLOTMENT 49 F160226
ALLOTMENT 50 F 160227

CLIENT
WELLNESS FAMILY CARE
44-48 ADELAIDE ROAD
MOUNT BARKER

ORIGINAL AT A2 SHEET

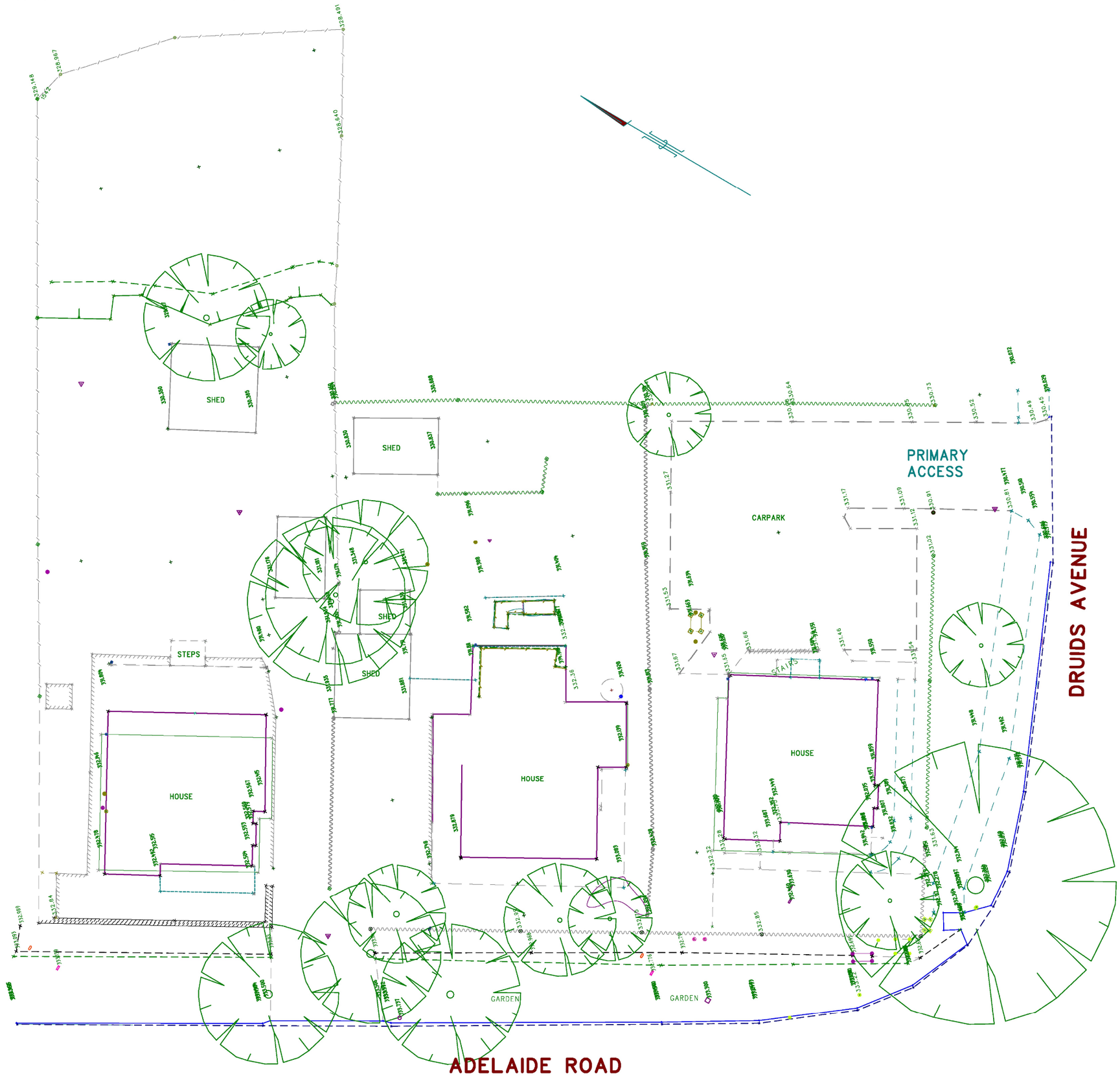
NOTES

IMPORTANT NOTE
NOTES ARE AN INTEGRAL PART OF THIS PLAN

THIS PLAN IS FOR GARDEN DESIGN PURPOSES AND SHOULD NOT BE USED FOR ANYOTHER PURPOSE

NO ATTEMPT WAS MADE AT THE TIME OF SURVEY TO LOCATE ANY UNDERGROUND SERVICES AND BEFORE ANY EXCAVATION WORK IS CARRIED OUT THE RELEVENT AUTHORITIES SHOULD BE CONTACTED

BOUNDARIES HAVE NOT BEEN CHECKED OR MARKED AS PART OF THIS SURVEY. IF WORKS ARE TO OCCUR NEAR BOUNDARIES OR PROPERTY LIMITS A BOUNDARY IDENTIFICATION SURVEY SHOULD BE COMPLETED



KEY

315.19 SELECTED NS LEVEL
PVC DOWN PIPE
SURFACE INLET STORMWATER PIT
WATER METER
SPRINKLER

CONTOUR INTERVAL 0.20 METRES
HEIGHT DATUM AHD

DATE OF ORIGINAL ISSUE 14/05/2015
ALL DISTANCES ARE GROUND DISTANCES

SCALE 0 5 10 15 20 METRES

Access SDM PTY LTD
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Structural Condition Report

Margaret Clarke & Leyton Property

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Project Reference: 2408103

Date: 10/09/2024

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Conclusions, findings, and opinions are made based on the information available and obtained during the inspection, relevant information and advice provided by other parties, accepted engineering principles and engineering knowledge. The opinions expressed in this document are based upon an investigation conducted with reasonable care.

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Document Control Document Version v.1.0

Date	Rev	Author	Issued to	Comments
10/09/2024	A	Chris Smith BEng MIEAust CPEng BLD195733 RPEV RPEQ	Margaret Clarke	Original Issue

1 Introduction

1.1 Remedial Engineering Consulting (SA) was engaged jointly by Margaret Clarke and Leyton Property to investigate the condition of the Building at 46 Adelaide Road, Mount Barker SA 5251.

1.2 The extent of the investigation is limited to the residential building at the aforementioned site.

1.3 Prior to the preparation of this Report, I inspected the Property on 20 August 2024 and 5 September 2024.

2 Definitions

2.1 **The Property / Site:**

46 Adelaide Road, Mount Barker SA 5251.

2.2 **The Residence / Building:**

The subject residential building within the Property / Site.

2.3 **The 'Sunroom' Addition:**

The rear addition that includes the enclosure of the rear verandah and the solid masonry WC within the rear left corner of the Residence.

2.4 **The 'Bathroom' Addition:**

The rear addition that includes the solid masonry rear kitchen area, the bathroom and the laundry to the rear right corner of the Residence.

2.5 **REC:**

Remedial Engineering Consulting (SA).

3 References

3.1 **NCC** refers to the National Construction Code of Australia.

3.2 **AS2870** refers to AS2870-2011 *Residential slabs and footings*.

3.3 **AS1684.2** refers to AS1684.2-2010 *Residential timber-framed construction, Part 2: Non-Cyclonic Areas*.

4 Documentation Reviewed

4.1 The following documentation has been reviewed and considered in the preparation of this Report:

a) Report by Iris Iwanicki & Associates (the 'Iwanicki Report'), Planning and Heritage Consultants, dated July 2015.

I note that this Report was "confined to the aspects of the exterior of the building and land…", provided to comment upon a change of use for the Building, from a residence to a chiropractic office.

5 Exclusions

5.1 The following aspects of the Building are excluded from this Report:

a) Electrical, plumbing & gas services to or within the Residence.

b) Termite damage.

c) Building component compliance with current Codes & Standards (unless specifically noted).

d) The extent of rising dampness within the structure.

e) Visual inspection of the flooring and floor framing, as sub-floor areas could not be observed at the time of the site inspection (as no access provisions were available).

6 Site Description

6.1 For the purposes of this report, the subject building is considered to face south-west.

6.2 The natural topography of the subject site and the general surrounds slope down to the north-east.

6.3 Directional references made within this Report assume the observer is viewing the property / residence from Adelaide Road.

6.4 The subject building is a single storey residential building.

6.5 It is presumed that a 2m wide bullnose verandah was once present to all four sides of the original residence, with rear additions later enclosing the rear verandah (the Sunroom addition) and the rear portion of the right hand side verandah (the Bathroom addition).

6.6 Observations suggest masonry walls for these additions are supported by the original edge footings for the verandah.

6.7 The current bullnose verandah is present along the entire front portion of the Residence, most of the left hand side of the Residence and approximately half the length along the right hand side of the Residence.

6.8 The general construction of the original portion of the building comprises of the following:

(1) Roof - Metal sheet roofing supported on conventional (coupled) timber roof framing.

(2) Internal Walls - Full masonry, hard plaster lined, 140mm thick (approx.).

(3) Ceiling – Fibrous plaster (left portion of the Residence) and plasterboard (right portion of the Residence); 3m ceiling heights.

(4) External Walls - Full masonry, non-articulated, 370mm thick (approx.).

(5) Flooring – Suspended timber.

(6) Footing system – Suspected concrete strip footings.

6.9 The ground surface around the perimeter of the Building and its verandah comprises paved (segmental pavers to the rear) and unpaved areas.

6.10 The Residence is depicted in the following image.



Figure 1: The Residence.

6.11 An aerial image of the Residence is presented below.



Figure 2: The Residence. (Source: NatureMap)

7 Background Investigation

Based on our understanding of the information provided, the background considered relevant to the assessment is summarised as follows:

7.1 According to *realestate.com.au* and *RP Data*, the subject building is estimated to have been constructed in 1924.

Note that the report by Iris Iwanicki & Associates only refers to sale dates of the 'property', with no references being made to the year of the construction of the Residence.

7.2 Based on information within *realestate.com.au*, *RP Data* and the *Iwanicki Report,* the subject building is estimated to have been constructed in 1924 whilst John Woodland owned the Property.

7.3 In late 2021, the Residence underwent extensive renovations (primarily internal), which included (inter alia):

a) Construction of a new kitchen, bathroom & laundry within the addition to the rear, right hand side portion of the Residence.

b) Partial ceiling framing replacement.

c) Partial ceiling lining replacement.

d) Construction of internal timber framed, non-loadbearing walls.

e) Construction of internal flooring.

f) Crack repair to internal walls.

g) The patching and painting of all internal walls.

7.4 I was advised by the Owner that all internal cracking to walls had been patched, repaired and painted during the renovation works.

8 Soils

8.1 Local experience of soil conditions in this region combined with published soil data indicate the presence of reactive clay soils in this local area.

8.2 It is expected that the site's soil profile would be classified as 'M' (moderate reactivity) to 'H' (high reactivity) in accordance with AS2870-2011.

8.3 Reactive soils are subject to high degrees of vertical movement upon changing soil moisture conditions, creating stresses within the footing system of any nearby residence. Footings which may not be designed to current standards are typically of inadequate stiffness to resist this soil movement and its subsequent effects.

8.4 The signs of movement observed within the residence are typically related to soil movement resulting from the expansion and contraction of the founding soils supporting the Residence.

8.5 Older, non-articulated solid masonry structures (such as the subject Residence) can be particularly susceptible to the effects of soil movement as the structure has a reduced capacity to 'absorb' the movement.

8.6 During the drier periods of the year, the moisture content of these reactive clays decrease, resulting in shrinkage of the soils surrounding the Residence. Conversely, during the wetter period of the year, the soil moisture content of the soil increases resulting in expansion of the soil. Trees and vegetation can further reduce the soil moisture content during the drier period of the year, potentially creating a larger soil moisture content difference between summer & winter. Furthermore, poor drainage around a building can increase the soil moisture content over the winter period, further increasing the differential soil moisture content between seasons.

8.7 In a region such as this, it is recommended that the soil moisture content be kept at a stable level throughout the year to minimise the potential for soil movement and therefore movement to the Building.

9 Site Observations

The following observations were made during the inspection and are a general description of the observations deemed relevant to this report. It is not intended to be a complete list of building damage and/or defects. Photographic references to images in Appendix A are denoted by [1], [2] etc.

9.1 External

(1) General images of the Residence are presented. [1-8]

(2) Spalled corner of concrete footing with no signs of reinforcement present. [9]

(3) Edge verandah footing along the left side of the residence was on a 5° outward lean. This footing supports a solid masonry WC, once detached but now enclosed. [10]

(4) The verandah edge footing and entire verandah slab are in poor condition. [11-13]

(5) Cracking up to approximately 15mm in width was visible to the external face of external walls. [14-16, 18-24, 28-29, 36, 39]

(6) The concrete footing under the rear Bathroom Addition (of which I suspect was once the edge beam for the verandah) was poorly constructed with multiple voids, showing signs of concrete not being adequately compacted at the time of construction. [24]

(7) Deteriorating and poorly repaired masonry to the rear WC. [25]

(8) Deteriorating timber fascias to external walling. [26]

(9) The base connections to most (if not all) of the timber verandah posts had lost their support, with the base of the posts showing signs of deterioration. [27, 30, 32-33]

(10) Timber verandah fascia beams were in poor condition, with signs of prior repair evident. One verandah hip rafter had fractured. [31, 34, 35]

(11) General images of the verandah's roof sheeting are presented. This roof sheeting had various unrepaired penetrations. [37-38, 40-42]

(12) The external walls were not level. Refer to the Brick Course Survey (BCS) in Appendix C of this Report.

9.2 Internal

(1) Cracking up to 8mm in width to the plaster lined solid masonry walls was noted. [43-44, 47-54]

(2) The internal floors were not level. Refer to the Floor Level Survey (FLS) in Appendix C of this Report.

9.3 Roof space

(1) A conventionally framed timber roof frame was present within the roof space. [55-56]

(2) Ceiling insulation was present throughout the roof space.

(3) In some portions, new timber ceiling framing had been installed. [55]

(4) A fibrous plaster ceiling lining had been installed to the Residence, however this was only still present to the left hand side of the Residence, with the right hand side portion having been replaced with plasterboard. [57]

10 Renovations

Prior to and during the renovation works in late 2021, the Owner captured various construction images. These images are presented in Appendix B of this Report. Photographic references to images in Appendix B are denoted by [1], [2] etc.

10.1 Internal

(1) Extensive cracking above the right hand side window within the meals area (adjacent to the current kitchen bench/sink). [59]

(2) Cracking surrounding the front window of the current lounge room. This cracking has reappeared following the 2021 renovations. [60]

(3) Cracking surrounding the kitchen window at the rear of the Residence. [61]

(4) Cracking to the rear right corner of the Residence, adjacent to the current toilet suite. [62]

(5) Cracking to the wall separating the current rear kitchen to the meals area. This cracking has reappeared following the 2021 renovations. [63]

(6) Cracking to the rear wall of the meals area. Some of this cracking has reappeared following the 2021 renovations. [64]

10.2 Based on supplied images, the walls of the original portion of the Residence contained widespread cracking up to 15mm in width.

11 Discussion

Cracking to Walls

11.1 A structure will be deemed structurally sound if, at the time of inspection, the structure does not exhibit wall cracking that exceeds a category and degree of damage greater than "Category 2" as set out in Tables C1 and C2 of Appendix C, AS2870-2011 *Residential slabs and footings* (reproduced below for reference).

TABLE C1

CLASSIFICATION OF DAMAGE WITH REFERENCE TO WALLS

Description of typical damage and required repair	Approximate crack width limit (see Note 1)	Damage category
Hairline cracks	<0.1 mm	0 Negligible
Fine cracks that do not need repair	<1 mm	1 Very slight
Cracks noticeable but easily filled. Doors and windows stick slightly	<5 mm	2 Slight
Cracks can be repaired and possibly a small amount of wall will need to be replaced. Doors and windows stick. Service pipes can fracture. Weather tightness often impaired	5 mm to 15 mm (or a number of cracks 3 mm or more in one group)	3 Moderate
Extensive repair work involving breaking out and replacing sections of walls, especially over doors and windows. Window frames and door frames distort. Walls lean or bulge noticeably, some loss of bearing in beams. Service pipes disrupted	15 mm to 25 mm but also depends on number of cracks	4 Severe

Figure 3: Table C1 of AS2870.

11.2 At the time of the site inspection on 5 September 2024, masonry walls within the Residence exhibited 'Category 3' cracking, that is, cracking to walls between 5 and 15mm in width.

11.3 The appearance of (or re-appearance of) cracking to walls is a sign of active, ongoing building movement, as such cracking (particularly internal) had been repaired during the renovation works in late 2021.

11.4 Factors contributing to such building movement and cracking can at the Property can include (inter alia):

(1) Footings of inadequate strength and stiffness to resist soil movement in an area known to contain reactive soils.

(2) Poor surface stormwater management surrounding the structure.

(3) The presence of a street tree, estimated to be 17m high, located 9.9m from the front left hand corner of the residence.

(4) Seasonal wetting and drying of the soils.

11.5 Some factors that contribute to building movement can be readily addressed (fully or partially), however other factors may be somewhat more difficult.

11.6 For example, surface stormwater management may be achievable by the construction of perimeter drainage systems surrounding the residence, whereas the removal of the street tree (on Council land) maybe more problematic.

11.7 The inadequacy of the Building's footing system is difficult to economically rectify. Rectification works to stabilise the Building's footing system would be expected to involve the underpinning of all masonry walls, including internal walls. Only underpinning the perimeter walls would exacerbate the occurrence of differential movement between stabilised perimeter and non-stabilised internal footings, so complete underpinning throughout would be required.

Floor Levels

11.8 A floor level survey (FLS) was undertaken on 20 August 2024 within the original portion of the Residence (excluding the floors to the bathroom, laundry, rear kitchen and sunroom areas).

11.9 This FLS was undertaken using a Nivcomp altimeter, which has a reported accuracy of +/-2mm.

11.10 The results of the survey are provided in Appendix C.

11.11 An arbitrary datum level of 'zero' was selected to the internal floor adjacent to the front entry doorway.

11.12 The following relevant points were noted in the Floor Level Survey results:

(1) The maximum level difference over the area surveyed was 47mm.

(2) The low point was recorded in the rear, right corner of the meals area and at the front right hand corner of the lounge room.

(3) The high points were recorded along the left hand side of the front bedroom.

11.13 If such a footing were designed to current Standards (i.e., AS2870-2011), for a non-articulated solid masonry building, the maximum differential deflection limit would be L/2000, where L is the length of the building. In this instance, the Residence is approximately 9.5m wide, so the maximum differential deflection limit is 9500/2000 = 4.8mm.

11.14 The FLS reveals that the differential vertical movement that has occurred to floor surface of the original portion of the Building is approximately 10 times greater when compared to what would be expected for a footing system designed to comply with AS2870.

11.15 Put simply, the current footing system does not perform to current Standards.

Brick Course Levels

11.16 A brick course survey (BCS) was also undertaken on 20 August 2024. These levels are depicted in red text on the floor level survey plan, with the absolute values not related to the internal FLS. Refer to the FLS in Appendix C.

11.17 The BCS involved measuring the levels of an external course of brickwork to the external face of the perimeter walls.

11.18 Due to the location of the rear additions, brick course levels to the original external wall were only recorded where the front and side verandahs were present.

11.19 The measured levels of the brick course varied by 83mm, a substantial variation, particularly more so as some significant variations occurred over a short distance (e.g., the 83mm variation occurred over a distance of approximately 3.6m.

Roof Framing

11.20 The sheet metal roof cover to the original portion of the Building is in a near new, good condition, having been replaced during the 2021 renovations.

11.21 However, the roof framing appeared to be older, potentially the original.

11.22 A design check was performed on a single rafter within the ceiling space.

11.23 The design check of the rafter was based on:

- The rafter being measured at 105mm x 35mm;
- Span = 4.6m (approx.);
- Roof load width (sheet metal roof cover) = 0.75m (approx.);
- Batten spacing = 1.2m centres;
- Timber species: F7 Oregon;
- Wind category: N2.

11.24 The design check suggested that the existing 105mm x 35mm rafter was undersized, with a 170mm x 35mm F7 timber rafter being more appropriate.

11.25 The existing rafter which was assessed is not compliant with current Codes & Standards.

12 Conclusions

Good Condition

12.1 The term 'good condition' is unfortunately rather subjective, however, this office is of the opinion that a structure can be regarded to be in 'good condition' if it is sufficiently serviceable and if it is sufficiently clean that it can perform its function as a single occupancy dwelling unit, in providing shelter and reasonable living conditions for the occupants.

12.2 At the time of the site inspection, the Residence was given 'Condition and/or Performance Ratings' in respect of the following matters:

a) Main Roof

The sheet metal roof cover was relatively new and in **good condition**.

The roof framing was not recent, potentially being the original. Minor damage was present to the roof framing, but repairable. The roof framing is **not compliant** to current Codes & Standards. No roof mounted services or other loads should be added to the roof surface (e.g., solar panels, air conditioning and the like).

b) Ceiling

The original ceiling linings located within the left hand portion of the Residence exhibited signs of deflecting, suggesting the ceiling joists are not of adequate stiffness (i.e., under designed). In this respect, the performance of the original ceiling framing to the left hand portion of the residence is not performing as it should, therefore it can be considered to be in a **poor condition**.

The relatively new plasterboard ceiling lining to the right hand portion of the Residence (constructed in late 2021) displayed no signs of distress or distortion. Therefore, this portion of the ceiling lining is considered to be in **good condition**.

c) Verandah

The verandah structure in its entirety (i.e., roof sheeting, fascia beams, posts, floor slab and the edge footing) was in **poor condition** and should be demolished. This structure is structurally unstable, close to collapse. Temporary propping is recommended and no one should stand or walk upon the verandah roof.

d) Verandah Edge Footings (Sides & Rear)

The concrete verandah edge beams (where visible) are exhibiting signs that the concrete was poorly compacted and contained no steel reinforcing, additional to the cracking that was visible.

I suggest these verandah edge beams were not designed to support the loads imposed by the construction of solid masonry walling over. The inadequacy of these verandah edge beams is demonstrated by the movement that has occurred to the walls of the Sunroom and Bathroom Additions.

These verandah edge beams are in **poor condition** and can be considered **structurally inadequate** to support solid masonry walling.

e) Footings

The FLS and BCS provided in Appendix C demonstrate that excessive vertical footing movement has occurred. The footings supporting the original portion of the Residence have undergone vertical movements 10 times greater than what would be expected for a modern footing design to current Codes & Standards.

In this respect, the footing system to date has **performed poorly**, and this performance is expected to continue.

f) External Walls

Brickwork and mortar joints were deteriorating to the external walls of the two rear additions. These external walls of the rear additions were in **poor condition**,

with their **structural adequacy being questionable**, as the walls are tied together with steel cables and steel rods.

Cracking was noted to the external perimeter walls of the original portion of the Residence. Cracking was up to 15mm wide. Due to the significant vertical movement that has occurred to affect the 'levelness' of these external walls, they are considered to be in **poor condition**. Reconstruction of some portions of external walling is recommended.

Due to the poor performance of footings to date, including since the renovations were undertaken in 2021, further cracking to external walls can be expected as building movement is active.

g) Internal Walls

Internally, cracking had opened up to 8mm wide since the 2021 renovations. Due to the significant vertical movement that has occurred to the footings supporting the walls, the walls can only be described as being in a **poor condition**, as active movement is continuing to damage these recently repaired walls. Reconstruction of some portions of internal walling is recommended.

Due to the poor performance of footings to date, including since the renovations were undertaken in 2021, further cracking to internal walls can be expected as building movement is active.

h) Floor & Floor Framing

According the 2015 VBA *Guide to Standards & Tolerances* (an industry guide to accepted building tolerances); "*The overall deviation of floor level to the entire building footprint shall not exceed 20 mm within 24 months of handover.*"

Whilst this Guide references new dwellings, it represents an industry standard for floor levelness.

Referring to the FLS attached in Appendix C, the floor is not level (with an overall deviation of 47mm) and not within industry accepted tolerances (of an overall differential variation of 20mm).

The uneven nature of the flooring throughout the original portion of the residence is symptomatic of the underperformance of the Building's footings.

Due to the excessive movement that has occurred, structural damage to the floor framing may also have occurred. I recommend an underfloor assessment be undertaken of the floor framing and its supporting footings.

The building was noted to have no sub-floor ventilation, raising further concerns regarding the condition of the floor framing.

The performance of the floor, linked to the performance of the Building's footings, can be described as **poor**.

Closure

12.3 Overall, it is my opinion that the Residence (including the original portion and the subsequent additions) is in poor condition. Despite the recent 2021 renovations, building movement has occurred since that time. Ongoing movement of the Building can be expected, with further cracking also expected and existing cracking expected to grow. Regular and ongoing maintenance & remediation will be required.

12.4 The poor performance of the Building's footing system can be considered as the proximate cause of the poor, long term, performance of the Building.

12.5 The performance of other components of the Building (such as walls & flooring) are reliant upon the adequate performance of the footings, however, as the footings are underperforming, this has led to the poor performance of the other components.

12.6 These other defects within the Building, such as the significant uneven floor levels are difficult to remediate, unless the entire flooring and its framing is removed, and new compliant floor framing installed. Sub floor cross ventilation is also required, with a 400mm clearance to the ground surface from any framing. Inspection access points are also required.

12.7 Whilst upon 'first glance' the internal spaces of the Residence may appear to be in a fair condition, I do not expect this apparent condition to remain, as soil and subsequent building movement is continuing to occur.

12.8 Cosmetic repair to building damage (such as that which occurred during the 2021 renovations) is considered only a temporary measure as ongoing movement damage is expected to occur, unless the primary cause of the movement (i.e., the inadequate footing system) is addressed.

12.9 Whilst an assessment to determine the cost of remediation is outside the scope of this Report, I would consider it likely that the cost of remediation would outweigh the cost of demolition and reconstruction.

13 Attachments

- Appendix A: Photographs of Relevance
- Appendix B: Photographs of Relevance – Owner Supplied
- Appendix C: Attachments – FLS / BCS

For and on behalf of Remedial Engineering Consulting (SA),



Chris Smith

BEng (Civil), MIEAust, CPEng, NER, BLD195733, RPEV, RPEQ
Principal Forensic Engineer
Remedial Engineering Consulting (SA)

APPENDIX A
PHOTOGRAPHS OF RELEVANCE



Photograph 1: General view of the front elevation.



Photograph 2: General view of the front portion of the Building.



Photograph 3: General view of the front portion of the Building, with the street tree.



Photograph 4: General view of the front portion of the Building.



Photograph 5: General view of the right hand side of the Building.



Photograph 6: General view of the rear portion of the Building.



Photograph 7: General view of the front portion of the Building.



Photograph 8: General view of the front portion of the Building.



Photograph 9: Damage to the rear left portion of the concrete footing.



Photograph 10: Rotation of the left side concrete footing (of 5°).



Photograph 11: Damage to the left hand side verandah and footing.



Photograph 12: Damage to the left hand side & front verandah and footing.



Photograph 13: Damage to the front verandah and footing.



Photograph 14: Gap opening between lintel & masonry adjacent to front entry door.



Photograph 15: Cracking to front wall, under right hand window.



Photograph 16: Gap opening between lintel & masonry adjacent to front right hand window.



Photograph 17: The addition along the right hand side of the building.



Photograph 18: Mortar infill (50mm wide), tooled & painted to 'match' brickwork.



Photograph 19: Cracking to masonry under kitchen window.



Photograph 20: Cracking to masonry, adjacent to laundry.



Photograph 21: Dislodgement of masonry adjacent to the bathroom.



Photograph 22: Cracking to masonry adjacent to bathroom window.



Photograph 23: Cracking to masonry adjacent to bathroom window.



Photograph 24: Poorly compacted & cracking concrete within footing to the rear of the bathroom.



Photograph 25: Deteriorating masonry & mortar joints to the rear of the Residence.



Photograph 26: Deteriorating timber fascia to the rear of the Residence.



Photograph 27: Insufficient support to verandah post & damaged footing (left hand side of the Residence).



Photograph 28: Cracking to masonry under the left hand side bedroom window.



Photograph 29: Gap opening between lintel & masonry adjacent to front right hand window.



Photograph 30: Inadequate support to verandah post & damaged footing (left hand side of the Residence). Such an inadequate base connection is typical.



Photograph 31: Prior repairs to damaged verandah fascia beam.



Photograph 32: Inadequate support to verandah post & damaged footing (left hand side of the Residence). Such an inadequate base connection is typical.



Photograph 33: Inadequate support to verandah post & damaged footing (front left corner of the Residence). Such an inadequate base connection is typical.



Photograph 34: Deterioration to the front verandah fascia beam.



Photograph 35: Fractured rafter to verandah (front right hand corner of the Residence).



Photograph 36: Cracking to masonry over the left hand side bedroom window.



Photograph 37: Condition of verandah roof sheeting.



Photograph 38: Condition of verandah roof sheeting.



Photograph 39: Cracking to masonry, over the kitchen window.



Photograph 40: Condition of verandah roof sheeting.



Photograph 41: Condition of verandah roof sheeting.



Photograph 42: Condition of verandah roof sheeting.



Photograph 43: Cracking to wall, adjacent to the front entry door.



Photograph 44: Cracking to rear wall of the front entry hallway.



Photograph 45: Signs of deformation to the ceiling lining (front left bedroom, but typical).



Photograph 46: Signs of deformation to the ceiling lining (front left bedroom, but typical).



Photograph 47: Cracking to wall (8mm wide) within the lounge room of the Residence (adj. window).



Photograph 48: Cracking to wall within the lounge room of the Residence (adj. window).



Photograph 49: Cracking to wall within the lounge room of the Residence (adj. window).



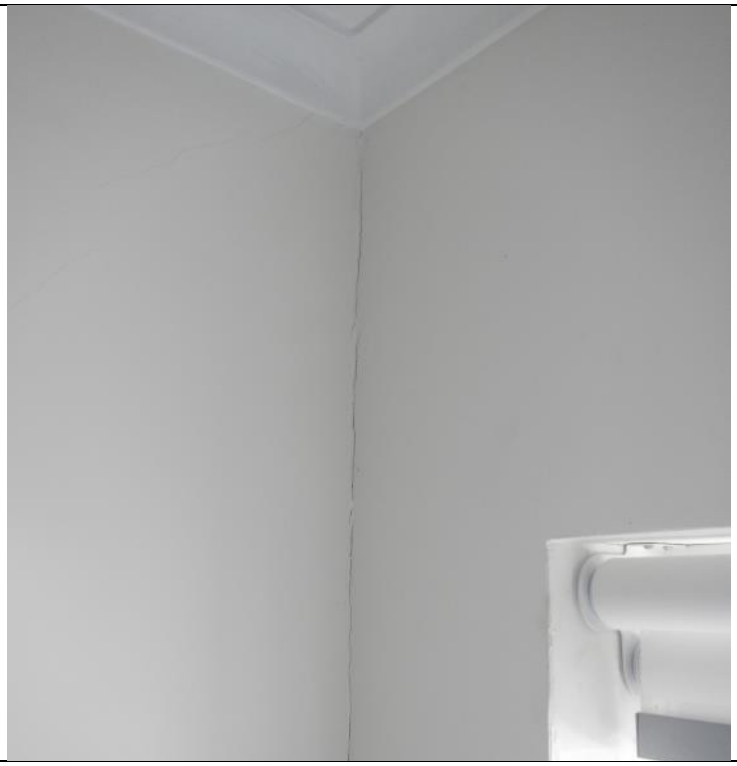
Photograph 50: Cracking to wall within the lounge room of the Residence (front right hand corner).



Photograph 51: Cracking to wall within the kitchen / meals area of the Residence.



Photograph 52: Cracking to wall within the kitchen at the rear of the Residence.



Photograph 53: Cracking to wall within the kitchen at the rear of the Residence.



Photograph 54: Cracking to wall within the bedroom along the left hand side of the Residence.



Photograph 55: General view of the roof framing.



Photograph 56: Rafters & battens.



Photograph 57: Fibrous plaster ceiling lining.



Photograph 58: Splitting to roof strut connection.

APPENDIX B
PHOTOGRAPHS OF RELEVANCE – OWNER SUPPLIED



Photograph 59: Cracking to wall above kitchen/meal area window, right side of Residence.



Photograph 60: Cracking to front lounge wall.



Photograph 61: Cracking to kitchen wall (rear of Residence).



Photograph 62: Cracking to bathroom wall (rear right side of Residence).

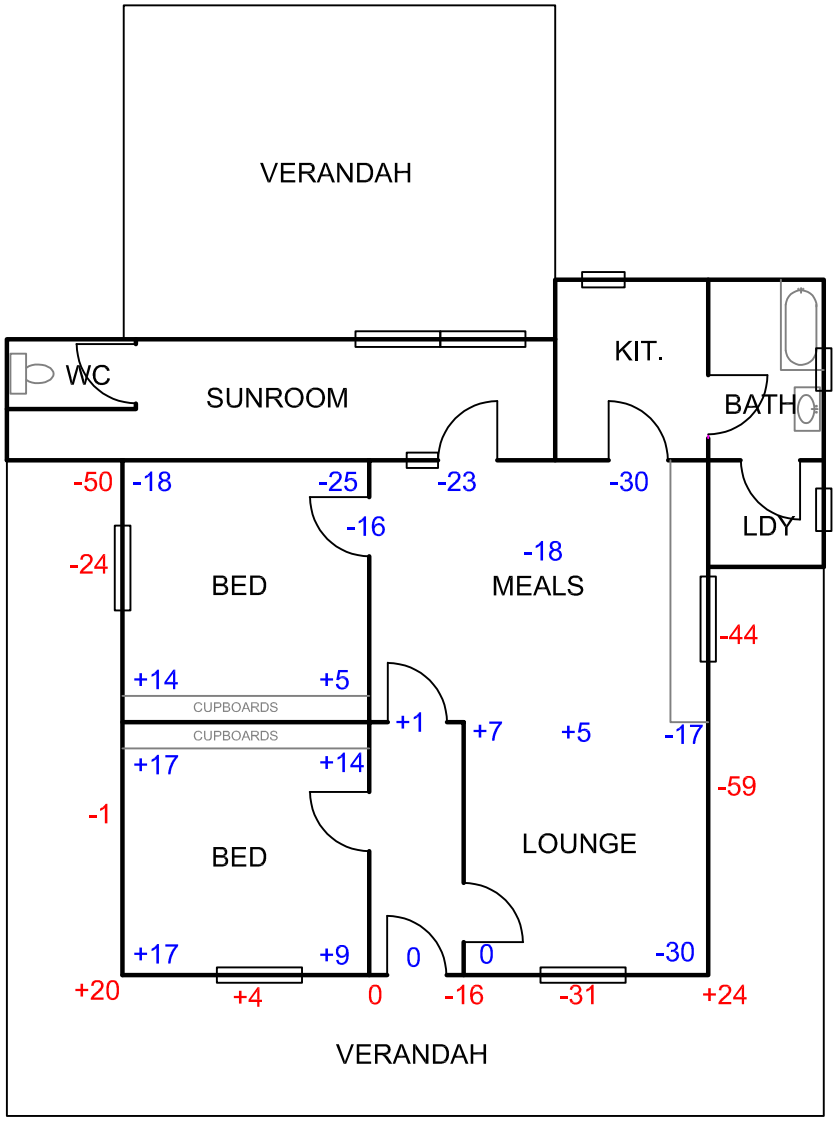


Photograph 63: Cracking to wall between the kitchen and the meals area.



Photograph 64: Cracking to rear wall of the meals area.

APPENDIX C
ATTACHMENTS



ADELAIDE ROAD

LEGEND

+15 INTERNAL FLOOR LEVEL SURVEY (FLS)

+15 EXTERNAL BRICK COURSE SURVEY (BCS)

MOUNT BARKER DISTRICT COUNCIL
COUNCIL ASSESSMENT PANEL WEDNESDAY 19 FEBRUARY 2025

REV.	REMARK/COMMENT	DATE:	APPR.
A	FOR ISSUE	6/9/24	CS

CONSULTING
REMEDIAL ENGINEERING CONSULTING
MOBILE: 0412 824 752
EMAIL: REMENGCONSULT@GMAIL.COM

PROJECT
46 ADELAIDE ROAD
MOUNT BARKER SA 5251

DRAWING
FLOOR LEVEL SURVEY

CLIENT
MARGARET CLARKE / LEYTON PROPERTY

DATE SURVEYED: 20/8/24	ENGINEER: CS	DRAWN: CS	REV
REF. NO. 2408103	SHEET NO. S01	NO. OF SHEETS	A

347

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Supplementary Structural Condition Report

Leyton Property

46 Adelaide Road, Mount Barker SA 5251

Remedial Engineering Consulting (SA)
ABN: 24 799 541 688
T: 0412 824 752
E: RemEngConsult@gmail.com

Submitted By:

Chris Smith
BEng (Civil), MIEAust, CPEng, NER, BLD195733, RPEV, RPEQ
Remedial Engineering Consulting (SA)

Project Reference:	2408103
Date:	4/11/2024

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6 Response to Email 8
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Conclusions, findings, and opinions are made based on the information available and obtained during the inspection, relevant information and advice provided by other parties, accepted engineering principles and engineering knowledge. The opinions expressed in this document are based upon an investigation conducted with reasonable care.

The investigation excludes matters outside of REC's scope of expertise, such as termite infestation & damage, electrical matters, plumbing & gas matters and the like.

This Investigation & Report undertaken by REC does not constitute any certification that the structure (or components of the structure) in question was constructed to applicable Codes & Standards applicable at the time of construction.

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Document Control Document Version v.1.0

Date	Rev	Author	Issued to	Comments
4/11/2024	A	Chris Smith BEng MIEAust CPEng BLD195733 RPEV RPEQ	Leyton Property	Issue

1 Introduction

1.1 This Supplementary Structural Condition Report was produced in response to an email received from On Architecture on 31 October 2024.

1.2 The email is related to the structural remediation of the Building at 46 Adelaide Road, Mount Barker SA 5251.

1.3 This Report should be read in conjunction with the prior REC Report dated 10 September 2024.

1.4 The extent of the investigation is limited to the residential Building at the aforementioned site.

1.5 Prior to the preparation of this Supplementary Report, I inspected the Property on 20 August 2024, 5 September 2024 and 31 October 2024.

2 Definitions

2.1 **The Property / Site:**

46 Adelaide Road, Mount Barker SA 5251.

2.2 **The Residence / Building:**

The subject residential building within the Property / Site.

2.3 **The 'Sunroom' Addition:**

The rear addition that includes the enclosure of the rear verandah and the solid masonry WC within the rear left corner of the Residence.

2.4 **The 'Bathroom' Addition:**

The rear addition that includes the solid masonry rear kitchen area, the bathroom and the laundry to the rear right corner of the Residence.

2.5 **REC:**

Remedial Engineering Consulting (SA).

3 References

3.1 **NCC** refers to the National Construction Code of Australia.

3.2 **AS2870** refers to AS2870-2011 *Residential slabs and footings*.

3.3 **AS1684.2** refers to AS1684.2-2010 *Residential timber-framed construction, Part 2: Non-Cyclonic Areas*.

4 Exclusions

4.1 The following aspects of the Building are excluded from this Report:

a) Electrical, plumbing & gas services to or within the Residence.

b) Termite damage.

c) Building component compliance with current Codes & Standards (unless specifically noted).

d) The extent of rising dampness within the structure.

e) Visual inspection of the flooring and floor framing, as sub-floor areas could not be observed at the time of the site inspections (as no access provisions were available).

5 Site Description

5.1 For the purposes of this report, the subject building is considered to face south-west.

5.2 The natural topography of the subject site and the general surrounds slope down to the north-east.

5.3 Directional references made within this Report assume the observer is viewing the property / residence from Adelaide Road.

5.4 The subject building is a single storey residential building.

5.5 It is presumed that a 2m wide bullnose verandah was once present to all four sides of the original residence, with rear additions later enclosing the rear verandah (the

Sunroom addition) and the rear portion of the right hand side verandah (the Bathroom addition).

5.6 Observations suggest masonry walls for these additions are supported by the original edge footings for the verandah.

5.7 The current bullnose verandah is present along the entire front portion of the Residence, most of the left hand side of the Residence and approximately half the length along the right hand side of the Residence.

5.8 The general construction of the original portion of the building comprises of the following:

(1) Roof - Metal sheet roofing supported on conventional (coupled) timber roof framing.

(2) Internal Walls - Full masonry, hard plaster lined, 140mm thick (approx.).

(3) Ceiling – Fibrous plaster (left portion of the Residence) and plasterboard (right portion of the Residence); 3m ceiling heights.

(4) External Walls - Full masonry, non-articulated, 370mm thick (approx.).

(5) Flooring – Suspended timber.

(6) Footing system – Suspected concrete strip footings.

5.9 The ground surface around the perimeter of the Building and its verandah comprises paved (segmental pavers to the rear) and unpaved areas.

5.10 The Residence is depicted in the following image.



Figure 1: The Residence.

5.11 An aerial image of the Residence is presented below.



Figure 2: The Residence. (Source: NatureMap)

6 Response to Email

Question 1

The On Architecture Email asks: ***"Your report classes most aspects of the building as being in poor condition, if some patch repairs were done to address some of the issues, how long would you expect it to take for the repairs to last?"***

6.1 It is estimated that the original portion of the subject building was constructed in 1924. At that time, the topic soil mechanics and footing design was poorly understood. In the early 20th century, footing construction often consisted of packing bluestone fragments into a trench, then expecting that 'footing' to provide adequate support to solid masonry residence.

6.2 The poor performance of these footings, particularly in areas where reactive soils (such as clays) are present, is demonstrated by extensive cracking often present within such buildings.

6.3 The introduction of reinforced concrete improved the performance of footing systems, however the size and strength of such footing systems in the early 20th century typically did not adequately consider the soil's reactivity, thus the footings were often inadequate to prevent building movement and subsequent damage.

6.4 Based on site observations, it is suspected that the original portion of the subject Residence was constructed on a reinforced concrete footing system, consisting of strip footings supporting the masonry walls (both internal and external walls).

6.5 The true performance of the footing system supporting the original portion of the residence is somewhat obscured by the recent renovations undertaken to the building in late 2021.

6.6 However, photographs of those renovations provided by the current owner (Margaret Clarke) provide some insight into the prior condition of the Building.

6.7 The following images, provided by Ms Clarke, demonstrate the widespread and significant cracking present within the Building's masonry walling prior to cosmetic

repairs and concealment undertaken during the renovation works. Such cracking is representative of a poorly performing footing system.



Figure 3: Cracking to wall above kitchen/meal area window, right side of Residence.



Figure 4: Cracking to front lounge wall.



Figure 5: Cracking to wall between the kitchen and the meals area.



Figure 6: Cracking to rear wall of the meals area.

6.8 Furthermore, the extensive building movement that has occurred is reflected in the Floor Level Survey and the Brick Course Survey presented in the prior REC Report.

6.9 In particular, the undulating levels recorded by the Brick Course Survey for the external perimeter walling of the original portion of the Residence is extreme, with a differential vertical movement of 83mm being recorded over a horizontal distance of approximately 3.6m in one area.

6.10 Cosmetic repair to cracking, or the concealment of the cracking (by covering with a plasterboard wall lining for example) does not address the cause of the cracking caused by building movement, and as such, ongoing building movement can be expected.

6.11 The likelihood of the occurrence of ongoing building movement, and the reoccurrence of cracking is high in this instance, as demonstrated by the reappearance of cracking throughout the Residence following the completion of the renovations less than 3 years prior.

6.12 This recent reappearance of cracking to the Building indicates that building movement is currently active and ongoing. Further building movement and damage can be expected.

Question 2

The On Architecture Email asks: ***"Can you provide a bit more detail on the method of repair required to rectify the current issue of floor levels, wall cracking and poor footings and the potential impact of these repairs to building fabric."***

6.13 Unless measures to reduce ongoing building movement are considered, further ongoing movement and subsequent damage to the Building can be expected.

6.14 In its current form, the footing system has performed poorly and continues to do so.

6.15 Underpinning of the footing system is a common industry method to reduce the likelihood for footing movement to occur. It involves the construction of deep piers under the existing external perimeter footings to provide founding support, with those piers extending to a depth where seasonal soil movement is minimal. The depth of underpinning piers is typically in the order of 5m.

6.16 When considering underpinning, all portions of the Building should be treated, including all external and internal walls. Underpinning only a portion of the Building leaves the structure susceptible differential building movement between the underpinned and the non-underpinned portions.

6.17 To underpin the original portion of the Building, the front and side verandahs (both verandah roof and floor slab) would need to be removed, so that access for the drilling of the perimeter piers can occur (by a drilling rig).

6.18 Based on observations of the condition of the concrete strip footings supporting the verandah posts, I suspect that the condition of the strip footings supporting the external front and side perimeter walls is similar, thus requiring more perimeter underpinning piers to be installed compared to a modern footing system in good condition.

6.19 At present, access to the rear perimeter footing (of the original portion of the Building) is not possible. The two rear additions (namely the current kitchen / bathroom / laundry and the WC enclosure) would need to be demolished, with the remainder of the rear verandah (now enclosed) also requiring removal.

6.20 Assuming that the four perimeter walls of the original portion of the Building could be successfully underpinned, the internal walls must also be stabilised, so that differential movement between the stabilised perimeter walls and the non-stabilised internal walls is minimised.

6.21 As access to the base of the internal walls with a drilling rig is not possible, the full underpinning of internal walls cannot occur.

6.22 As a compromise, shallower (typically hand excavated) pad footings (shallow underpins) are constructed at regular spacings under the internal strip footings. To undertake such a task, all original internal flooring and its framing would need to be removed. The reinstatement of the floor to the residence is expected to include modern floor framing and flooring surfaces, compliant with current Codes & Standards.

6.23 As the internal pad footings are shallower than the deeper external perimeter underpinning piers, differential movement between internal areas and the perimeter of the original building can still be expected to occur, albeit to a lesser extent than if the internal stabilisation pad footings were not constructed at all.

6.24 The underpinning process may also include the jacking of the existing footing system to relevel the Building back to a near level position.

6.25 Following underpinning and jacking, the footings and walls are returned to a level and stable position. It must be noted that the jacking of the building may result in further damage, particularly more so where crack voids have been filled (i.e., patched), limiting the return movement.

6.26 Following the jacking process, the condition of walls would need to be assessed to determine where reconstruction of walls would be necessary, noting that some wall reconstruction is expected.

6.27 However, without the jacking procedure, the building will still be returned to a stable position, but just not level.

6.28 In general terms, Appendix C of AS2870-2011 *Residential slabs and footings* (reproduced below for reference) outlines that walls with crack widths less than 5mm may be patched, however cracks whose widths are between 5mm to 15mm may need to be reconstructed, with crack widths of 15mm or greater generally requiring wall reconstruction.

TABLE C1

CLASSIFICATION OF DAMAGE WITH REFERENCE TO WALLS

Description of typical damage and required repair	Approximate crack width limit (see Note 1)	Damage category
Hairline cracks	<0.1 mm	0 Negligible
Fine cracks that do not need repair	<1 mm	1 Very slight
Cracks noticeable but easily filled. Doors and windows stick slightly	<5 mm	2 Slight
Cracks can be repaired and possibly a small amount of wall will need to be replaced. Doors and windows stick. Service pipes can fracture. Weather tightness often impaired	5 mm to 15 mm (or a number of cracks 3 mm or more in one group)	3 Moderate
Extensive repair work involving breaking out and replacing sections of walls, especially over doors and windows. Window frames and door frames distort. Walls lean or bulge noticeably, some loss of bearing in beams. Service pipes disrupted	15 mm to 25 mm but also depends on number of cracks	4 Severe

Figure 7: Table C1 of AS2870.

6.29 Considering underpinning without the jacking process, the Building would still contain numerous areas where cracking does exceed 5mm, and some areas where cracking was observed to be close to (or exceeding) 15mm (particularly to some external walls above the verandah roof, areas not safe to access). Reconstruction of some walls can be expected, which is likely to include the replacement of the windows within the replacement walling.

6.30 As an example, cracking to the external front wall of the Residence (to its southern end) was noted (refer to Figure 8 following).



Figure 8: Diagonal cracking to the front elevation of the Residence (southern end).

6.31 Following underpinning (without the jacking), reconstruction of this wall would be recommended and be expected to involve the demolition and reconstruction of the masonry walling (both external and internal leaves) of a significant portion of the wall, as shown in Figure 9 following.



Figure 9: Expected area or reconstruction to the southern end of the front elevation, due to the presence of current cracking.

6.32 Further to the reconstruction of the external walling to the front elevation, a portion of the adjoining side wall would also require reconstruction, to transition the reconstructed front wall back into the original right hand side wall.

6.33 However, as this adjoining right hand side wall is also in poor condition, with large external cracking visible (refer to Figure 10 following), reconstruction of this wall is also recommended. It is noted that, according to the owner, cracking to this wall was so extensive that a plasterboard lining was placed over the internal face of this wall during the renovations to conceal cracking and provide a smooth wall surface.



Figure 10: Cracking to the right hand side wall, adjacent to the kitchen window.

6.34 Moving from this right hand side wall to the adjoining rear wall of the original portion of the Residence (in the kitchen area), further cracking damage is present (referring to Photographs 51 and 52 of the prior REC Report). A portion of this rear wall should also be reconstructed, as a transition to the remaining brickwork along the rear wall and to also remove the current visible cracking.

6.35 Based on the building movement and cracking observed at this current time, I recommend that some perimeter walls of the Residence be reconstructed (as per Figure 11 following) following the underpinning (without jacking).

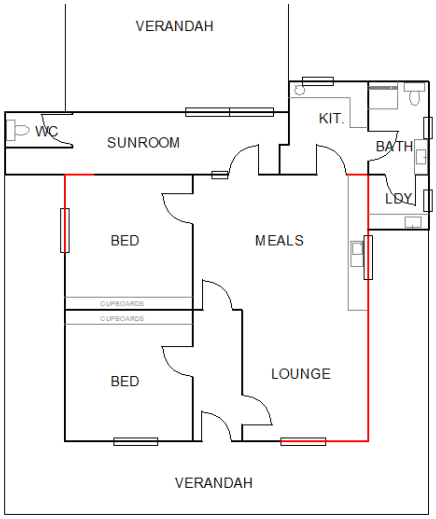


Figure 11: Expected wall reconstruction depicted in red, based on current observations.

Roof Framing

6.36 As discussed in the prior REC Report, portions of the roof framing are not compliant with current Codes & Standards. Members not compliant with current Codes & Standards, should have, in my opinion, been upgraded at the time of the roof cover replacement.

6.37 Roof framing member upgrading, by the replacement of non-compliant members, is still required.

7 Conclusions

7.1 Due to the poor performance of the existing footing system to date, and that this performance is expected to continue, remedial works of a structural nature are recommended.

7.2 Patch repairs (i.e., cosmetic repairs) are only considered a temporary remedial measure.

7.3 To stabilise the footing movement (and thus wall movement), underpinning is recommended to provide the required support to the footings of both external and internal walling.

7.4 In doing so, the internal flooring (including the floor framing) would need to be removed and later replaced with flooring and framing compliant with current Codes & Standards.

7.5 Whilst underpinning will stabilise the building (not fully, but to a significant degree), some walls will still require reconstruction due to the movement that has occurred. Attempts to jack the Building from the underpins is likely to result in further damage to the Building.

7.6 The roof framing of the building should have been upgraded (i.e., by the replacement of non-compliant members) to comply with current Codes and Standards at the time of the roof cover replacement. Roof framing upgrades are still required.

8 Attachments

- Appendix A: On Architecture Email

For and on behalf of Remedial Engineering Consulting (SA),



Chris Smith

BEng (Civil), MIEAust, CPEng, NER, BLD195733, RPEV, RPEQ
Principal Forensic Engineer
Remedial Engineering Consulting (SA)

APPENDIX A
ON ARCHITECTURE EMAIL

remengconsult@gmail.com

From: Kirsty Nield <k.nield@onarchitecture.com.au>
Sent: Thursday, October 31, 2024 12:15 PM
To: remengconsult@gmail.com
Subject: 46 Adelaide Road, Mount Barker

Good afternoon Chris
ON Architecture have been provided your Structural Condition Report for the above building by Lukas Weeks from Leyton Property to inform heritage advice in relation to the proposed development.

In order to get a better understanding of the condition of the building and repairs required I was hoping you could answer a couple of questions about your findings:

- Your report classes most aspects of the building as being in poor condition, if some patch repairs were done to address some of the issues, how long would you expect it to take for the repairs to last?
- Can you provide a bit more detail on the method of repair required to rectify the current issue of floor levels, wall cracking and poor footings and the potential impact of these repairs to building fabric.

I look forward to hearing from you.
Thank you

Kirsty Nield
M Arch/ICOMOS

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ON ARCHITECTURE

HERITAGE CONSULTANCY

HERITAGE IMPACT STATEMENT

44-48 Adelaide Road, Mount Barker

Radiology and Consulting Rooms Proposal

November 2024



Proposed development looking south along Adelaide Road



44 Adelaide Road looking towards number 46 (2024)

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Core site details	
Heritage status	44 Adelaide Road- Historic Area Overlay MtB3 and Heritage Adjacency Overlay 46 Adelaide Road- Historic Area Overlay MtB3 and Local Heritage Place Overlay 48 Adelaide Road- Historic Area Overlay MtB3 and Heritage Adjacency Overlay
Client	Leyton Property- Lukas Weeks
Proposal	Demolition and redevelopment
References/reports	Structural Condition Report undertaken by Remedial Engineering Consulting (SA) for Margaret Clarke & Leyton Property. (attachment 1) Supplementary Structural Condition Report undertaken by Remedial Engineering Consulting (SA) 4.11.24 (attachment 2) Iwanicki, I. Heritage report for 46 Adelaide Road, Mount barker. (2015) (attachment 3) DC MOUNT BARKER HERITAGE SURVEY Part 5: Local Heritage Recommendations: Mount Barker to Wistow. Heritage Online Anna Pope & Claire Booth (2004) Beyond INK Plan Set (attachment 4)
Current status	Leased (due to expire)

Introduction

ON Architecture has been engaged by Leyton Property to provide a Heritage Impact Statement to accompany the proposed redevelopment of 44-48 Adelaide Road, Mount Barker for new radiology and consulting rooms including the removal of Local Heritage Place (LHP) at 46 Adelaide Road, Mount Barker (CT5662/913). This Heritage impact assessment has been undertaken by ON Architecture Heritage Consultant, Kirsty Nield. ON Architecture has been in operation since 2018 and offer heritage consultancy as part of their suite of services. Kirsty has a Masters in Architecture, specialising in heritage management. She has 20 years of experience working in local and state government and is a full international ICOMOS member.

ON Architecture provided a preliminary heritage report dated 14 October 2024 which included an initial assessment of the proposal. Subsequent meetings including an on-site inspection have been conducted with representatives from ON Architecture, Beyond INK, Leyton Property and Remedial Engineering Consulting (SA) present. The thorough assessment of this proposal demonstrates that the proposed removal of the LHP has not been done lightly and all alternative approaches to adaptively reusing the site, retaining the LHP have been considered.

Subject site heritage values

Description 46 Adelaide Road, Mount barker LHP

The main frontage of the dwelling is set back 4.5m from the front boundary, 4m from the southern boundary and 8.5m from the northern boundary. There is a 1m high galvanised post and cyclone wire fence along the front boundary, a Colorbond trim-deck fence on the norther side boundary and between the house and adjoining house on the southern side.

The dwelling includes two rooms on each side of a central passageway. A verandah surrounds the building which is original to the house. This has been built in at the side and rear and includes a toilet and storage. To the rear there is a later addition constructed in painted red brick. There is also a covered deck to the rear.

The walls are built in red brick with a cant brick topped plinth at the base. The bricks have been painted white with brown surrounding the timber windows to replicate the look of quoins. The verandah roof retains the original galvanised iron while the main roof has been replaced with Colorbond with new gutters to the main roof. All original timber framing for the verandah remains. A thin concrete verandah floor has been laid over a rubble base. This is significantly cracked and is original to the building.

The dwelling was moderately renovated in 2022 for the current owners to live in it. This included installation of floating vinyl plank flooring throughout, construction of internal

stud walling to cover major cracking in the southern wall, internal painting, new ceilings and crack repair. No significant works were done to the exterior of the building.

The design of the building is in the colonial-style and is a standard single storey symmetrical dwelling. It is a simple dwelling typical of many built during the early to mid-20th century during the inter-war period. The front windows appear to be original and in good condition. However, most other external elements appear to be suffering from deterioration due to age, poor maintenance and cracking due to poor construction and reactive soils.

History

A large section of land on the corner of Druids Avenue and Adelaide Road was first surveyed in 1854. At this time, it was passed from Charles Masters to Henry Hooper and Alexander Low, merchants. Hooper and Low sold it to Absolam Tonkin in 1855 who used money borrowed from his father William Tonkin.[1] Tonkin was a pioneer miner at the Bremer Mine Callington, and after he returned from NSW was the Callington Postmaster. His grandson David Tonkin was Premier of SA from 1979-1982.[2]

The property was then transferred to Absolam Tonkin's wife Sarah Prisk Tonkin in 1886, who then sold it to Henry Appleton Monks, Mount Barker Councillor, in 1895.[3]

Monks subdivided the land but retained the corner portion of the allotment and built the house located at 1 Druids Avenue in 1904.

In 1913 it was sold to Michael John Skipper and was then inherited by his wife Mary Eleanor Skipper who subdivided the property and sold the subject land to John Woodland, assistant to the Dunn family, in 1921. Woodland likely was responsible for building the house in 1924. After his death in 1931[4], his executor Charles Ezra Woodland controlled the property until it was sold in 1942 to Edith Olive Sutherland. In 1946 it was bought by James and Mary Hoskin.

[1] TROVE The Mount Barker Courier and Onkaparinga and Gumeracha Advertiser (SA : 1880 - 1954) Fri 8 Jun 1906
[2] Iwanicki, I. Heritage report for 46 Adelaide Road, Mount barker- D.C. of Mount Barker Interim Mount Barker and Nairne townships Heritage Register. p2.
[3] TROVE News (Adelaide, SA : 1923 - 1954) Sat 3 Oct 1925
[4] TROVE The Mount Barker Courier and Onkaparinga and Gumeracha Advertiser (SA : 1880 - 1954) Fri 14 Aug 1931

Heritage status



Aerial image from SAPPA with LHP Overlay activated

46 Adelaide Road was not identified in the *1983 Mount Barker District Heritage Survey*. However, in the subsequent 1997 *District Council of Mount Barker Interim Mount Barker and Nairne townships Heritage Register,* it was identified that the dwelling met the following Local Heritage Place criteria in section 23 of the Development Plan (1993):

(a) it displays historical and social themes that are of importance to the local area

(b) it displays design characteristics and construction techniques of significance to the local area

However, in 2004 an updated heritage survey undertaken by *Heritage Online* found that the Place should be removed from the Local Heritage Register and be downgraded to a Contributory building only.[5]

[5] Pope, A & Booth, C, (2004) DC Mount Barker Heritage Survey, Part 1: Heritage Analysis , Zones and Inventory, heritage Online. p. 43

3.6.5.1 Current Local Heritage Places which are contributory

The following places should be removed from the Local Heritage Register in Council's Development Plan because they are contributory, and do not adeqately meet one or more of the criteria for local heritage listing contained in the *Development Act 1993*.

Item	St No	Street	Town	Place name	Pope rec	Dev Plan
847	46	Adelaide Rd	Mount Barker	Brick house	C	L254
848	50	Adelaide Rd	Mount Barker	House with stone façade	C	L254

It was therefore included in the Development Plan as a Contributory item. Despite this recommendation, the LHP encumbrance was not removed from the title, perhaps in error. Therefore, when the new Planning, Development and Infrastructure Act 2016 and Code were introduced in 2019, 46 Adelaide Street was included in part 11 of the Planning and Design Code (2016). The entry is as follows:

Part 11 – Heritage Places

Local Heritage Places

Mount Barker

Property Address	Description and/or Extent of Listed Place	Section 67(1) Criteria	Heritage NR
46 Adelaide Road MOUNT BARKER	Cottage; All facades, verandah, roof and walls supporting the roof.	a d	16124

If the building was to be assessed as a LHP today, its heritage value would be considered against the criteria for designation in section 67 (1) of the Planning, Development and Infrastructure Act 2016:

(1) The Planning and Design Code may designate a place as a place of local heritage value if—

(a) it displays historical, economic or social themes that are of importance to the local area;

The dwelling may be considered to represent the historical and economic theme of inter-war domestic building in Mount Barker. However, the latest 2004 heritage survey for Mount Barker does not identify the interwar period in Mount Barker as being an important historical, economical or social theme and rather focuses on early settlement as the era of significance from the 1840s until the laye-1800s. Further, due to its current condition and appearance, it would not be considered a good example of this theme and is not of high heritage significance to the local area. It would not meet this criterion.

(b) it represents customs or ways of life that are characteristic of the local area;

There is nothing about the appearance or use of the building which suggests it would be a good representative of the customs or way of life of Mount Barker. It would not meet this criterion.

(c) it has played an important part in the lives of local residents;

Other than being highly visible on a main road into the town, there is nothing to suggest the building has played an important part in the lives of the Mount Barker Residents. It would not meet this criterion.

(d) it displays aesthetic merit, design characteristics or construction techniques of significance to the local area;

The dwelling is a standard brick building with bullnose verandah and unsympathetic alterations including the rear deck and additions, and painting of the brick work. Due to being built in the years leading up to the Great Depression, the quality of building materials and construction techniques may have been poor. This has likely impacted its condition. Therefore, it would not be considered to display any significant design or construction characteristics. It would not meet this criterion.

(e) it is associated with a notable local personality or event;

The site has associations with David Tonkin who was Premier of SA from 1979-1982. However, he never lived in this house. Further Tonkin's grandfather who owned the land only did so for a short time, well before Tonkin was born and before the house was built. The house was built by John Woodland who had been in the service of John Dunn, one of South Australia's first and most profitable millers. Other than this connection with the Dunn Family, Woodland does not appear to have been a notable local personality. His home would therefore would not be considered to meet this criterion.

(f) it is a notable landmark in the area;

The building is an average size 1900s domestic building. Other than being located on a busy intersection, it would not be considered to have any landmark characteristics. It would not meet this criterion.

(g) in the case of a tree (without limiting a preceding paragraph)—it is of special historical or social significance or importance within the local area.

There are no historically significant trees on the allotment. It would not meet this criterion.

Based on this analysis, if assessed today, it is highly unlikely the building would be considered to meet any criteria for local listing. Despite this, the appearance and scale of the dwelling could be considered to contribute to the residential streetscape of the section of Adelaide Road. Therefore, the broader context of the dwelling and its

contribution to the historic area streetscape is a consideration when considering the heritage value of the place.

Although its heritage significance is low according to this assessment and the 2004 heritage survey, this report must consider the proposal based on its current heritage status as a LHP.

Heritage condition assessment

A *Structural Condition Report* was undertaken Chris Smith of Remedial Engineering Consulting (SA) for Margaret Clarke & Leyton Property. (10/09/24)(Attachment 1). Following a review of the report and an on-site inspection, a *Supplementary Structural Condition Report* (4/11/24)(Attachment 2) was provided in response to questions raised by Kirsty Nield of ON Architecture. A summary of both documents follows:

It is estimated that the footing system for the dwelling are either compacted bluestone fragments or reinforced concrete. The cracking which can be observed now, and was more pronounced before the 2022 renovations, are typical of a building built with a poorly performing footing system on reactive soils.

This is also supported by the floor level and brick course survey which was undertaken by the engineer. The level difference across 3.6m was up to 83mm in one area.

Patch repairs of the cracking was undertaken in 2022. Between then and today, the cracks have re-surfaced suggesting building movement in ongoing. More damage can be expected, and surface repair would be ineffective in any attempts to restore the building.

The report recommends underpinning of the footing system for all external walls to a depth of 5m. This would require removal of the verandah and verandah slab. In addition, the interior walls would require underpinning which would require the removal of all internal flooring and framing and subsequent re-framing and flooring to meet current Codes and Standards.

The difference between the internal and external footings in addition to jacking of the walls to make the building level may result in continued movement and cracking into the future. Therefore, suggesting despite underpinning, cracking may not be resolved.

Once the footings have been repaired, the brick walls would need to be repaired. Any walls with cracking greater than 5mm would likely need to be removed and re-constructed. Based on this assessment, the entire southern wall, southern end of the front wall and rear section of the northern wall would require demolition and re-construction.

In addition, the roof framing is not compliant with current codes and standards and should be re-framed.

Informed by the engineering report and, the following is a heritage assessment of the condition of the building. It suggests the most appropriate method to restore the building.

It should be noted, that as per Article 3.1 of the Burra Charter, *conservation should be based on a respect for the existing fabric, use, associations and meanings. A cautious approach of changing as much as necessary but as little as possible*.[6] Ideally, a cautious approach would be to retain all significant fabric and manage the cracks with continued patching and good site maintenance. However, it has been proven from the failure of the repairs undertaken in 2020, the building is continuing to move. Therefore, it is likely that a long-term solution to the issue will require substantial intervention and re-building as outlined in the engineers report. In addition, much of the original building fabric is significantly dilapidated and at the end of its functional life. Despite this, where possible, this heritage assessment advocates for restoration in line with the principles in the Burra Charter and recommends the retention of as much heritage fabric as possible wherever feasible.

Verandah Timber
All timber members are showing significant damage due to rot. Some posts are not connected to the ground. The posts to the eastern end of the side verandah are bowed out due to overall building movement. Fascias, corner brackets and scotia are rotting. The verandah roof framing is rotting at the ends where close to the fascia although the wall plate is relatively sound.

Any sound original timber should be retained and repaired. However, it is likely 90-100% of the verandah timber requires replacement.

[6] The Burra Charter is a document published by the Australian ICOMOS which defines the basic principles and procedures to be followed in the conservation of Australian heritage places


Bowed post due to movement


Bottom of posts not connected to ground


Timber brackets broken and rotting

Verandah Cladding

The painted corrugated galv. roof is deformed, likely from people walking on it. It is badly corroded at all joins and the ends. Rectangular holes have been cut in the roof, likely to allow more sunlight into the windows. The D profile gutter is a later addition and likely replaced an galvanised ogee gutter.

Any sound sheets of galv. should be retained and re-used if removal can take place without damage. All gutters should be replaced with the correct profile. Replacement verandah should re-create the existing bull nose profile. It is likely 80-100% of the cladding.


Typical rust at joints


Holes cut into roof sheets


Bent roof sheets

Verandah floor

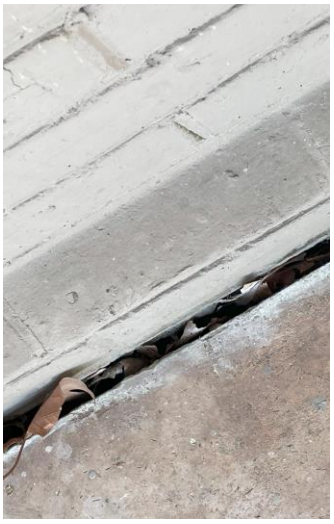
The verandah floor is badly cracked throughout. This is common to early verandah slabs due to weak concrete and no control joints. However, some sections of the slab are entirely missing particularly around the edges. Where the slab meets the wall there is a 20mm gap demonstrating that the verandah floor is falling away from the edge of the building which is causing the significant cracking.

Due to the poor quality of the concrete, the entire slab would require replacement and re-laying with a edge strip footing. 100% of the verandah slab would require replacement.

Rectification:
Remove entire verandah including fascias, posts, and cladding. While verandah has been removed, underpinning of the exterior walls can be carried out as per engineers advice. Once all other repair work has been carried out, reconstruct verandah including new verandah slab. If tar damp course is evident repair and ensure new slab does not bridge. Re-frame verandah including new verandah posts, new timber fascia, to match existing in profile. Replacement roof cladding and ogee gutters.


Slab edge badly cracked


Whole sections cracked


Gap between wall and floor

Exterior walls.
The brick walls are relatively plumb and are not showing signs of salt damp. However, significant cracking can be found throughout the exterior walls of the dwelling. The worse cracking is found on the south/west corner of the building, above windows and all exterior walls of the rear addition.

The rear south/east addition should be removed and replaced. 100% of this section of the building would need replacement.

The rear north/east toilet addition is badly cracked and would likely require removal. 100% of this section of the exterior walls would require replacement.

According to the engineers report, around 50% of the remaining existing exterior walls would require re-building.

Rectification:

Underpin footings as per engineers advice. Demolish sections of walls recommended for removal due to cracking and re-build using existing bricks. Remove paint from brickwork and re-point as required.


Front wall cracking to S/W corner


Cracks to top of wall above front door


Rear addition cracking evident in all walls


N/E rear toilet addition cracking evident at junction of walls.


Typical cracking on southern wall.


Toilet addition requires removal due to poor overall condition

Interiors Walls

Some of the internal walls are covered with either a new stud wall or built in wardrobes. However, where walls are exposed cracking is evident particularly above windows and doors.

An estimate of plaster replacement would be around 30-50%, depending on whether the internal walls could be propped and retained during underpinning work.

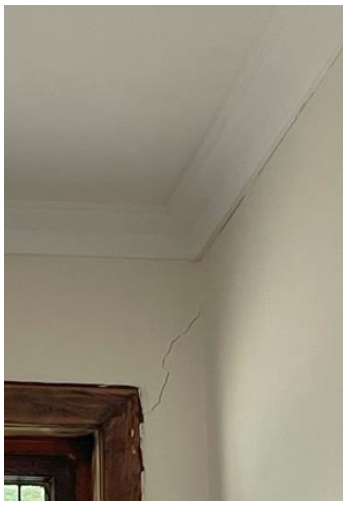
Rectification:
Once all other underpinning and wall repair is carried out any drummy or cracked plaster would require replacement and re-painting.

Floors
The original floors were not visible due to new floating vinyl plank flooring. However, in order to underpin the building, the engineer suggests all floors be removed and re-constructed.

Any original flooring and floor framing should be re-used. However, without inspection it is unknown how much could be retained.

Ceilings
The existing ceilings are not original and have either replaced or have been installed over the top of the original fibre board ceilings. If restoration was possible, the original ceilings would be restored, however, photos in the engineers report demonstrate these were in poor condition and restoration may not be viable.


Cracking above front S/W window.


Cracking above front door


Cracking above rear door to rear addition

Windows and doors.
Due to building movement all window sills are cracked. This has caused some damage to the timber windows. However, in general windows and front door have been protected by the verandah roof and are sound and if damaged could be repaired.

During stabilisation works and wall repair, the front and side windows and door should be removed, repaired and reinstated. 0-10% of the timber windows would require replacement. However, window sills will likely be impacted by wall re-construction and repair with an estimate of 30-50% replacement required.


Cracking to window sills


Cracking above windows


Windows deformed due to movement

Based on the above assessment, conservation of the building would be possible. Aspects such as the original windows and some walls may be restored. However, due to the structural condition of the building and recommendations from the engineer, removal and replacement of a significant proportion of building fabric would be unavoidable. The form and setting of the resulting building could be replicated, but very little authentic original fabric would remain. The heritage integrity of the building will be nearly entirely lost.

Local Heritage Place Overlay assessment

As per its listing against criterion a & b of section 23 of the Development Plan (1993), the subject dwelling's heritage and cultural values relate to its representation of **historical and social themes** and its **design characteristics and construction techniques**.

Replacement and reconstruction of a large proportion of the building as identified in the engineer's report and condition assessment above would have a significant adverse impact on these heritage values. In addition, the cost would be significant and may not be economically feasible. Therefore, it is reasonable to give full consideration to the proposal to demolish the LHP. When considering demolition of a LHP the Performance Outcome of the Local Heritage Place Overlay in the Planning and Design Code should be considered.

Desired Outcome: *DO 1*	*Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.*	While a conserved building, with the replacement of a significant proportion of the building fabric, may retain a degree of representation of the historical and social themes the form of the dwelling can demonstrate (criterion a), retention of the design characteristics and construction techniques of the building is virtually impossible

		due to the need to replace the verandah, walls, footings and roof (criterion b).
PO 6.1	*Local Heritage Places are not demolished, destroyed or removed in total or in part unless:* *the portion of the Local Heritage Place to be demolished, destroyed or removed is excluded from the extent of listing that is of heritage value* *or* *the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is* ***irredeemably beyond repair.***	Due to the listing of 46 Adelaide Road including all facades, roof and verandah, removal of any of these aspects would comprise removal of heritage fabric. Demolition based on the first exemption of PO 6.1 would not apply. While the engineers report suggests the building is in poor condition and significant work would be required to allow it to meet code requirements today, it does not suggest the condition presents a risk. The engineers report does, however, recommend that existing elements of the building such as roof framing, verandah and sections of cracked walls and footings are well below building code and standard requirements, are of poor condition, and require nearly full replacement. Considering the proportion of building fabric which would require replacement, the building could be considered irredeemably beyond repair.

In addition to consideration of the building's condition, its location on a very busy road, which forms the main entry point to the growing suburb of Mount Barker, must be considered. Continued residential use is unlikely. Future adaptative re-use would likely require further alterations to the form and structure of the building, also impacting on the already tenuous heritage values of the LHP.

Setting and context

Article 6 of the Burra Charter requires policy development to understand and protect cultural significance into the future. '*Policy development should also include consideration of other factors affecting the future of a place such as the owner's needs, resources, external constraints and its physical condition'*[7].

Article 8 of the Burra Charter states that *conservation requires the retention of an appropriate visual setting*. A heritage place's setting and context often makes a significant contribution to its heritage value. While the building fabric of the dwelling may be considered beyond repair, the form, setback, materials and domestic scale of the dwelling could be considered to make a more significant contribution to the

[7] Article 6.3 The Burra Charter 2013 sourced from https://burramoontaworldheritage.com.au/wp-content/uploads/2024/05/The-Burra-Charter-2013.pdf

historical and social themes of the site than the building fabric. Perhaps in this case, retention of setting is of paramount importance when developing a policy to protect cultural significance.

The Burra Charter states that *in developing an effective policy, different ways to retain cultural significance and address other factors may need to be explored*[8].

Consideration of incorporating the existing façade into the new proposal may be a way in which the setting of the place could be conserved. However, due to its condition, this would require full demolition and re-construction. Therefore, an acceptable approach may be to reference the building through sympathetic use of materials, form and scale of any future development.

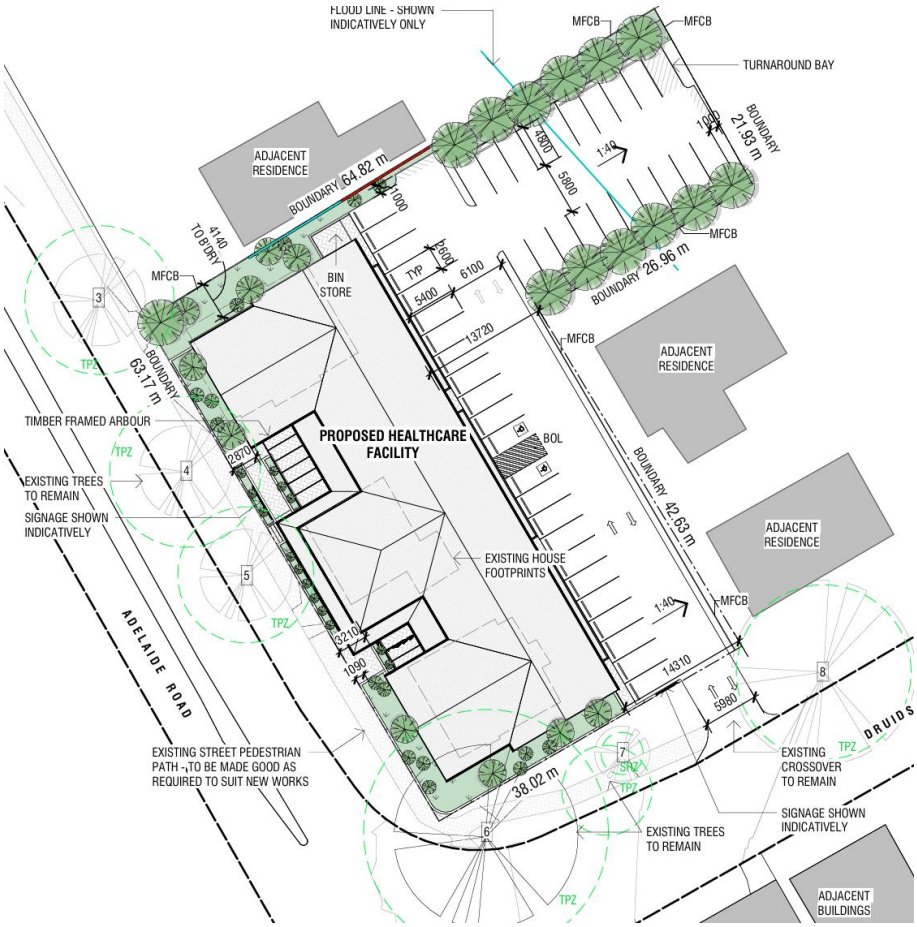
Proposed development

Place	Encumbrance
44 Adelaide Road, Mount Barker	Historic Area Overlay MtB3 and Heritage Adjacency Overlay (due to LHP listing of 45 Adelaide Road and 1A Druids Ave)
46 Adelaide Road, Mount Barker	Historic Area Overlay MtB3
48 Adelaide Road, Mount Barker	Historic Area Overlay MtB3 and Heritage Adjacency Overlay (due to LHP listing of 45 Adelaide Road and 50 Adelaide Road)

Based on the premise that support for removal of the dwelling at 46 Adelaide Road is obtained, Beyond INK have designed a three-bay radiology and consulting complex (attachment 4). Throughout the design phase, Beyond INK have listened to feedback from Leyton Property and ON Architecture heritage consultancy. The initial design has been significantly adapted to respond to this feedback.

The proposed footprint of each bay approximately corresponds with the three removed building.

[8] Article 6.4 The Burra Charter 2013 sourced from https://burramoontaworldheritage.com.au/wp-content/uploads/2024/05/The-Burra-Charter-2013.pdf



Site plan showing the relationship between the proposed and removed buildings.

The proposed building is constructed in face brick with two gable roof bays on each side of a hip roof bay with verandah. The bays are linked with a 23 degree pitch roof. The eaves height of the proposed bays is 3.5m and the roof pitch is also 23 degrees which corresponds with other buildings in the streetscape and those proposed for removal. The roof is clad in corrugated Colorbond and the front and side boundaries have a low face brick fence.

The following architectural renders demonstrate the proposed scale and arrangement of buildings. The accompanying photos demonstrate the existing scale of the buildings proposed for removal. As the images demonstrate, the overall impact to the streetscape will result in very minor change to the current arrangement.


Proposed view looking north


Existing view looking north


Proposed front veiw


Existing front view



Proposed rear view


Existing rear view

Historic Area MtB3 Assessment

This section of Adelaide Road is covered by Historic Area Overlay MtB3. The following is an assessment of the proposal against the Performance Outcome of Overlay.

DO 1 *Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as*	Attributes to the MtB3 Historic Area within the Planning and Design Code are as follows: **Eras, themes and context** • 19th and early 20th Century. • Buildings and structures predominantly dating from the 19th Century. Small, compact workers cottages and larger residential buildings.

exhibited in the Historic Area and expressed in the Historic Area Statement.	**Allotments, subdivision and built form patterns** • Allotment pattern reflective of the original land division pattern. **Architectural styles, detailing and built form features** • Early stone dwellings. • Compact, intact collection of small scale detached and semi-detached buildings dating predominantly from the 19th and 20th century. • Symmetrical frontages and separate verandahs. • Hipped and gabled roof forms with ridge typically parallel to the street • Some parapet walling. **Building height** • Single storey. External wall height varies from 3 to 4 metres. **Materials** • Stone external walls. • Brick quoins. • Corrugated profile sheet roofing. • Painted timber window frames and doors. • Painted timber verandah posts with some ornate decoration. • Brick or rendered chimneys. **Fencing** • Some timber picket fencing. • Hedges. • Low stone walling to front boundary. • Hardwood post and wire mesh or cyclone mesh. **Setting, landscaping, streetscape and public realm features** • Mature street trees. Street hedging. Some red brick pavers to footpath.
BUILT FORM	
PO 1.1 *All development is undertaken having consideration to the historic streetscapes*	While the proposed development is a substantial long building. The division of the structure into three bays adequately represents the current configuration of

and built form as expressed in the Historic Area Statement.	individual compact cottages. The impact to the current streetscape will be relatively minor.
PO 2.1 *The form and scale of new buildings and structures that are visible from the public realm are consistent with the prevailing historic characteristics of the historic area.*	The historic characteristics of the historic area are a compact, intact collection of small scale detached and semi-detached buildings. The proposed single storey development carefully represents a modern interpretation of this characteristic and the inclusion of a hipped roof to the central bay helps reduce the mass of the building and represents the form of the removed dwelling. This means there will be very little change to the current setting and scale of the streetscape.
PO 2.2 *Development is consistent with the prevailing building and wall heights in the historic area.*	The proposed eaves height of 3.5m is consistent with the existing dwellings on the site.
PO 2.3 *Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) complement the prevailing characteristics in the historic area.*	Detailing typical in the historic area includes single storey. symmetrical frontages and separate verandahs and hipped and gabled roof forms with ridge typically parallel to the street. The proposed roof form of the three bays reflect this characteristic. The inclusion of a verandah to the central bay provides a modern interpretation of the removed building and means the existing streetscape will not be impacted by the proposal. Proposed windows to the front façade represent the vertical format and small scale windows typical of the historic buildings in the Historic Area.
PO 2.4 *Development is consistent with the prevailing front and side boundary setback pattern in the historic area.*	The proposed set back and building foot prints of each bay is consistent with the buildings removed from the site.
PO 2.5 *Materials are either consistent with or complement those within the historic area.*	The proposed development features face brick, corrugated colorbond roofing and timber verandah posts. This is consistent with the requirements for materials in the MtB3 Historic Area Overlay and references the materials typical for the three houses proposed for removal.
Ancillary Development	

PO 4.3 *Advertising and advertising hoardings are located and designed to complement the building, be unobtrusive, be below the parapet line, not conceal or obstruct significant architectural elements and detailing, or dominate the building or its setting.*	Proposed signage for the medical complex is set back off the front boundary and will be in a pallet to complement the proposed brick work.
PO 4.4 *Fencing and gates closer to a street boundary (other than a laneway) than the elevation of the associated building are consistent with the traditional period, style and form of the associated building.*	The low brick boundary fence with consistent with the materials preferred in MtB3. It will give definition to the boundary without dominating or limiting views to the site.
Land Division	
PO 5.1 *Land division creates allotments that are:* *compatible with the surrounding pattern of subdivision in the historic area* *of a dimension to accommodate buildings of a bulk and scale that reflect existing buildings and setbacks in the historic area*	There is no proposal to subdivide the land. Rather amalgamation of the three titles 44-48 Adelaide Road will be proposed.
Context and Streetscape Amenity	
PO 6.1 *The width of driveways and other vehicle access ways are consistent with the prevailing width of existing driveways of the historic area.*	No driveway is proposed for the front of the development with parking located to the rear. The parking will be accessed via an existing driveway off Druids Avenue. There will be no visual impact of the proposed parking and driveway from the primary façade and proposed landscaping and fencing along Druids Avenue will reduce the visual impact of the parking when viewed from Druids Avenue.
PO 6.2 *Development maintains the valued landscape patterns and characteristics that contribute to the historic area, except where they compromise safety, create nuisance, or impact adversely on buildings or infrastructure.*	No change is proposed to the existing footpath and street trees.
Demolition	
PO 7.1 *Buildings and structures, or features thereof, that demonstrate the historic characteristics as expressed in the Historic Area Statement are not demolished, unless:* *the front elevation of the building has been substantially altered and cannot be*	The era of significance in the MtB3 Historic Area is 19th and early 20th Century. With important buildings and structures predominantly dating from the 19th Century. Small, compact workers cottages and larger residential buildings. All three building proposed for removal were constructed after the timeframe of significance.

reasonably restored in a manner consistent with the building's original style *or* *the structural integrity or safe condition of the original building is beyond reasonable repair.*	Further, while a full structural assessment of 44 and 48 Adelaide Road has not been undertaken, the condition of 46 Adelaide Road has been proven to be beyond reasonable repair. Despite this, efforts have been made to reference the scale and form of the removed buildings to reduce the impact their removal will have on the streetscape.
PO 7.2 *Partial demolition of a building where that portion to be demolished does not contribute to the historic character of the streetscape.*	As above.
PO 7.3 *Buildings or elements of buildings that do not conform with the values described in the Historic Area Statement may be demolished.*	As above.

Heritage Adjacency Assessment

The subject sites are adjacent to LHPs:

- **Cottage 50 Adelaide Road**
  Heritage value satisfies the following criteria:
  - a - it displays historical, economic or social themes that are of importance to the local area
  - d - it displays aesthetic merit, design characteristics or construction techniques of significance to the local area
- **House 1 Druids Avenue**
  Heritage value satisfies the following criterion:
  - a - it displays historical, economic or social themes that are of importance to the local area
- **Avenue of Oak Trees Druids Avenue from Adelaide Road to Cameron Road.**
  Heritage value satisfies the following criteria:
  - a - it displays historical, economic or social themes that are of importance to the local area
  - c - it has played an important part in the lives of local residents
  - d - it displays aesthetic merit, design characteristics or construction techniques of significance to the local area
  - e - it is associated with a notable local personality or event

DO 1	Due to the proposed setbacks of the new development, the existing relationship

Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.	between the existing buildings and the three LHPs will remain relatively the same. It is not considered that there will be any impact to the heritage and cultural values of the LPHs.
PO 1.1 *Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place.*	There is sufficient separation between the LHPs and the proposed development. Their existing setting will remain unchanged. It is noted there is a heritage listed oak tree on the S/W corner of the site. Care will need to be taken during excavation of this section of the site to ensure the tree is protected.
PO 2.1 *Land division adjacent to a State or Local Heritage Place creates allotments that are of a size and dimension that enables the siting and setbacks of new buildings from allotment boundaries so that they do not dominate, encroach or unduly impact on the setting of the Place.*	The three titles will be amalgamated. This will allow for the single building which still represents the existing three titles

Conclusion

ON Architecture acknowledges that any building can be repaired or re-constructed. If a building was of high local heritage value, cost of restoration would not be a consideration and support for the removal of a building with recognised heritage value is not something a heritage advisor would ever contemplate. However, in this instance, we would suggest the proposal to remove the LHP at 46 Adelaide Road, Mount Barker should be given full consideration by the Mount Barker Council Planners for the following reasons:

- This assessment, and the 2004 *DC Mount Barker Heritage Survey,* found the dwelling to have low local heritage value. It was determined that its heritage contribution relates specifically to its scale, form and setting rather than its cultural or architectural merit.
- The 2024 engineering report found that significant sections of the building will require partial or full replacement to structurally repair the building and prevent further damage due to cracking.
- The condition of the building is such that adaptive re-use would require removal and re-construction of a large proportion of the building. This would have significant impact on its heritage integrity and would further reduce its already recognised low heritage significance. Given the amount of building fabric which

requires replacement, and the impact this will have on its heritage values it may be considered that the building is irredeemably beyond repair.

- The cost involved to stabilise and then restore the building may prohibit continued residential use of the site. Due to being located on a busy gateway corner into Mount Barker, adaptive reuse of the site for commercial use would be highly desirable. Due to the cost of repair and its location, should removal and commercial development of this site not be approved it is likely the building will become unoccupied. The structural integrity of the building will continue to decrease, and the building may become neglected.
- The proposed replacement building has been designed to recognise the form and scale of the removed building. It satisfies the Performance Outcome of the MtB3 Historic Area Overlay. The development will have minor impact on the existing setting and appearance of the streetscape and will be a good addition to a highly visible intersection in Mount Barker.

Contact

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HERITAGE REPORT

prepared for

46 Adelaide Road, Mount Barker. SA.

D.C. of Mount Barker
July 2015

Heritage Report – 46 Adelaide Road, MOUNT BARKER

Introduction

This heritage report has been prepared for the owners of the Mount Barker Family Chiropractic practice, situated on the north eastern corner of Adelaide Road and Druids Avenue and accompanies an application to change the use of the subject property at 46 Adelaide Road from a dwelling to chiropractic office.

The subject land is described in Certificate of Title 5662 folio 913 and identified as both a contributory item and local heritage place in the Mount Barker Development Plan dated the 24th October 2013.

In preparing this report, I have inspected the property, referred to the provisions of the Development Plan applicable to the property, researched the criteria for the listing of a local heritage place within the Development Act and visited the offices of the council to obtain further information. This report is confined to the aspects of the exterior of the building and land and its contribution to the historic character of the locality. The report is cognizant of the Australia ICOMOS Burra Charter, 2013 and ICOMOS practice note (1 November 2013) with respect to considerations of building fabric and conservation guidelines. In 2005 I was retained by Council to review the comprehensive heritage survey of the Mount Barker District Council area prior to council consulting with owners and the community as part of drafting local heritage Development Plan amendment for council approval. Consequently, I am familiar with the process of the heritage planning for the district. I do not recall inspecting this property, probably because of the recommendations of the heritage survey at the time. The report does not include considerations of the interior layout of the building.

Heritage Significance

The DC Mount Barker Heritage Survey prepared by Anna Pope and Claire Booth of Heritage Online (2004) reviewed existing local heritage within the Development Plan for Council as part of their survey report.

An earlier *D.C. of Mount Barker Interim Mount Barker and Nairne townships Heritage Register* process identified the building and title searches yielded the following details of property ownership (please refer to Attachment 1):

> 'Pursuant to an application, Absolam Tonkin purchased this land in 1881. Absolam was a pioneer miner at the Bremer Mine Callington, and after he returned from NSW was the Callington Post Master. His grandson David Tonkin was Premier of SA from 1979-1982. He then sold the property to Sarah Prisk Tonkin in 1886, who then sold it to Michael Skipper (accountant) and following his death it was sold for 225 pounds to John Woodland in 1921. After his death in 1931, his executor Charles Ezra Woodland controlled the property until it was sold in 1942 to Edith Olive

> Sutherland. In 1946 it was bought by James and Mary Hoskin. After several transfers of ownership, the present owners purchased the property in 1995.'

This earlier report identified the following criteria provided for local heritage :

(a) it displays historical and social themes that are of importance to the local area;
(b) it displays design characteristics and construction techniques of significance to the local area

The statement of heritage value in the report identified the property as:

'An important contributory element to the historic streetscape in this part of Adelaide Road, and representative of the middle period (1880s – 90's) of decline in Mount Barker development'. (Appendix A)

In the 2004 Heritage Survey, Part 1, under paragraph 3.6.5. *Places for removal from Local Heritage Register: paragraph 3.6.5.1 identifies 'Current Local Heritage Places which are contributory, and do not adequately meet one or more of the criteria for local heritage listing contained in the Development Act 1993',* two properties are listed : the brick house at No 46 Adelaide Road and the property at No.50 Adelaide Road (page 43).

I concur with the re-assessment of the item by Heritage Online in 2004 as a contributory item, noting that Council adopted the Heritage Online Survey report as a basis for the current Development Plan listings of local heritage places. The house lacks sufficient significance for local heritage listing but its heritage value lies in its contribution to the historic character of the Historic Conservation Area – Druids Avenue, Mount Barker Area 3.

As the property is included in the Development Plan as a contributory item, and has been listed in error also as a local heritage place, this report will assess the building within the context of its contributory significance within the Historic Conservation Area – Druids Avenue Area 3. The policies within the Development Plan make little distinction between a contributory item and local heritage place in the overall requirements to maintain the integrity of history conservation areas throughout the council district.

Physical fabric and setting of the building

The house and narrow front garden is located on the eastern side of Adelaide Road close to the road, which has been widened over the years to accommodate increased traffic. (Figures 1 and 2) The single storey building is of brick construction, with a corrugated iron roof, and provides a return bullnose verandah to the front elevation and a section of each side wall. The walls of the building have been painted a light cream colour some time ago, with a brown highlighting around doors and windows to replicate the appearance of quoining.

The siting of the main brick building accommodates adequate access space to an existing garage to the north and towards the side rear of the building. The roof, originally of corrugated iron, has been replaced by what appears to be a type of white Alutile or similar.
Architecturally the design of the building is typical of a late 19th/early 20th century residential building with symmetrical placement of central front entry, and windows located of either side of the front door. The northern side garden space now used for access to a corrugated iron garage to the rear of the existing dwelling The allotment slopes away to the eastern boundary. A covered deck extension approximately 920 cm in height above ground level has been added in the past to match the rear floor level of the house. (Figure 10)

There is evidence of structural damage and deterioration, mainly with the rear addition warranting complete removal (Figures 8 & 10), minor cracking to the main brick structure above the front door (Figure 11) and eastern walling (Figure 5), instability of the northern verandah section (Figure 6), deterioration of the concrete base to the verandah (Figures 4, 5, 6 & 9) The removal of a rain water tank which is leaking should minimize water damage to the south eastern corner of the building (figure 7)



Figure 1 – Street View of townscape along Adelaide Road Mount Barker. Number 46 (centre) is screened by front garden vegetation (Figure 2), adjacent to no 44 on the corner of Druids Avenue and Adelaide Road, which is a busy intersection with traffic lights.



Figure 2 - Street view of house



Figure 3 -External white Alutile type roofing, showing a section of the existing bullnose corrugated iron ¾ return verandah with original timber posts.



Figure 4. Front verandah, with central door entrance and rectangular windows on either side. Note the painted quoining above door and windows, and deterioration of the verandah concrete base. The mattress is placed over the bedroom window to reduce traffic noise to the internal room.



Figure 5. Southern verandah. Wall cracking noted on return rear section.



Figure 6: Northern return section of verandah – note instability of verandah section support.

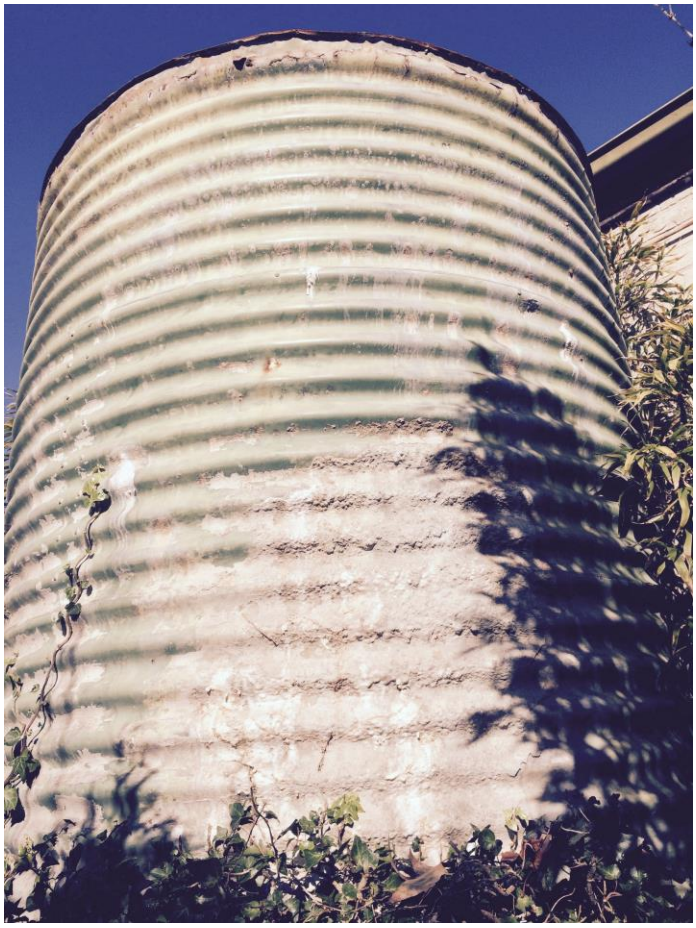


Figure 7 Rear rainwater tank

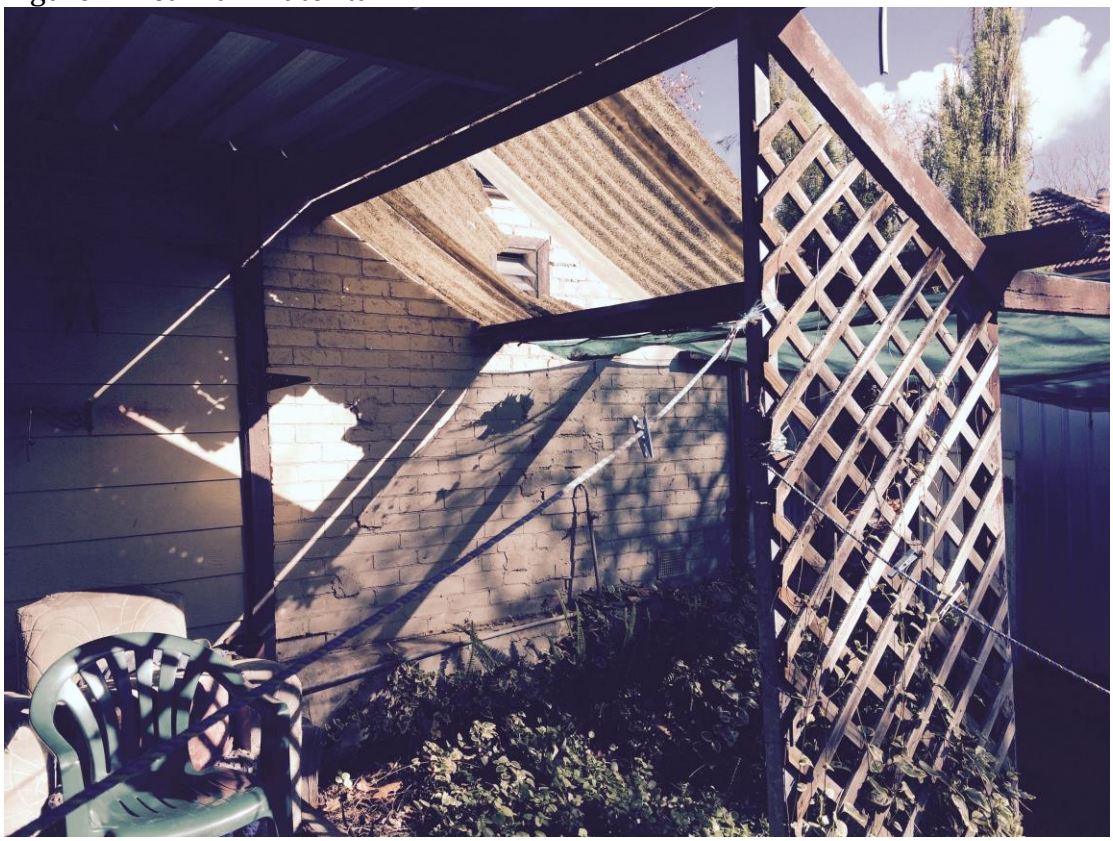


Figure 8 – The north eastern corner of the rear addition.



Figure 9 Northern verandah concrete deterioration.



Figure 10 – View of rear of contributory item, showing location of rainwater tank, elevated rear deck structure and trellis screening.



Figure 11 – front door and window lintels

Proposed Development:

The application under consideration is to change the use of an existing dwelling to consulting rooms, carry out repairs and restoration of the existing building, erect a rear office area with disabled access, car parking to the rear of the building, landscaping and signage.

Development Plan provisions – Historic Conservation Area –Druids Avenue, Mount Barker Area 3

No 46 Adelaide Road is located within *Map MtB/7 Overlay Map-Heritage* and is listed as a contributory item in *Table MtB/7 – Contributory Items* and as a local heritage place in *Table MtB/8 Local Heritage Places*. Relevant provisions of the Development Plan (see Attached extract of the Development Plan) include:

- Objectives 1 – 5 inclusive
- the general section of Desired Character for Mount Barker
- the specific desired character for Druid's Avenue, Mount Barker Area 3,
- Principles of development control 3 (contributory item should be retained and conserved), 4, 5, 6, 8, 9(iii), 13, 14,15, 16, 17 and 18;

The general objectives for a Historic Conservation Area are:

1. *The conservation of areas of historic significance.*
2. *Development that promotes, conserves and enhances the cultural significance and historic character of identified places and areas.*
3. *Development that complements the historic significance of the area.*
4. *The retention and conservation of places such as land, buildings, structures and landscape elements that contribute positively to the historic character of the area.*
5. *Development that contributes to the desired character of the Historic Conservation Areas.*

The specific guidelines for the Druids Avenue, Mount Barker Area 3 address aspects of function with the following statement:

'Development including flexibility in land use should prevail where the continued use and retention of listed buildings is under consideration.

Development must have regard to the preservation of the visual setting of buildings, ratio of open space to built form, streetscape character and discouragement of any compromise of the original land division pattern.

Originally both the contributory item and adjacent consulting rooms at the corner of the intersection of Druids Avenue and Adelaide Road were on the same parcel of land.
Rear access between the two properties is desirable given the proximity of traffic lights and Adelaide Road, the main thoroughfare into Mount Barker from the Freeway.

The proposed change of land use, and redevelopment of the contributory item to the rear of the site is consistent with the desired statement regarding built form:

The area will reinforce the small scale, single storeyed, detached built form of early European settlements. Development should maintain the existing pattern of development, including addressing the street through the siting of buildings and the provision of traditional style fencing, walling or landscaping to define the property edge. Development should maintain the existing pattern of landscaping and spatial relationships of listed buildings with regard design style and public space.

Buildings should be constructed with smooth rendered finish to exterior walls, avoiding exposed modern bricks, or exposed brick/stone veneer and integrated gable roof form with skillion additions to the rear.

Rear additions are contemplated by principle 5 (d), which states development should *'ensure additions are screened by, and/or located to the rear of the building'.*
(please refer to Attachment B)

Sufficient guidance is provided by the Development Plan policies regarding the desirability of rear additions, rendered to a smooth exterior finish.

The brick walls and brick chimneys of the existing house have been painted a light colour in the past. Removal may be possible but subject to not damaging the brick work beneath. It is not considered to be a high priority however given principle 5, which under sub-section (e) states that a contributory item should not have original brick, stone or similar surfaces painted. The building has been painted previously some time ago and removal may impair the brick-work surface. I do not consider the removal of external paint from the walls a priority over protecting the fabric of the walls in this case. A small test area could be trialled towards the rear of a side wall if needed.

Conclusion and Recommendations

In considering the existing state of the building, the proposed development provides and opportunity to improve, conserve and maintain an existing

contributory item. The location of the building close to and with access to Adelaide Road is not an ideal location for a residence, given the intensity of traffic and noise currently impacting upon residential amenity. By allowing a use more appropriate to what will no doubt be increasing traffic as the population of Mount Barker grows and with regard to the frequency of large vehicles travelling along Adelaide Road, the rehabilitation of the existing listed building is possible.

Further structural analysis and architectural conservation advice from Council's heritage adviser should be sought on conservation methods of the contributory item prior to finalizing the application documentation. I am of the opinion that fundamental matters for attention in order to maintain the heritage value of the place in any development of the site, include:

Recommendation 1.
That future development ensure the existing contribution to the heritage of the area be maintained through new building work of suitable scale and massing to the rear of the listed building. The existing pattern of siting and side setbacks of the building should be substantially maintained, given the requirements of the heritage conservation area:

Development should maintain the existing pattern of development, including addressing the street through the siting of buildings and the provision of traditional style fencing, walling or landscaping to define the property edge. Development should maintain the existing pattern of landscaping and spatial relationships of listed buildings with regard design style and public space.

Recommendation 2: Repair existing structural defects as required to walls and verandah, consistent with the material and profile of the existing verandah.

Recommendation 3: That the profile of the verandah posts be conserved and retained if possible or alternatively, replacement posts replicate the profiling of the chamfered and top section of existing posts to retain the character of the verandah.

Recommendation 4: repair, reinstate or replace concrete verandah base.

Recommendation 5: The rear decking and old rainwater tank be removed. Any rear addition incorporate facilities for reception, new additional office space, and design access arrangements accommodating people with disabilities.

Recommendation 6. Consideration be given to either painting the white alutile roof a suitable heritage colour or ultimately reroofing with corrugated iron sheeting to match the material and profile of the existing verandah.

Recommendation 7 – Front fencing to the property should be of traditional style and materials, with consideration given to traffic noise attenuation.

Recommendation 8 – Any landscaping design should take reference from the existing historic species evident within the Druids Avenue Historic Conservation Area.

Recommendation 9: Any advertising signage should be discreet in size, lettering and colour and direct clients to rear parking. A review of existing signage should seek to integrate the two houses comprising the business through one well designed, freestanding identification sign to Adelaide Road that does not obstruct views of built form character.

Thank you for the opportunity to provide comment in this matter.

Dr Iris Iwanicki, PhD, FPIA
Telephone 0438 535 058
8/7/2015

APPENDIX A –

Copy of 2004 Heritage On-line recommendation within the Mount Barker Heritage Survey, adopted by Council as a basis for the preparation of a local heritage amendment to the Mount Barker Development Plan

3.6.5 Places recommended for removal from Local Heritage Register

3.6.5.1 Current Local Heritage Places which are contributory

The following places should be removed from the Local Heritage Register in Council's Development Plan because they are contributory, and do not adeqately meet one or more of the criteria for local heritage listing contained in the *Development Act 1993*.

Item	St No	Street	Town	Place name	Pope rec	Dev Plan
847	46	Adelaide Rd	Mount Barker	Brick house	C	L254
848	50	Adelaide Rd	Mount Barker	House with stone façade	C	L254

APPENDIX B-Extract of Mount Barker Development Plan – heritage policies.

Historic Conservation Area

Refer to the *Map Reference Tables* for a list of *Overlay Map(s) - Heritage* that identify the Historic Conservation Areas.

OBJECTIVES

1 The conservation of areas of historical significance.

2 Development that promotes, conserves and enhances the cultural significance and historic character of identified places and areas.

3 Development that complements the historic significance of the area.

4 The retention and conservation of places such as land, buildings, structures and landscape elements that contribute positively to the historic character of the area.

5 Development that contributes to desired character of the Historic Conservation Areas.

DESIRED CHARACTER

The Historic Conservation Area is comprised of distinct and unique historic areas representing the early European (including East German and English) urban built form and land use settlement patterns of the District, including Callington, Dawesley, Echunga, Hahndorf, Kanmantoo, Littlehampton, Macclesfield, Meadows, Mount Barker and Nairne.

Four of these Historic Conservation Areas are located within the township of Hahndorf and abut the Hahndorf State Heritage Area. Within the Mount Barker Township there are five Historic Conservation Areas, including the Gawler Street Historic Conservation Area which is located within the **Regional Town Centre Zone**.

Many of the buildings and structures date from the period of initial European settlement between 1837 to the late 1860s, including early structures of pise and timber to stone and brick which are evidence of the diversity of ethnic and social backgrounds, and early occupations, trades, services and social activities. The area contains Local Heritage Places and Contributory Items which should be retained, preserved and their continued economic use/habitation encouraged. Adaptation, alterations and additions to Local Heritage Places and Contributory Items should not detract from the context, setting, form of place and presence to the street or vista; and retain existing style and period of buildings.

Development should respond to the unique historic context of each Historic Conservation Area, including the cultural and ethnic attributes, by appropriate architectural design, colours and building materials. In addition, signage, fencing, car parking design and layout, land use changes, land division and infill development should positively contribute to the quality of the historic environment.

The historic plantings, rural landscapes with significant trees, rural fencing and hedges within the policy area should be retained and valued as an inherent part of the historic context. Placement of infrastructure, seating, structures and the retention of space should be considered with the aim of protecting the cultural and historic significance of a place.

The desired character of each area which follows; articulates the policy to ensure the management of heritage characteristics including; land use, settlement pattern, landscaping and built form, associated with each area and intended to be the basis of what the future character of the Historic Conservation Areas will provide for future generations.

Druids Avenue, Mount Barker Area 3

Function

The Druids Avenue, Mount Barker Historic Conservation Area will preserve the historic sites and structures that represent the former town boundary and northern gateway where both landscape features and built form combine to provide a coherent, historic setting. Development including flexibility in land use should prevail where the continued use and retention of listed buildings is under consideration.

Patterns of Development

The area comprises workers' cottages and larger residential buildings dating from the 19th and early 20th centuries and contained on allotments reflective of the original land division pattern. Subdivision, unless it preserves the visual setting of buildings, ratio of open space to built form, streetscape character and does not compromise the original land division pattern is discouraged.

Public Realm

The area will preserve the vegetated streetscape settings including the visual qualities of mature street trees, street hedging and original entry gates. Existing trees or groups of trees that contribute to the historic and visual setting of the area should be retained unless they pose an immediate threat to the safety of people and fabric of Local Heritage Places or Contributory Items.

Built Form, Building Design and Character

The area will reinforce the small scale, single storeyed, detached built form of early European settlements. Development should maintain the existing pattern of development, including addressing the street through siting of buildings and the provision of traditional style fencing, walling or landscaping to define the property edge. Development should maintain the existing pattern of landscaping and spatial relationships of listed buildings with regard design, style and public space. Outbuildings should be small scale and located to the rear of allotments.

Buildings should be constructed with smooth rendered finish to exterior walls, avoiding exposed modern bricks, or exposed brick/stone veneer, and integrate gable roof form with skillion additions to the rear.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should not be undertaken unless it is consistent with the desired character for the Historic Conservation Areas.

2 Development within the Historic Conservation Areas should be carried out, where applicable, in accordance with the design guidelines contained in *Table MtB/5- Heritage Design Guidelines*.

3 Places such as land, buildings, structures and landscape elements that contribute to the historic character of the area identified on the *Overlay Maps - Heritage* and more specifically identified in the respective *Table Mtb/7 - Contributory Items*, should be retained and conserved.

4 State and Local Heritage Places identified in *Table MtB/9 - State Heritage Places* and in *Table MtB/8 - Local Heritage Places*, and Contributory Items identified in *Table Mtb/7 - Contributory Items* should:

(a) be used for purposes which will support their maintenance and restoration

(b) be developed and used in a manner which does not interfere with their structural integrity

(c) only be altered or converted in such a way as to protect or enhance the design or condition which gives the place or items its heritage significance and which ensures the architectural integrity and prominence of the original street presentation of the place or item is maintained or reinstated

(d) by utilising contemporary architectural design and detailing which complements the external materials and finishes, colours, scale, built form, building height, roof shape and pitch.

5 Development of a contributory item should:

(a) not compromise its value to the historic significance of the area

(b) retain its present integrity or restore its original design features

(c) maintain or enhance the prominence of the original street facade

(d) ensure additions are screened by, and/or located to the rear of the building

(e) ensure original unpainted plaster, brickwork, stonework, or other masonry is preserved, unpainted.

6 New buildings should not be placed or erected between the front street boundary and the façade of contributory items.

7 Buildings and structures should not be demolished in whole or in part, unless they are:

(a) structurally unsafe and/or unsound and cannot reasonably be rehabilitated

(b) inconsistent with the desired character for the Historic Conservation Area

(c) associated with a proposed development that supports the desired character for the Historic Conservation Area.

8 Development should take design cues from the existing historic built forms. In doing this, it is not necessary to replicate historic detailing; however design elements for consideration should be compatible with building and streetscape character and should include but not be limited to:

(a) scale and bulk

(b) width of frontage

(c) boundary setback patterns

(d) proportion and composition of design elements such as roof lines, pitches, openings, fencing and landscaping

(e) colour and texture of external materials

(f) visual interest.

9 Development within a Historic Conservation Area should only occur:

(a) for dwellings where one of the following applies:

(i) the land is vacant and zoned for residential use

(ii) it is proposed to replace a building that does not contribute to the historic character of the Historic Conservation Area

(iii) it renovates an existing dwelling or building.

(b) for historical main streets and commercial areas in accordance with the following:

(i) be of a high quality design that reinforces the siting and alignment patterns prevailing in the streetscape

(ii) locate car parking to the rear of existing buildings where such a built form already exists or is desirable

(iii) be undertaken to street alignment with, where appropriate, verandas constructed over the footpath on main street frontages

10 New residential development should include landscaped front garden areas that complement the desired character.

11 The conversion of an existing dwelling into two or more dwellings may be undertaken provided that the building and front yard retain the original external appearance to the public road.

12 Second storey additions to single storey dwellings should achieve one or more of the following:

(a) a sympathetic two storey addition that uses existing roof space or incorporates minor extensions to the roof space at the rear of the dwelling

(b) a second storey within the roof space, where the overall building height, scale and form is compatible with existing single storey development in the locality

(c) second storey windows having a total length less than 30 per cent of the total roof length along each elevation.

13 Front fences and gates should:

(a) reflect and conserve the traditional period, style and form of the associated building

(b) generally be of low timber pickets, low pier and plinth masonry, wrought iron, post and rail or wire mesh, hedging, or rendered masonry

(c) be no more than 1.2 metres in height.

14 Rear and side boundary fences located behind the front dwelling alignment should be no more than 1.8 metres in height.

15 Advertisements and/or advertising hoardings associated with places and areas of heritage significance should:

(a) be of a size, colour, shape and materials that enhances the character of the locality

(b) not dominate or detract from the prominence of any place and/or area of historic significance.

16 Development should respect the existing topography and the relationship of sites to street levels and to adjoining land and not involve substantial cut and/or fill or sites.

17 The division of land should only occur where it is contemplated by the desired character statements and where it will:

(a) result in an allotment pattern that maintains or reinforces the desired character of the Historic Conservation Area

(b) create allotments of a size and dimension that will provide for the siting and setback of subsequent new development from property boundaries so that new development does not overshadow, dominate, encroach upon or otherwise detrimentally affect the setting of existing buildings

(c) provide an area for landscaping that complements the landscape character of the Historic Conservation Area.

18 The creation of new sites through land division and/or amalgamation should only occur where it facilitates appropriate infill development and such development is complementary with adjoining development of historic character and significance.

Tree Audit and Development Impact Assessment

Site: 44-48 Adelaide Rd Mt Barker



Urbanvirons ref: 80829
Date: 8/11/2024

Prepared for Lukas Weeks
Leyton Property

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Tree assessments and report by:

Ross Greene
B.App.Sc. (Horticulture)
Dip.Hort. (Arboriculture)

1. Introduction

Urbanvirons was commissioned by Lukas Weeks, Transaction Director, Leyton Property, to audit and report on trees on a site proposed for development at 44-48 Adelaide Road, Mount Barker.

- The purpose was to identify the regulated status of trees both on the site and in close proximity.
- Protection zones as recommended in the relevant Australian Standard are provided and used to assess potential impacts on the trees due to the layout of the proposed development.
- Where appropriate, management options to consider are included.

2. Method

- The site was attended on the 12th of June 2024 to inspect the trees.
- A follow-up site visit was undertaken in late November 2024 to further assess tree health based on the condition of their crowns (in leaf).
- Trees were identified by species, relevant data recorded and photographs taken.
- Trees were measured at 1m above natural ground level where regulation under the SA PDI Act 2016 is applicable (1m+ circumference).
- Verge trees are included irrespective of their regulated status as these are assets of the Mount Barker District Council.
- Ground measurements from landmarks were taken to approximate trunk locations (Centre of Stem) on plans and aerial photographs.
- Tree Protection Zones were recorded in June 2024 and subsequently overlaid on a proposed layout on behalf of Leyton Property. The potential for damage to each tree has been determined by assessing the nature of the proposed TPZ encroachment relative to the current occupancy.
- Options for tree management based on SA legislation are provided where appropriate.
- Observations and assessment for impacts due to the development are also provided for non-accessed trees on adjacent land to the east. This is largely based on their proximity to the site.

3. Relevant Documentation

The following legislation, associated planning provisions, Australian Standards and proposed site layout were referenced during the preparation of this report.

- South Australian Planning, Development and Infrastructure Act 2016
- South Australian Planning, Development and Infrastructure Regulations 2017
- South Australian Planning and Design Code
- Australian Standard 4970-2009 *Protection of trees on development sites*
- Australian Standard 4373-2007 *Pruning of amenity trees*
- Site Plan (preliminary), dated 16.4.2024, prepared by Beyondink, Mt Barker Rd Hahndorf.

4. Limitations

- Tree measuring for the purpose of establishing regulated status and TPZs was restricted to accessible trees on the site and the associated verges (west and south).

5. The Site and Tree Locations

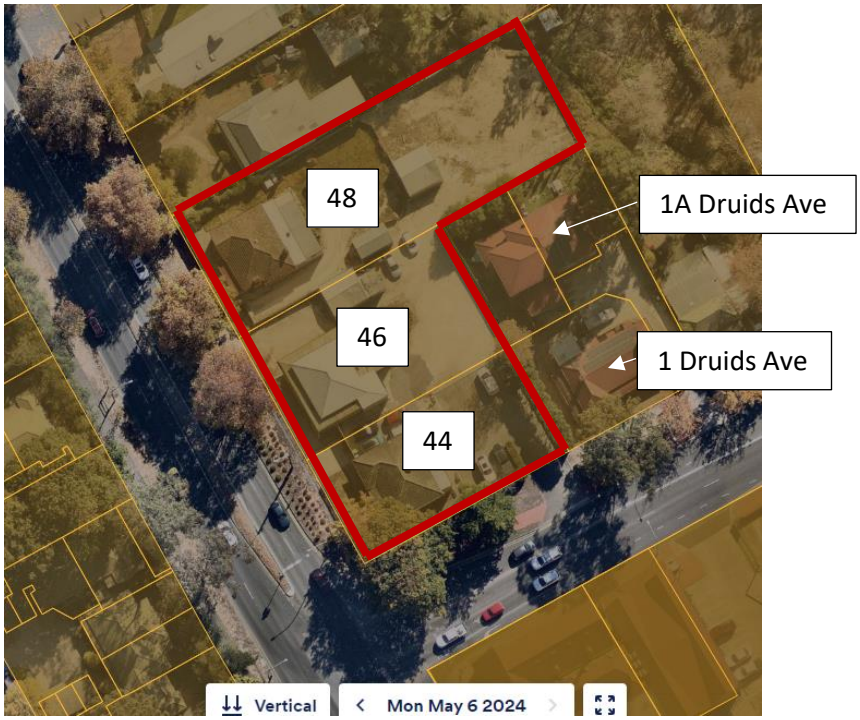


Figure. 1. Site boundaries of 44, 46 & 48 Adelaide Rd (Nearmap/Plan SA Property Location Browser)



Figure. 2. The audit included an inspection of the site and street verges. Trees in adjacent properties were observed and have been commented on where relevant to the development.



Figure 3. Aerial of the site and the inspected trees. Site trees shown in green, Council-owned verge trees in yellow.

6. Tree Data

Tree 1 (site tree)		*Platanus orientalis*
Common name		Oriental Plane
Estimated size	Height	10m
	Width	6m
Estimated age		25+ yrs
Health		Good
Legislated Status		Regulated circ. = 1.35m @ 1m
Notes on Legislated Status		
This tree is located approx. 7m from the dwelling at 1A Druids Ave. This location is listed as being within a Medium Bushfire Risk zone wherein trees that present as an unacceptable bushfire hazard are exempt from tree-damaging activity within 20m of a residential building. It is for the relevant approving authority to determine if the hazard is unacceptable. The tree appears to be self-sown and its location may conflict with the installation of new surfacing and therefore impede reasonable development under PO 1.4.		
Tree Protection Zone		5.15m
Structural Root Zone		2.6m
General Notes		
Root encroachment into the residential properties to the east was reported by a resident.		



Tree 2 (site tree)		*Liquidambar styraciflua*
Common name		Sweetgum
Estimated size	Height	11m
	Width	6m
Estimated age		25+ yrs
Health		Good
Legislated Status		Regulated circ. = 1.2m @ 1m
Notes on Legislated Status		
This tree is located approx. 19m from the dwelling at 46 Adelaide Rd. This location is listed as being within a Medium Bushfire Risk zone wherein trees that present as an unacceptable bushfire hazard are exempt from tree-damaging activity within 20m of a residential building. It is for the relevant approving authority to determine if the hazard is unacceptable. The tree's location may conflict with the installation of the new building which is approximately 2.5m closer to the tree than the current and therefore impede reasonable development under PO 1.4.		
Tree Protection Zone		4.4m
Structural Root Zone		2.6m
General Notes		
The Sweetgum is acknowledged as possessing an extensive root system which usually includes exposed surface roots in mature trees. This tree has only developed on the north side due to suppression from the verge tree to the south. It is arguably preventing the larger verge tree from developing to its full potential (refer Appendix D Photos 1 & 2).		



Trees 3,4 & 5		*Platanus* x *acerifolia*
Common name		London Plane
Estimated size	Height	17m
	Width	16-18m
Estimated age		50+ yrs
Health		Good
Legislated Status		Exempt species
Notes on Legislated Status		
Listed as an exempt species under regulation 3F(4)(b) of the PDI (General) Regulations 2017. Not regulated but should be protected from damage being an asset of the local authority.		
Tree Protection Zone		Tree 3 = 8.1m Tree 4 = 8.2m Tree 5 = 7.4m
Structural Root Zone		Tree 3 = 2.8m Tree 4 = 2.8m Tree 5 = 2.9m
General Notes		
London Plane trees are acknowledged as having a high tolerance to root interference. The wide verge will contribute to a low risk for damage.		



Tree 6		*Quercus robur*
Common name		English Oak
Estimated size	Height	16m
	Width	16-18m
Estimated age		70+ yrs
Health		Good
Legislated Status		Significant circ.= 3.28m @ 1m
Notes on Legislated Status		
Classified with significant status being over 2m in circumference. The adjacent building within 20m is not being used as a dwelling. No exemption is applicable. Druids Ave oaks local heritage listed.		
Tree Protection Zone		13.3m
Structural Root Zone		3.4m
General Notes		
Liable to tolerate some root disturbance given the maturity and visual excellent health. Root system within the development site likely supressed on the north side due to the proximity and root vigour of Tree 2. The single storey build proposed will not require any major branch removal to install. Some light clearance pruning could be requested. This requirement can be determined once demolition is complete and the proposed design and layout is finalised (refer Appendix D Photo 3).		



urbans arboriculture

Tree Audit for D.A. Leyton Property Site: 44-48 Adelaide Rd Mt Barker

Tree 7		*Quercus canariensis*
Common name		Algerian Oak
Estimated size	Height	10m
	Width	7m
Estimated age		25+ yrs
Health		Good
Legislated Status		Regulated circ. = 1.22m @ 1m
Notes on Legislated Status		
Classified with regulated status being over 1m in circumference. The adjacent building within 20m is not being used as a dwelling. No exemption is applicable. Druids Ave oaks local heritage listed.		
Tree Protection Zone		4.9m
Structural Root Zone		2.3m
General Notes		
A relatively small tree growing on a large verge. Liable to tolerate some root disturbance given the visual excellent health. No pruning required.		



Species		*Eucalyptus leucoxylon*
Common name		SA Blue Gum
Estimated size	Height	22m
	Width	14m
Estimated age		60+ yrs
Health		Good
Legislated Status		Significant total circ. = 4.05m @ 1m
Notes on Legislated Status		
Classified with significant status being over 2m in circumference. The adjacent buildings are not being used as dwellings. No exemption is applicable.		
Tree Protection Zone		9.5m
Structural Root Zone		3.1m
Gener al Notes		
Liable to tolerate some root disturbance given the maturity but in general the species would be considered as exhibiting a low to moderate tolerance to root interference. No pruning required although recently pruned on the north side. Appears damaged by the psyllid outbreak affecting gum trees in Adelaide at this time. Should recover given the general health is good.		



7. Other Adjacent Trees

I observed some trees located adjacent to the rear of 48 Adelaide Road where the car park extension is planned. In my opinion these trees are unlikely to be impacted by the installation of the new car parking area. This is partly due to the location of a drainage swale separating the trees to the north and east from the area to be developed. Furthermore, most of these trees also appeared to either be less than 1m in circumference (*Grevillea robusta*), exempt species (*Fraxinus angustifolia*) or beyond TPZ encroachment. The gum to the east of 1A Druids Ave is less than 20m from a dwelling in a Medium Bushfire Risk zone, but even if not considered as exempt as a bushfire hazard, its TPZ would only just reach the new car park area and a 10% encroachment would be permitted given there is a large contiguous offset of open ground available. This is further addressed in Appendix A.

8. TPZ Encroachments and the Development

The development proposes the demolition of the three older buildings at 44, 46 & 48 and replacement with a health care clinic fronting onto Adelaide Road. The supplied plan shows a single storey building. Parking is to remain on the east side and the current crossover is being retained, indicated as being the same width. Crossovers from Adelaide Rd to 46 & 48 are shown as being redundant. No new access/egress points are planned. Parking will be extended to the currently vacant land to the east of 48. TPZs are overlaid on the current and proposed layouts in Appendix B. The proposed encroachments on individual trees are discussed over.

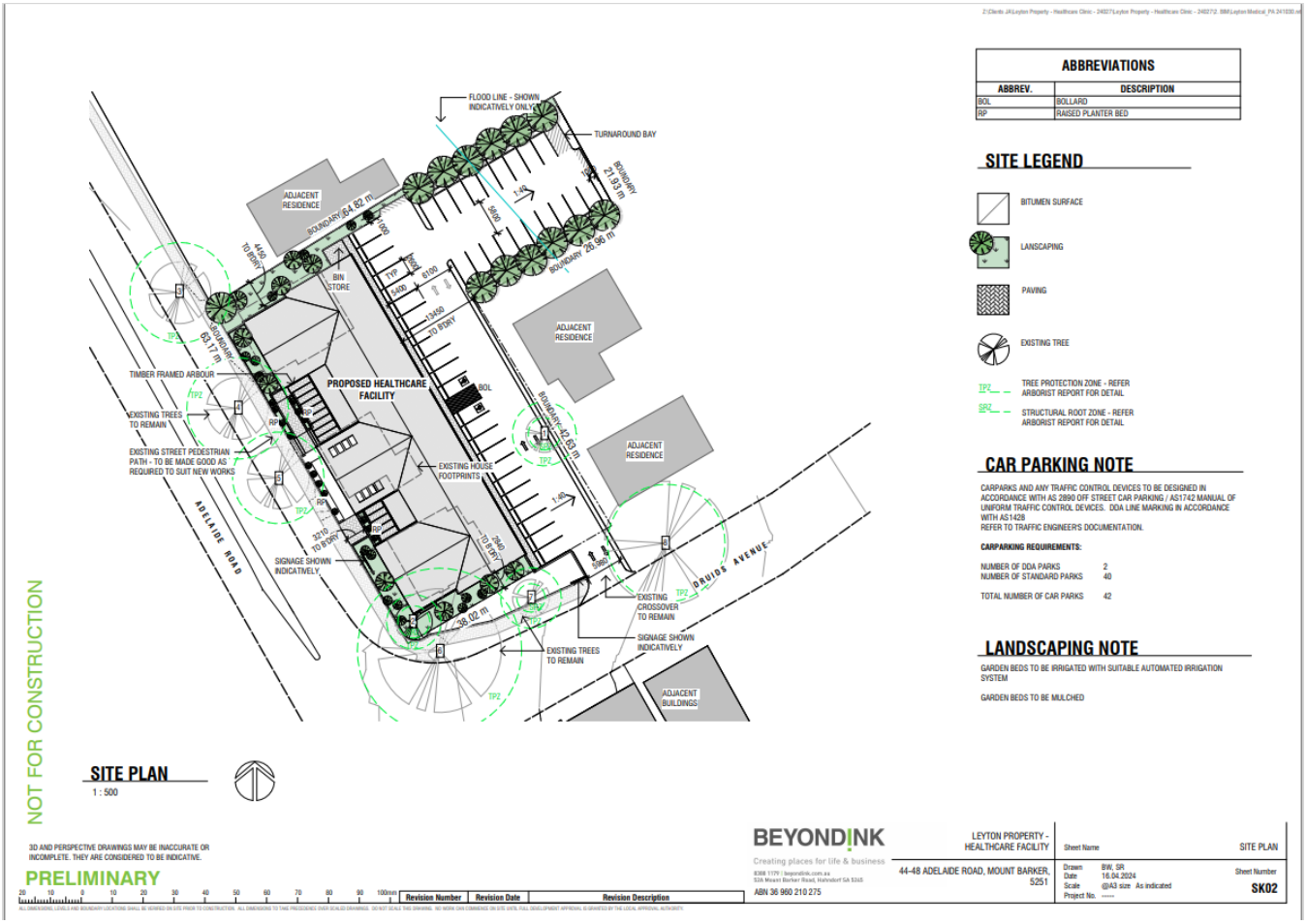


Figure 4. Proposed layout (Preliminary) as supplied.

Site Tree 1

Tree 1 achieves regulated tree status based on trunk circumference. It is, however, located less than 20m from a dwelling in a medium bushfire risk zone. As such PO 1.3(a)(iv) is applicable (refer Appendix C).

The current and proposed TPZ encroachments are similar in extent (55%) but root damage of some type is likely unavoidable. There is a change in level between the north and south sides of the root zone within the car park so some impact to roots is likely due to the installation of new car park surfacing. This includes roots within the SRZ. Plane trees are known to eventually form large roots and some lifting of the new surfacing is probably inevitable if the tree is retained. Removal is reported as the preferred outcome.

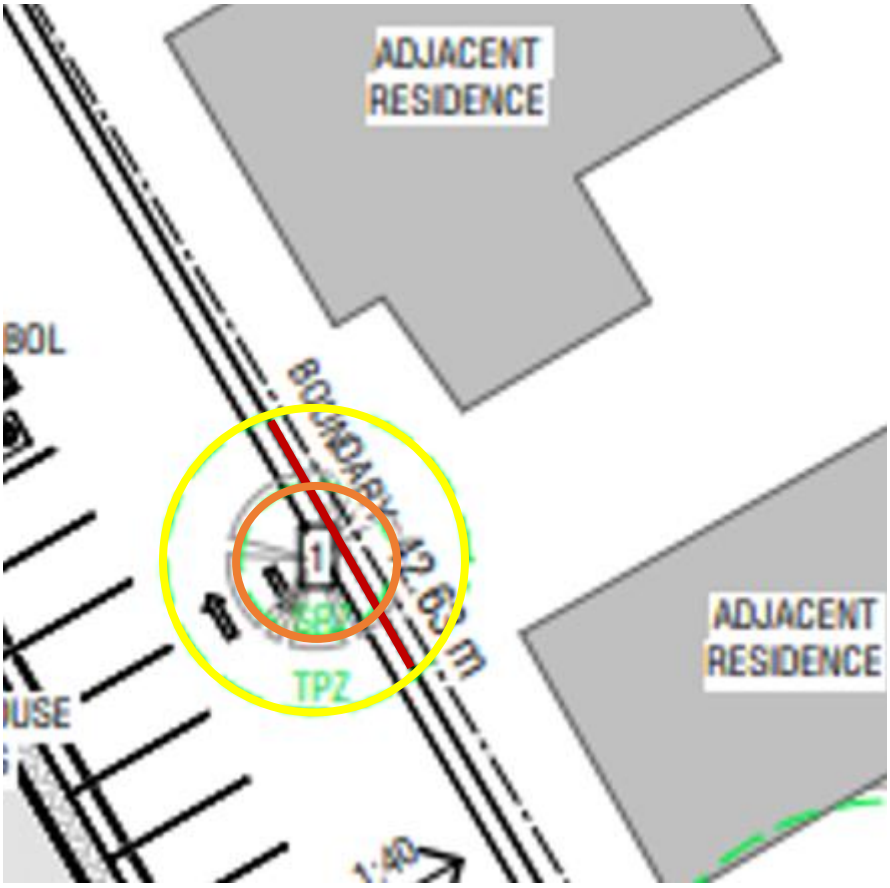


Figure 5. TPZ yellow, SRZ orange.

Site Tree 2

Tree 2 achieves regulated tree status based on trunk circumference. It is, however, located less than 20m from a dwelling in a medium bushfire risk zone. As such PO 1.3(a)(iv) is applicable (refer Appendix C).

Tree 2 is located on the south-western corner of 44 approximately 4m from the in situ building. The current TPZ occupancy is approximately 2%. The proposed occupancy will be approximately 18% and includes a part of the SRZ.

Above ground the crown is competing for space with the large oak to the south (Tree 6). There is very little development of the southern crown area on Tree 2 due to the suppression from Tree 6. It could reasonably be argued that these two trees are too closely planted, are competing for space, and will continue to do so. Removal is reported as the preferred outcome. Removing this tree will not really affect canopy cover nor local visual amenity.

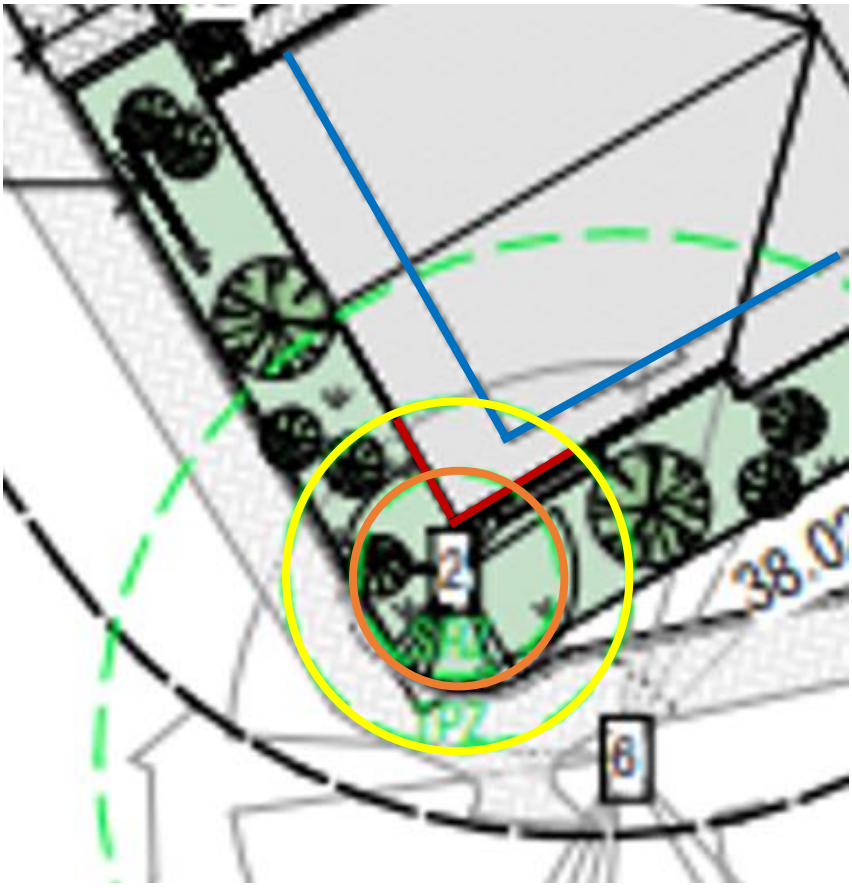


Figure 6. TPZ yellow, SRZ orange. Footprint of in situ building shown in blue, proposed shown in red.

Verge Trees 3, 4 & 5

The species *Platanus* x *acerifolia* (London Plane) is exempt from regulation unless listed as significant by location in the P&D Code. These trees are not listed. Although not regulated they are assets of the Mount Barker District Council. Council will require that these trees are not damaged by development.

Despite some TPZ encroachment by the site in general, in my opinion damage to these trees is unlikely. The TPZ of Tree 3 is well outside the zone of activity. The TPZ of Trees 4 & 5 extends within the site by 15-20% but the footprint of the new building constitutes a very minor encroachment. Some associated hard surfacing totals encroachments of less than 10%. There is some contiguous offset on the large verge to compensate for these encroachments. Plane trees are tolerant to moderate root disturbance however care needs to be taken not to sever major roots during any installation of new sub-surface services, including plumbing for the building or irrigation. No trenching should occur along the front boundary to install new fencing. The SRZs of Trees 3, 4 & 5 are all contained within the verge.

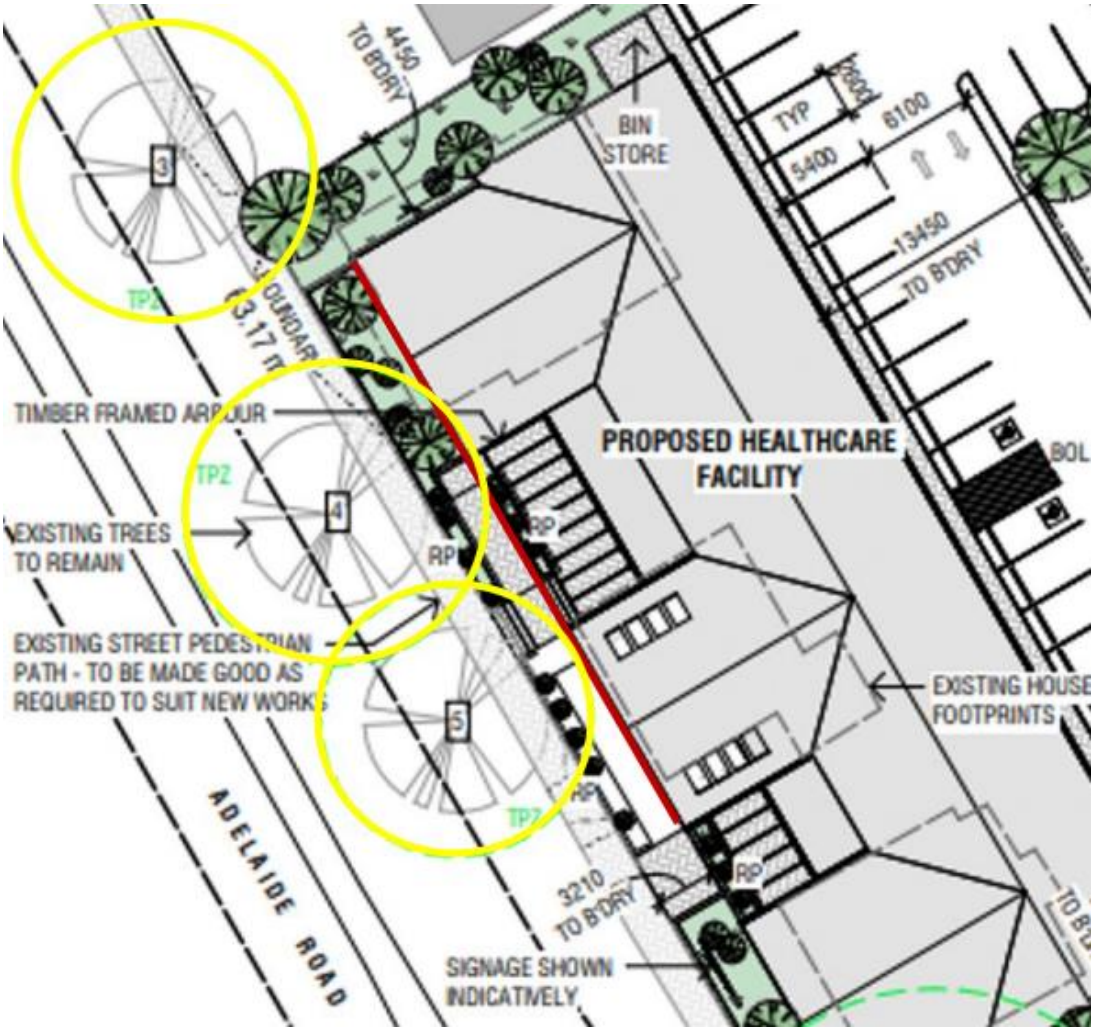


Figure 7. TPZ yellow, proposed building footprint shown in red.

Verge Tree 6

In my opinion the large oak on the corner of Adelaide Rd and Druids Ave is the tree of most amenity value in the immediate locality. It presents in very good health and well-adapted to life in this location despite the challenges presented by the immediate environment; road bitumen, kerbing, footpath surfacing and building within its TPZ. It is likely able to tolerate some localised root disturbance. I would estimate root zone coverage by hard surfacing is in the region of 70%. The remaining open ground on the verge and the lawn frontage of 44 is likely of considerable importance to the health of this tree. TPZ occupancy of the in situ building is approximately 4%. The proposed footprint will increase this to approximately 7%. This is likely tolerable but constitutes a net greater encroachment due to what open ground remains. There is no opportunity to provide for a contiguous offset for the TPZ. Care needs to be taken to not damage tree roots during both demolition and construction if approval is granted. A pruning assessment can be completed post demolition wherein the footprint of the new building should be marked out to determine if work is required.

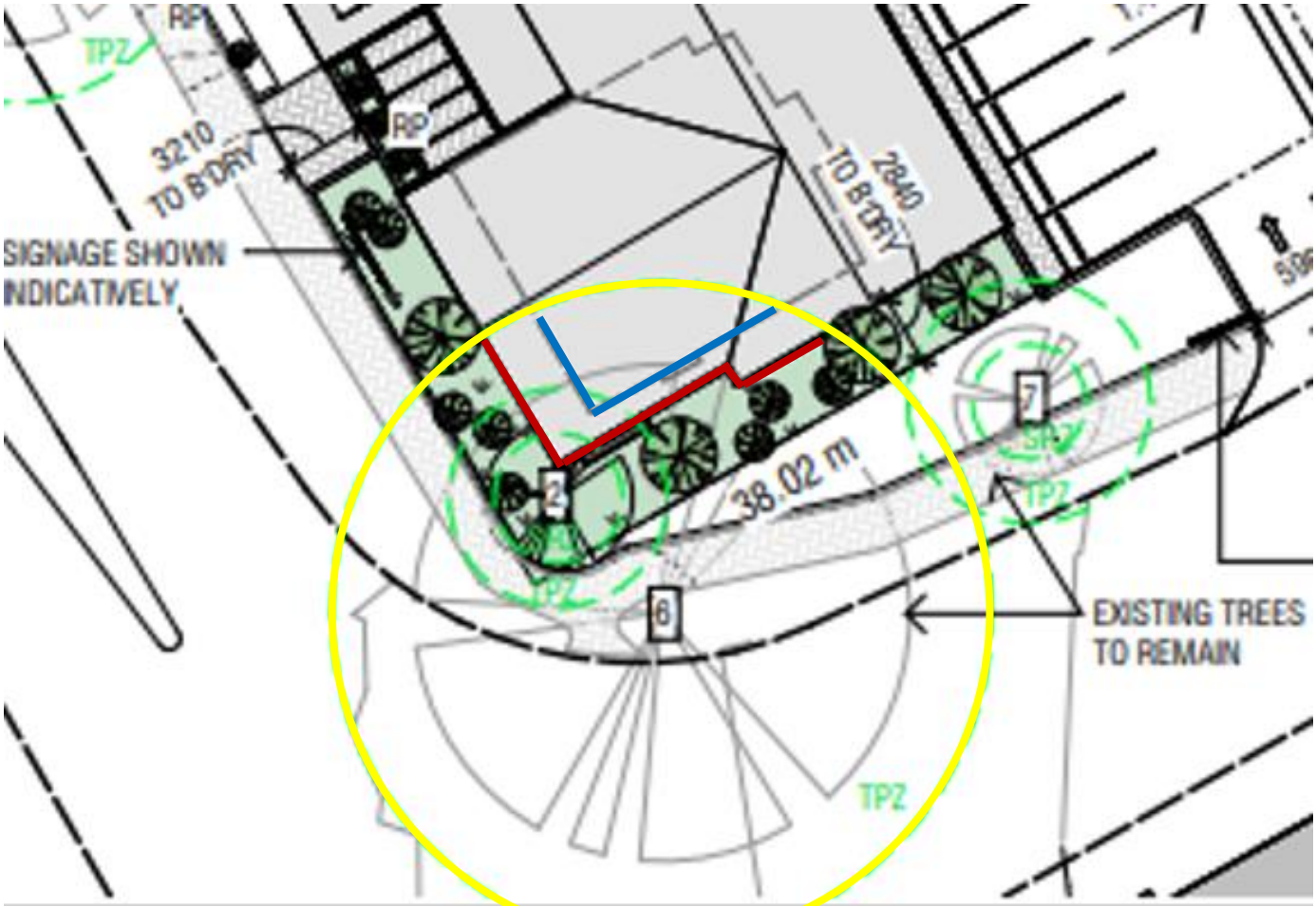


Figure 8. TPZ yellow. Footprint of in situ building shown in blue, proposed shown in red.

Verge Tree 7

The smaller oak to the east of Tree 6 is provided with considerably more hospitable root space than the larger oak as the verge in this area fans out in width from the corner. Being the trunk is 3.6m from the southern fence of 44 and the TPZ is 4.9m there is only a 10-12% encroachment of the TPZ currently in place. The proposal shows this to be made up of garden area. This should not adversely affect this tree. Trenching along the boundary should be avoided if fencing or irrigation pipe is to be installed.

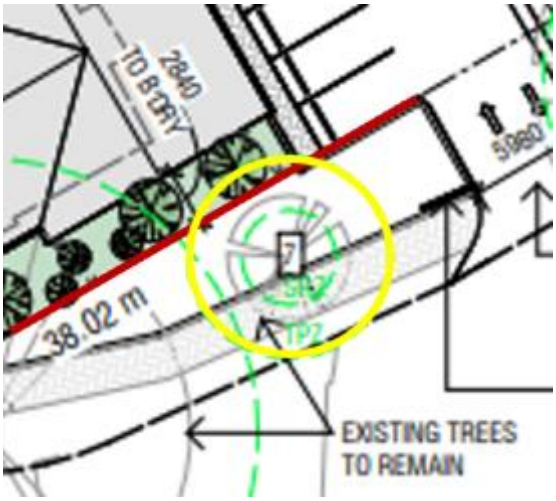


Figure 9. TPZ yellow, site boundary red.

Verge Tree 8

The TPZ of the large gum to the east by 1 Druids just abuts the east side of the crossover. As such the TPZ encroachment of 3% should not be of any consequence.

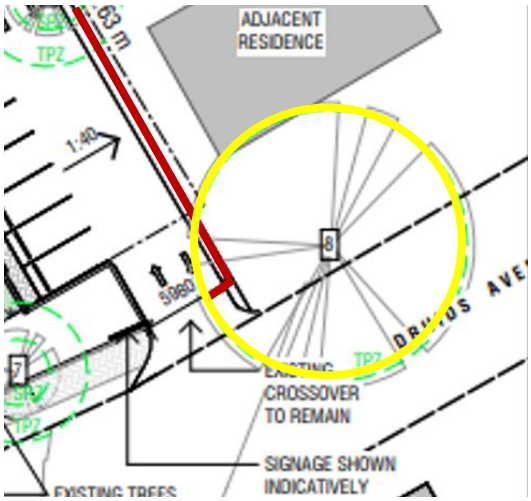


Figure 10. TPZ yellow, site boundary red.

9. Summary of Tree Assessments

Trees Regulated under Legislation

Tree 1 (on site)
Tree 1 is a *regulated tree* under the Regulations based on trunk circumference. If retained it should not be damaged during the installation of the proposed development.

Removing Tree 1 (refer P&D Code assessment Appendix C)
There are two provisions in the code that relate to removing this tree:

i. This tree is located less than 20m from an existing residential building in a medium risk bushfire zone. The approving authority may determine this tree presents as an unacceptable bushfire hazard under PO 1.3a(iv). In this case tree removal may be approved.
ii. If it can be demonstrated that retention of this tree unreasonably prevents the implementation of the development removal may be approved under PO 1.4.

Tree 2 (on site)
Tree 2 is a *regulated tree* under the Regulations based on trunk circumference. If retained it should not be damaged during the installation of the proposed development.

Removing Tree 2 (refer P&D Code assessment Appendix C)
There are two provisions in the code that relate to removing this tree:

i. This tree is located less than 20m from an existing residential building in a medium risk bushfire zone. The approving authority may determine this tree presents as an unacceptable bushfire hazard under PO 1.3a(iv). In this case tree removal may be approved.
ii. If it can be demonstrated that retention of this tree unreasonably prevents the implementation of the development removal may be approved under PO 1.4.

Tree 6 (verge south of site)
Tree 6 is a *significant tree* under the Regulations based on trunk circumference and should be protected from damage during demolition and construction works on the site. It is also deemed of heritage significance and protected under the associated legislation.

The main potential for damage to this tree is trenching or excavation in the TPZ. This should be avoided, but any work of this nature within the TPZ should be pre-investigated with a low impact method under the supervision of a qualified arborist.

Any pruning work required should be assessed for post demolition of the in situ building and the footprint of the new building should be marked out to assist the assessment. Pruning must be compliant with the guidelines of Australian Standard 4373-2007 *Pruning of amenity trees*.

Tree 7 (verge south of site)
Tree 7 is a *regulated tree* under the Regulations based on trunk circumference and should be protected from damage during demolition and construction works on the site. It is also deemed of heritage significance and protected under the associated legislation.

Based on an assessment of TPZ encroachment damage to this tree assesses as unlikely.

Tree 8 (verge south of site)
Tree 8 is a *significant tree* under the Regulations based on trunk circumference and should be protected from damage during demolition and construction works on the site.

Based on an assessment of TPZ encroachment damage to this tree assesses as unlikely.

Non-regulated Trees

Trees 3, 4 & 5 (verge west of site)
These trees are of an exempt species under the Regulations however remain assets of the Mount Barker District Council.

Based on an assessment of TPZ encroachment damage to these trees assesses as unlikely.

10. Conclusions

1. Based on this assessment the layout of the proposed development can be supported when assessed against the requirements of AS4970. The TPZ encroachments in general are either of a tolerable level or constitute a like-for-like use of the space when considered under Clause 3.3.4(g).
2. The main potential for damage is to Tree 6, the large specimen of English Oak on the corner verge of Adelaide Road and Druids Avenue. Observance of TPZ protection of this tree must be undertaken. Guidelines relevant for the protection of this tree under AS4970 are listed in Appendix E.

Glossary

crown	The upper part of the tree supported by the trunk. The leaves and associated supporting branches.
health	The best indicator of tree health at any one time is the condition of new growth. If new growth is normal in size, colour and density this usually indicates a healthy tree. This can be the case despite older leaves looking poor or lacking in density. The health of bark and evidence of occlusive (sealing) growth over wounds is also noted during an assessment of health.
regulated tree	Defined within the *SA Planning, Development and Infrastructure Act 2016* (PDI Act 2016) as a tree, or a tree within a class of trees, declared to be regulated by the regulations ie the *SA Planning, Development and Infrastructure (General) Regulations 2017* (PDI Regulations 2017). Trees termed as 'significant' are included in the umbrella term of 'regulated'. A tree, or a tree within a stand of trees, can also be declared as significant under the Planning and Design Code whether or not the tree is also declared as regulated by the regulations. Regulated trees are protected from removal or tree-damaging activity under the regulations. Under the PDI Regulations 2017 (amended 2024) a regulated tree is defined as a tree with a trunk circumference of 1 metre or more or, in the case of trees that have multiple trunks, that have trunks with a total circumference of 1 metre or more and an average circumference of 310mm or more, measured at a point 1 metre above natural ground level. The PDI Regulations 2017 also lists a number of trees which are exempt from the regulated tree provisions and can be removed without Development Approval. The consulting arborist will enact these provisions where appropriate. This includes trees that are *not* of the genera *Eucalyptus, Corymbia* and *Angophora* or the species *Agonis flexuosa* and are located within 3m of an existing dwelling or existing in-ground swimming pool.
tree-damaging activity	Tree-damaging activity is the term coined within South Australian legislation to describe illegal damage to a regulated tree (including trees regulated as 'significant'). Tree damaging activity is described within the Act as; *(a) the killing or destruction of a tree; or* *(b) the removal of a tree; or* *(c) the severing of branches, limbs, stems or trunk of a tree; or* *(d) the ringbarking, topping, or lopping of a tree; or* *(e) any other substantial damage to a tree,* *and includes any other act or activity that caused any of the foregoing to occur but does not include maintenance pruning that is not likely to affect adversely the general health and appearance of a tree or that is excluded by regulation of the ambit of this definition.*

	Where development authorisation provides for the killing, destruction or removal of a regulated tree (including those deemed as significant) the relevant authority will generally request that replacement trees are planted, or that a compensatory payment is made into an urban trees fund or similar. Pruning activity that does not remove more than 30% of the crown of a tree, *and* that is required to remove dead or diseased wood, branches that pose a material risk to a building, or branches to a tree that is located in an area frequently used by people and the branches pose a material risk to such people, is excluded from the ambit of tree-damaging activity. Pruning of 30% can only occur at a 5 year interval.
Structural Root Zone	Defined within AS4970-2009. The Structural Root Zone (SRZ) is the area of woody root growth at the base of the trunk required for tree stability. There are many factors that affect the size of the SRZ. A formula to calculate an indicative SRZ is provided within the standard.
Tree Protection Zone (TPZ)	Defined within AS4970-2009. The Tree Protection Zone (TPZ) is the principal means of protecting trees on development sites. The TPZ is a combination of the root area and crown area requiring protection. It is an area isolated from construction disturbance, so that the tree remains viable. The TPZ incorporates the Structural Root Zone (SRZ).

Appendix A – Other Adjacent Trees

During time on site I inspected trees within viewing distance of the rear of 48 where the car park extension is proposed. I concluded that there was very little potential for trees to be damaged by installing a car park in this area. There are also exempt species in the area. Trees to the east of the site are unlikely to have roots extending into the car park area due to a drainage channel acting as a barrier.



Shows the proposed car park extension to the east of 48 and the water filled barrier.





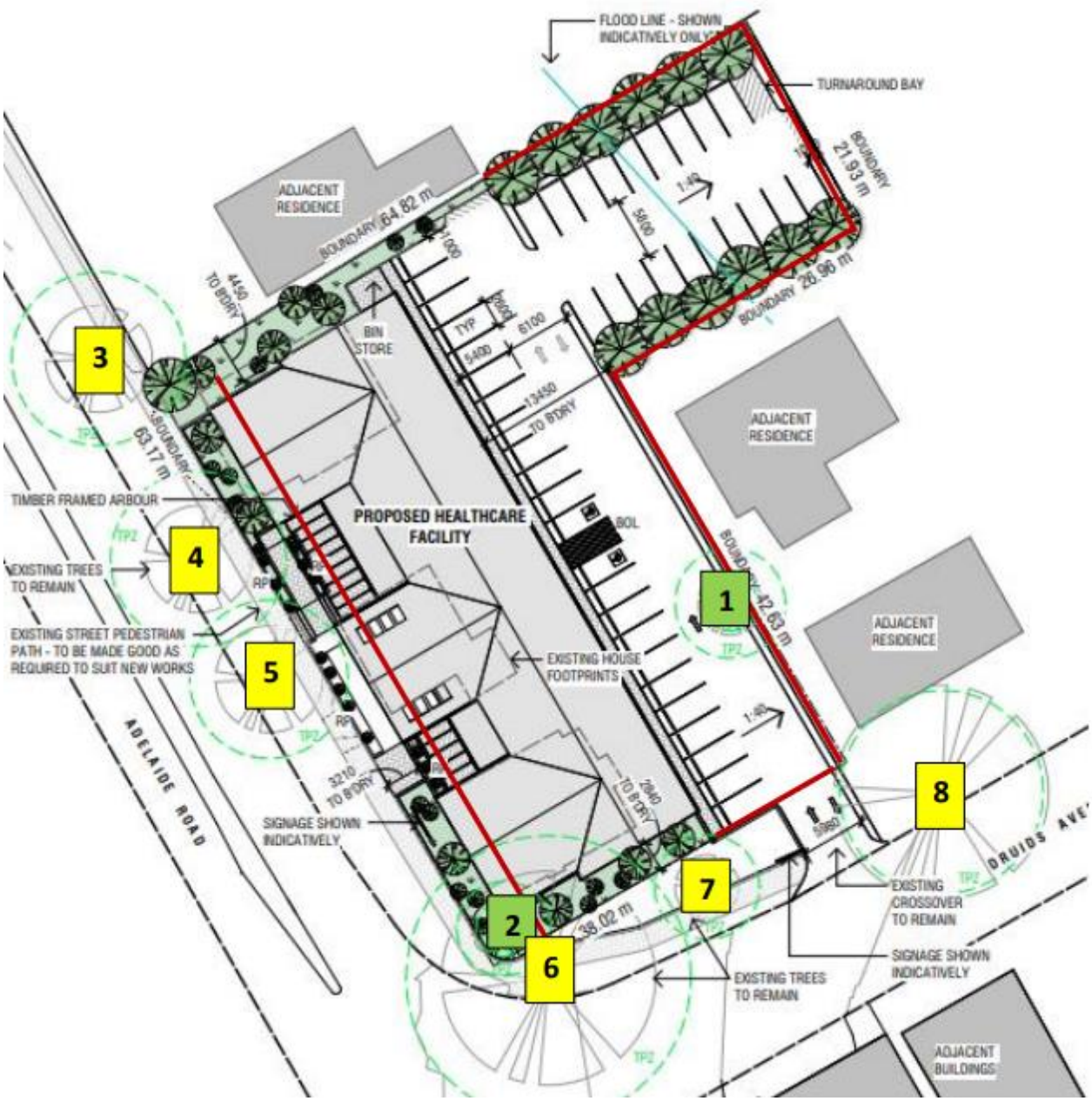
Appendix B – TPZ Occupancy

Current TPZ Occupancy



Site trees TPZs indicated in green. Verge trees TPZs in yellow.

Proposed TPZ Occupancy



Site trees indicated in green. Verge trees in yellow. TPZs broken green lines. The current and proposed TPZ occupancies are comparable.

Appendix C – Assessment of Regulated Site Trees 1 & 2 under the P&D Code

The allotment is listed as being in a Neighbourhood Zone within the Assessment Provisions of the Planning and Design Code. Tree-damaging activity is 'Performance Assessed' under the Assessment Provisions.

The Desired Outcome of the Regulated and Significant Tree Overlay listed within the Code for this classification is shown in Table 1. Both Trees 1 & 2 are considered in the Desired Outcome.

Table 1. Desired Outcome (Tree Retention and Health)

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

Assessment of DO 1 (Tree Retention and Health)
It is evident that both Trees 1 & 2 make a moderate contribution to this Desired Outcome.

The Performance Outcome of the Regulated and Significant Tree Overlay listed within the Code for this classification is shown in Tables 2 to 5. Trees 1 & 2 are assessed individually under these provisions.

Assessment of Tree 1 (Oriental Plane)

Table 2. Performance Assessment (Tree Retention and Health)

Performance Outcome (PO)		***Assessment***
Tree Retention and Health		
PO 1.1		
Regulated trees are retained where they:		
(a)	make an important visual contribution to the local character and amenity	In my opinion the contribution is modest and would not assess as *important.*
(b)	are indigenous to the local area and listed under the National Parks and Wildlife Act 1972 as a rare or endangered native species	No. A deciduous exotic.
(c)	provide an important habitat tree for native fauna.	No. Possibly some perching shelter for birds but not assessed as *important.*

Conclusion

The conclusion of this part of the assessment is that Tree 1 provides modest benefits by way of its contribution to local character and amenity.

Grounds to Remove a Regulated Tree

Performance Outcome 1.3 (Tree Retention and Health) within the Code provides a template to assess grounds to remove a tree assigned as 'regulated'. The following assessment is provided as it relates to Tree 1.

Table 3. Overlay Performance Assessment (Tree Retention and Health)

Performance Outcome (PO)			**Assessment**
Tree Retention and Health			
PO 1.3			
A tree damaging activity not in connection with other development satisfies (a) and (b):			
(a)	tree damaging activity is only undertaken to:		
	(i)	remove a diseased tree where its life expectancy is short	The tree is not diseased.
	(ii)	mitigate an unacceptable risk to public or private safety due to limb drop or the like	The risk to safety is not unacceptable.
	(iii)	rectify or prevent extensive damage to a building of value as comprising any of the following: A. a Local Heritage Place B. a State Heritage Place C. a substantial building of value and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity	At this time damage to any type of building presents as highly unlikely.
	(iv)	reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire	Tree 1 is 7m from the dwelling at 1A Druids Ave.
	(v)	treat disease or otherwise in the general interests of the health of the tree and/or	Not required
	(vi)	maintain the aesthetic appearance and structural integrity of the tree	Not required

Conclusions

i. There are no arboricultural-based grounds wiithin PO 1.3 (health or risk) to remove Tree 1.

ii. PO 1.3(a)(iv) is applicable.

Assessment of Tree 2 (Sweet Gum)

Table 4. Performance Assessment (Tree Retention and Health)

Performance Outcome (PO)		***Assessment***
Tree Retention and Health		
PO 1.1		
Regulated trees are retained where they:		
(a)	make an important visual contribution to the local character and amenity	In my opinion the contribution is moderate and would not assess as *important.* It could be argued that this tree screens the view of the higher quality amenity of Tree 6 and the two crowns conflict space-wise.
(b)	are indigenous to the local area and listed under the National Parks and Wildlife Act 1972 as a rare or endangered native species	No. A deciduous exotic.
(c)	provide an important habitat tree for native fauna.	No. Possibly some perching shelter for birds but not assessed as *important.*

Conclusion

The conclusion of this part of the assessment is that Tree 2 provides moderate benefits by way of its contribution to local character and amenity.

Grounds to Remove a Regulated Tree

Performance Outcome 1.3 (Tree Retention and Health) within the Code provide a template to assess grounds to remove a tree assigned as 'regulated'. The following assessment is provided as it relates to Tree 2.

Table 5. Overlay Performance Assessment (Tree Retention and Health)

Performance Outcome (PO)			**Assessment**
Tree Retention and Health			
PO 1.3			
A tree damaging activity not in connection with other development satisfies (a) and (b):			
(a)	tree damaging activity is only undertaken to:		
	(i)	remove a diseased tree where its life expectancy is short	The tree is not diseased.
	(ii)	mitigate an unacceptable risk to public or private safety due to limb drop or the like	The risk to safety is not unacceptable.
	(iii)	rectify or prevent extensive damage to a building of value as comprising any of the following: D. a Local Heritage Place E. a State Heritage Place F. a substantial building of value and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity	At this time damage to any type of building presents as highly unlikely.
	(iv)	reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire	Tree 2 is 19m from the dwelling at 46 Adelaide Rd.
	(v)	treat disease or otherwise in the general interests of the health of the tree and/or	Not required
	(vi)	maintain the aesthetic appearance and structural integrity of the tree	Not required

Conclusions

iii. There are no arboricultural-based grounds wiithin PO 1.3 (health or risk) to remove Tree 2.

iv. PO 1.3(a)(iv) is applicable.

Performance Outcome 1.4 (Tree Retention and Health) within the Code provides for tree removal where its retention conflicts with the reasonable development of land. Given the proximity of Trees 1 & 2 to proposed development activity the relevant authority can consider removal under this provision.

PO 1.4		
A tree-damaging activity in connection with other development satisfies 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	Council can consider the removal of Trees 1 & 2 under this provision given the proximity of these trees to development activity.

Appendix D – Supplementary Photographs



Photo 1. Tree 2 on the south-western corner. Hard to distinguish given the dominance of the oak to the south.



Photo 2. The Sweet Gum emerges from the crown of the oak. Further spatial conflict will ensue.



Photo 3. Clearance to install the proposed single storey building appears adequate. This can be re-assessed post demolition with a mark-up of the building footprint. No scaffolding is assumed necessary.

Appendix E – General Tree Protection Guidelines

Based on recommendations within AS4970 the following practices will contribute to a low-impact installation of the development.

Demolition

In this instance full fencing of TPZs is impractical but partial fencing of the TPZs of Trees 1, 2 & 6 to protect woody structural roots closer to the tree may be a condition of approval. Feeder roots at the periphery of the root plate may be impacted during works but will recover based on these species of trees.

Some pruning of lower branches of Trees 2 & 6 may be required. The level of pruning required appears to be minor based on the supplied design but may need a more detailed assessment.

There needs to be observance of standard TPZ exclusions. Those relevant to this site are:

- demolition machinery should be positioned outside (the TPZ)
- no storage of demolished material or dumping of waste
- no parking of vehicles and plant
- no wash down or cleaning of equipment
- no hosing in of cement dust
- grade changes (cut or fill) within a TPZ need to be shown in plans and approved

Construction and Finalisation

- no storage of building materials within the TPZ
- no preparation of chemicals including cement products
- no disposal of chemicals within the TPZ including products associated with paint and plaster
- no excavation for the installation of subsurface services such as plumbing, electrical and irrigation. These services should be routed outside of the TPZ. If these services must pass through the TPZ any trenching must be undertaken with a low impact method and not completed with an excavator. Piping should pass over or under roots if encountered.
- If any scaffolding is required to complete the build this should be erected in compliance with AS4970.

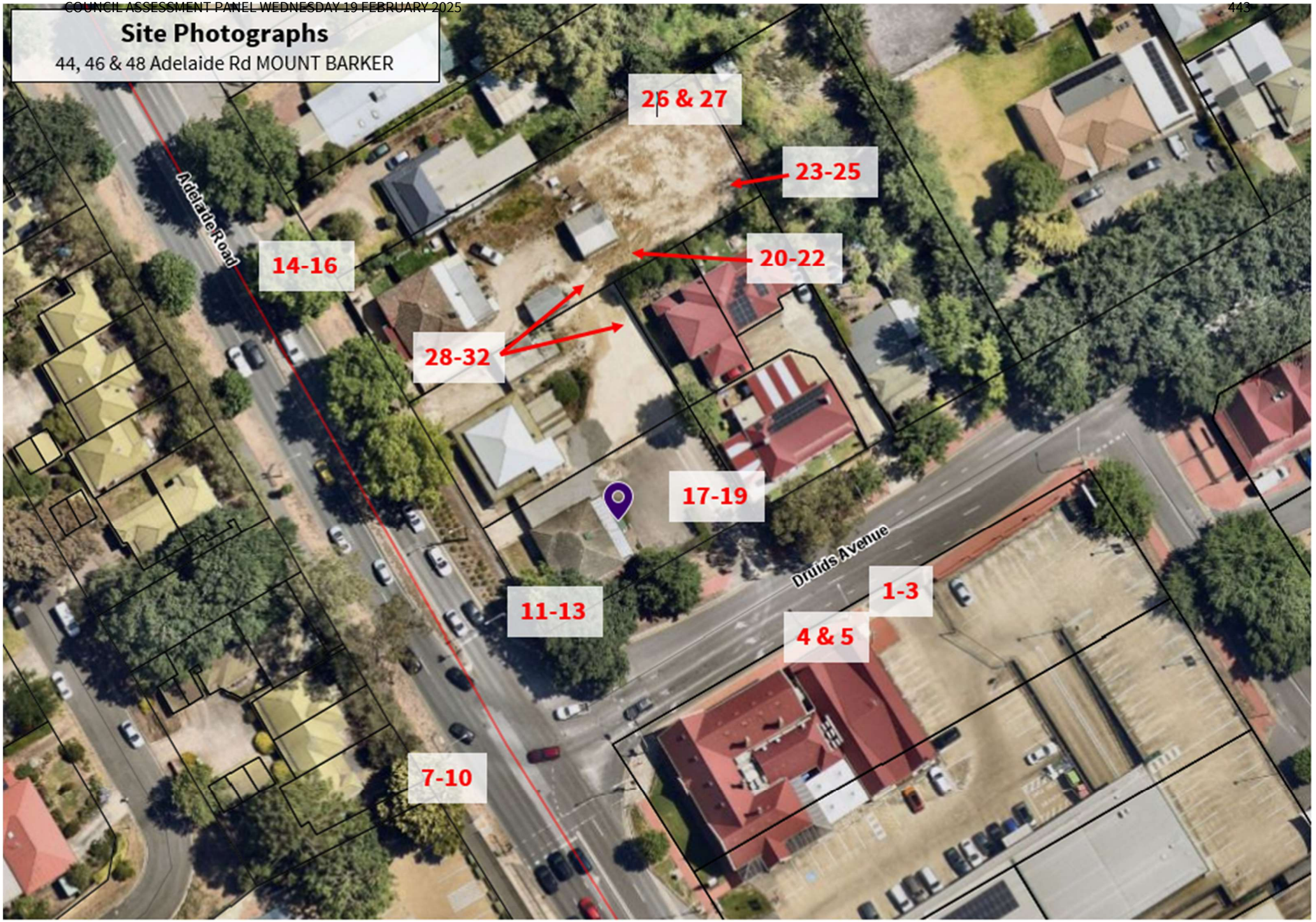

Site Photographs
44, 46 & 48 Adelaide Rd MOUNT BARKER
26 & 27
23-25
20-22
14-16
28-32
17-19
11-13
7-10
1-3
4 & 5
Adelaide Road
Druids Avenue



Image 1



Image 2



Image 3



Image 4



Image 5



Image 6



Image 7



Image 8



Image 9



Image 10



Image 11



Image 12



Image 13



Image 14



Image 15



Image 16



Image 17



Image 18



Image 19



Image 20



Image 21



Image 22



Image 23



Image 24



Image 25



Image 26



Image 27



Image 28



Image 29



Image 30



Image 31



Image 32

Details of Representations

Application Summary

Application ID	24038722
Proposal	Demolition of all existing buildings (including one (1) Local Heritage Place - ID 16124), removal of two (2) Regulated Trees (one Platanus orientalis and one Liquidambar styraciflua), construction of a two-storey consulting room building, associated signage (advertising), fencing, retaining, carparking and landscaping.
Location	44 ADELAIDE RD MOUNT BARKER SA 5251, 46 ADELAIDE RD MOUNT BARKER SA 5251, 48 ADELAIDE RD MOUNT BARKER SA 5251

Representations

Representor 1 - Maurice Sherrah

Name	Maurice Sherrah
Address	P.O. Box 9 LITTLEHAMPTON SA, 5250 Australia
Submission Date	24/12/2024 10:51 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 believe the planning consent should be REJECTED. This particular part of Adelaide roads entry point into mt. barker is already highly congested with traffic due to existing businesses and schools. There currently is an existing medical clinic in the immediate vicinity that is more than satisfactory. There currently are a significant number of existing medical clinics within a 4km radius to service the local community. Further clinics if required should be established in outer lying areas to service areas of expansion with limited services.Demolition of further existing heritage buildings and, significant flora would once again diminish the village atmosphere to the point of extinction. Traffic in this location is already at gridlock during peak times and, exacerbates the efforts of all emergency services facing never ending hindrance caused by further concentrated development in localised areas which in turn increases traffic movement. Another development in this location would result in a major safety concern for residents of Mt Barker.

Attached Documents

Representations

Representor 2 - Adam Hatty

Name	Adam Hatty
Address	14 manor cres. MT BARKER SA, 5251 Australia
Submission Date	26/12/2024 09:33 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
We would need more infrastructure to accommodate the extra traffic. Update existing roads to help with flow of traffic

Attached Documents

Representations

Representor 3 - Catherine Barnes

Name	Catherine Barnes
Address	1 Kookaburra Court MOUNT BARKER SA, 5251 Australia
Submission Date	26/12/2024 09:42 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons
Refusal- unless DPTI upgrade Adelaide Road to streamline the traffic at peak times, further developments on Adelaide road should not go ahead. As a long term resident, seeing how developments along this road have impacted traffic flow,along with existing infrastructure of side streets, it has only been negative and caused further congestion to an already overpopulated area. Council needs to consult with DPTI before accepting any further submissions not addressing this issue. I support more healthcare- as long as the GPs in these practices do their jobs with empathy, however this has not been the case from experience of various practices in the area along with third party accounts. As for the heritage building, again, unless infrastructure is addressed there will simply be a vacant, run-down building unfit for use for residential or commercial use.

Attached Documents

Representations

Representor 4 - Fiona Anderson

Name	Fiona Anderson
Address	Po box 389 MT BARKER SA, 5251 Australia
Submission Date	26/12/2024 09:59 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
The destruction of heritage buildings is abhorrent, furthermore a modern design would not be in keeping with the current street scene and would promote development of an entirely new street scene. It would also pave the way for demolition of other heritage buildings in the town further destroying any remaining character. I also object because the location for such a facility is quite frankly stupid. The area is severely congested with traffic as it is and this would further compound this issue. The development should be moved to one of the outer areas of Mt Barker. There is a drs surgery on Gawler Street already and also on Victoria Road. I suggest that the developers look to Mt Barker South area.

Attached Documents

Representations

Representor 5 - Megan Sweetman

Name	Megan Sweetman
Address	PO Box 181 WISTOW SA, 5251 Australia
Submission Date	26/12/2024 10:27 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 am strongly Opposed to the removal of Heritage Listed buildings. They are a big part of the character of the town and also our history and heritage and should be protected at all costs. Secondly Adelaide Road is far to congested as it is and this would only make the situation worse. There are far better sites in Mt Barker that could be used. And thirdly, so far to date there has been an appalling lack of sensitivity to the expansion of Mt Barker that is an eye sore and totally disgusting all for the greed of developers. I am all for more medical facilities in the growing town but not at the cost of Heritage listed properties, added congestion on our already congested main roads and HUGE eyesore.

Attached Documents

Representations

Representor 6 - John Fennell

Name	John Fennell
Address	PO Box 664 LITTLEHAMPTON SA, 5250 Australia
Submission Date	26/12/2024 11:42 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
Yet more insane planning. Why on earth does a medical centre need to be placed on a busy road in a central town position? A medical centre could be placed out on the edge of town. Could there be some influence from someone that is going to make a lot of money from the concept because there seems to be little rational reasoning.

Attached Documents

Representations

Representor 7 - Kirsten Benfield

Name	Kirsten Benfield
Address	68 Tarra Circuit MOUNT BARKER SA, 5251 Australia
Submission Date	26/12/2024 06:34 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
The heritage listing of 46 Adelaide Rd should not be ignored so the developer can knock it down and build something with no character. Mt Barker has lost already several buildings over the years that had historical significance and it would be disappointing to lose another. The site is also on an extremely busy piece of road and I think council should first look at traffic management on this road as adding a health centre with cars turning in and pulling out near an intersection is bound to cause an accident. Please consider putting this development in an area of the township that doesn't require removing our heritage and doesn't add to traffic congestion.

Attached Documents

Representations

Representor 8 - Sarah Bodle

Name	Sarah Bodle
Address	30 Craven Drive MOUNT BARKER SA, 5251 Australia
Submission Date	26/12/2024 09:20 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Representations

Representor 9 - B Schmeiss

Name	B Schmeiss
Address	PO Box 166 HAHNDORF SA, 5245 Australia
Submission Date	29/12/2024 12:23 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
There are plenty of 'greenfield' sites that could be used as an alternative. The buildings set to be demolished are NOT beyond fixing, and if one has been locally heritage listed then it should be retained. At the very least, if the development goes ahead then they should have to do exactly what the Cheap as Chips building had to- which was to CAREFULLY dismantle the existing buildings and rebuild the frontage, AS THEY WERE, as part of the new development.

Attached Documents

Representations

Representor 10 - Leah sparnon

Name	Leah sparnon
Address	1a lloyd ave MILLSWOOD SA, 5034 Australia
Submission Date	31/12/2024 12:30 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons
i think if the property is to be demolished it should allow the tenancy to reflect the future of modern medicine and innovation. Replicating a heritage building restricts the innovation that the proposed tenancy could bring to Mt Barker and is in contrast to other modern medical centres and the proposed mt barker hospital upgrade design. support but feel it warrants modern revision to be an innovative site reflecting modern Mt Barker as people enter the township.

Attached Documents

Representations

Representor 11 - Ruth Vasey

Name	Ruth Vasey
Address	14 Benjamin Way MOUNT BARKER SA, 5251 Australia
Submission Date	10/01/2025 10:41 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 Total demolition of heritage-listed cottage at 46 Adelaide Road.	

Attached Documents

submission-re-planning-application-1447603.pdf

Re: Application 24038722

This representation is made on behalf of the Executive Committee of the National Trust, Mount Barker Branch.

We wish to object to the planning application in its current form, on the basis that it proposes the demolition of the heritage-listed cottage at 46 Adelaide Road, Mount Barker.

The cottage occupies a place on the Local Heritage Register because it displays historical, economic and/or social themes that are important to the local area. Additionally, it has been found to display aesthetic merit, design characteristics and/or construction techniques of significance to the local area. Built in 1924, the cottage has primarily been used as a residence for the past hundred years, and was controlled by the Housing Trust in the 1990s.

In the current proposal the applicant intends to ride roughshod over the the heritage protections that apply to this building, and erase it from the historic precinct in which it is located. No attempt has been made to recognise, honour or preserve the heritage character of the cottage or the local context in which it is contained, which is covered by an historical overlay.

We specifically note the following:

1. Although the whole site was recently marketed as “a fantastic high-exposure development” without any reference to its heritage status, any purchaser necessarily assumes the locally-mandated responsibility for the protection of the cottage and its facades, verandah, roof and walls.

2. The applicant wants to argue that the condition of the building is too poor for it to be saved or incorporated into a new development. If this argument is allowed, then heritage protection has no meaning whatsoever – just leave the building to the elements, then do as you please. We note that a version this application was first lodged eight years ago, then withdrawn; one wonders whether this was in order to give this cottage the opportunity to deteriorate further.

   Meanwhile, more conscientious owners of heritage assets must abide by formidable sets of guidelines in the way that they manage and maintain their properties.

3. In 2019 the Mount Barker Council conducted an audit of its locally heritage-listed items as part of its Local Heritage Development Plan Amendment Report, and protections were removed from several buildings, including those in poor condition. The decision was made at that time to retain 46 Adelaide Road on the list of structures meriting protection.

   It cannot reasonably be argued that now, six years later, the heritage status of this building has diminished to the point where it should be allowed to vanish without trace.

4. If the building has deteriorated, then this multi-million-dollar development presents an excellent opportunity to restore it and incorporate it into the new design.

   We note for the sake of comparison the excellent work done by the new owners of the medical centre at 35 Gawler Street (also locally heritage-listed), who have incorporated key architectural elements of the original building into the fabric of their modern fit-out.

5. The demolition of one heritage-listed building cannot be considered in isolation from its broader context. The negation of the heritage status of one part of on historical precinct degrades the value of the area as a whole.

   The area behind the eastern side of Adelaide Road from Pridmore Terrace to Druid's Avenue is one of the earliest and most significant heritage precincts in Mount Barker. It contains sites including Ramsay's foundry, The Laurels, the Globe Hotel, Dr Bickle's surgery/morgue, the Salem Cottages, and more. This area deserves to be recognised and protected, not carelessly eroded in piecemeal fashion. (Please note that the site to the north of the area covered by the application – now Short Cut Mowers – was never residential, having previously been occupied for many years by Dutch's Ironworks, est. 1852.)

We recommend that the current application should be rejected, and that any further applications should be required to fullfil the applicant's obligations under the Planning Code in relation to buildings with heritage protection.

Ruth Vasey
Co-Secretary, National Trust SA, Mount Barker Branch

Representations

Representor 12 - Val Hansen

Name	Val Hansen
Address	10 Lady Bute Drive MOUNT BARKER SA, 5251 Australia
Submission Date	13/01/2025 10:38 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons
My submission is on the heritage value of the property. Approving demolition of heritage places because they are not maintained just encourages owners of heritage places to neglect their buildings. The note in the report "Meaning, without facilitating the development of the greater site, the building's condition will continue to deteriorate without intervention". The owner should be encouraged/required to maintain the building - allowing it to continue to deteriorate just provides a reason for demolition. While I do not object to the development, I am saddened that another heritage property is being considered for approval for demolition because it has not been maintained by the current and/or previous owners. It is demolition by neglect, a strategy that more and more owners will embrace if it enables them to demolish their heritage listed buildings.

Attached Documents

Representations

Representor 13 - Val Hansen

Name	Val Hansen
Address	10 Lady Bute Drive MOUNT BARKER SA, 5251 Australia
Submission Date	13/01/2025 10:42 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons
My submission is on the heritage value of the property. Approving demolition of heritage places because they are not maintained just encourages owners of heritage places to neglect their buildings. The note in the report "Meaning, without facilitating the development of the greater site, the building's condition will continue to deteriorate without intervention". The owner should be encouraged/required to maintain the building - allowing it to continue to deteriorate just provides a reason for demolition. While I do not object to the development, I am saddened that another heritage property is being considered for approval for demolition because it has not been maintained by the current and/or previous owners. It is demolition by neglect, a strategy that more and more owners will embrace if it enables them to demolish their heritage listed buildings.

Attached Documents

Representations

Representor 14 - Val Hansen

Name	Val Hansen
Address	10 Lady Bute Drive MOUNT BARKER SA, 5251 Australia
Submission Date	13/01/2025 10:43 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons
My submission is on the heritage value of the property. Approving demolition of heritage places because they are not maintained just encourages owners of heritage places to neglect their buildings. The note in the report "Meaning, without facilitating the development of the greater site, the building's condition will continue to deteriorate without intervention". The owner should be encouraged/required to maintain the building - allowing it to continue to deteriorate just provides a reason for demolition. While I do not object to the development, I am saddened that another heritage property is being considered for approval for demolition because it has not been maintained by the current and/or previous owners. It is demolition by neglect, a strategy that more and more owners will embrace if it enables them to demolish their heritage listed buildings.

Attached Documents

Representations

Representor 15 - Val Hansen

Name	Val Hansen
Address	10 Lady Bute Drive MOUNT BARKER SA, 5251 Australia
Submission Date	13/01/2025 10:46 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons
My submission is on the heritage value of the property. Approving demolition of heritage places because they are not maintained just encourages owners of heritage places to neglect their buildings. The note in the report "Meaning, without facilitating the development of the greater site, the building's condition will continue to deteriorate without intervention". The owner should be encouraged/required to maintain the building - allowing it to continue to deteriorate just provides a reason for demolition. While I do not object to the development, I am saddened that another heritage property is being considered for approval for demolition because it has not been maintained by the current and/or previous owners. It is demolition by neglect, a strategy that more and more owners will embrace if it enables them to demolish their heritage listed buildings.

Attached Documents

Representations

Representor 16 - Julie Hockey

Name	Julie Hockey
Address	6 Pridmore Terrace MOUNT BARKER SA, 5251 Australia
Submission Date	14/01/2025 09:42 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	

Attached Documents

Hockey-Submission-to-Dev-App-ID-24038722-Jan25-1450021.pdf

Re: Application 24038722

Demolition of all existing buildings (including one (1) Local Heritage Place - ID 16124), removal of two (2) Regulated Trees (one Platanus orientalis and one Liquidambar styraciflua), construction of a two-storey consulting room building, associated signage (advertising), fencing, retaining, carparking and landscaping.

I oppose this development application for the reasons outlined below.

Local Heritage Place

Most significantly the Applicant has chosen to propose the demolition of the local heritage place rather than restoring it and incorporating it into the design.

In its 2044 Community Plan, Mt Barker Council claim to want to "safeguard and celebrate the cultural heritage and historical significance of the district" and to "increase public perception for the preservation and promotion of local heritage places" (Mount Barker District Community Plan 2044, p11 https://www.mountbarker.sa.gov.au/__data/assets/pdf_file/0028/791542/2044-Community-Plan-FINAL-ENDORSED-2.pdf).

Yet this 'ambition' is clearly at odds with how Council has approached this development by stating they are "amenable to the idea" of this heritage place being demolished. Council have also assisted the Applicant by providing advice on how to justify its demolition rather than providing advice on how to restore, "safeguard and celebrate it". "*Council highlighted that the report set the foundation for the justification of removal, however, needed to focus on areas of the building that needed replacement to help justify the Local Heritage Place as irredeemably beyond repair.(p17)*.

*"Council's Heritage Adviser also requested advice be sought from an independent heritage adviser regarding the demolition of the Local Heritage Place and the design of the new building***."** P17

Even though an independent heritage adviser's opinion was sought, this needs to be viewed in the context that the advice was paid for by the Applicant (who wants an outcome justifying the house for demolition) rather than the Council or an independent body paying for an objective assessment.

The Applicant claims that as the building requires a lot of reconstruction for its ongoing use it is considered 'irredeemably beyond repair"

"*As the above works are a requirement for the on-going use of the building, and would erase most of the heritage value, it is considered the building is irredeemably beyond repair satisfying PO 6.1(b). It is therefore considered demolition of the building is warranted in the circumstances*." (p24)

However, even the independent heritage adviser claims that "any building can be repaired or re-constructed" (p58) and that it **may** be considered that the building is irredeemably beyond repair." (p58-59). This is not a definitive response.

Further, the Planning Code allows for conservation of heritage places (PO 7.1)

Conservation Works	
PO 7.1 Conservation works to the exterior of a Local Heritage Place (and other features identified in the extent of listing) match original materials to be repaired and utilise traditional work methods.	DTS/DPF 7.1 None are applicable.

There appears to be no clause in the Code that says that a building needing restoration and conservation work which 'erases most of the heritage value' of a building can be demolished.

The argument that replacing building material would have significant adverse impacts on the heritage value has no merit given that many historical restoration projects use conservation methods that "match original materials to be repaired and utilise traditional work methods" (as per PO7.1). That is, it can be restored as other local heritage buildings are. Examples exist within the residential block itself, on Pridmore Tce, Stephens St and Druids Avenue and then further afield in Mt Barker including Dunn Mill.

Heritage Value

There is a lot of discussion (p41-42) about the house being 'downgraded' in relation to heritage importance and speculation that if it was assessed against today's criteria it may not get heritage status.

The fact remains that it was not removed from the Local Heritage Place register and must be assessed against its currently listed status.

Also, if it was assessed today one could argue that it still meets the criteria due to its social and economic links with the Dunn family. Though the applicant has not proven that John Woodland was not a notable local personality there is no doubt that the Dunn family were, and the Planning Code only requires an association with a notable local personality.

The Applicant also chooses to selectively focus on comments in support of their intention to demolish the heritage building. However, one could, conversely, also focus on the comments (from the heritage assessment) in support of retaining and restoring the building, such as:

"*Despite this, the appearance and scale of the dwelling could be considered to contribute to the residential streetscape of the section of Adelaide Road. Therefore, the broader context of the dwelling and its contribution to the historic area streetscape is a consideration when considering the heritage value of the place*." (p42)

"*Based on the above assessment, conservation of the building would be possible*." (p49).

The rationale given by ON Architecture (in their conclusion p58-59) that consideration should be given to removal of heritage property is again not a definitive statement, but a suggestion only.

The On Architecture Email asks: *"Your report classes most aspects of the building as being in poor condition, if some patch repairs were done to address some of the issues, how long would you expect it to take for the repairs to last?"* (p124)

The response from the engineers was that due to building movement, cracking will continue and be ongoing and that patch repairs won't last long. This is surely not unusual in old buildings especially and would not be unique. Restoration and conservation occurs in other listed buildings in similar or worse condition across the district.

The Heritage Report by **Iris Iwanicki & Associates** in 2015 identified the building's heritage value as contributing to the historic character of the Historic Conservation Area

She commented that by changing its use from residential to commercial, it would give "the proposed development an opportunity to improve, conserve and maintain an existing contributory item."

She went on to say: "*the rehabilitation of the existing listed building is possible. Further structural analysis and architectural conservation advice from Council's heritage adviser should be sought on conservation methods of the contributory item prior to finalizing the application documentation. I am of the opinion that fundamental matters for attention in order to maintain the heritage value of the place in any development of the site, include*:"

She then lists recommendations for the building's restoration (p150-151) including major repair works such as repairing existing structural defects to walls and verandah.

However, the renovations referred to in 2022 were only superficial:

"*The dwelling was moderately renovated in 2022 for the current owners to live in it*." (p38)
"*Patch repairs of the cracking was undertaken in 2022*. "(p43)

In fact, were the recommendations from the 2015 heritage report ever fully implemented? Was it the intention of the owners to do minimal restoration and let the building deteriorate?

In fact, Iris Iwanicki was under the impression that the owner was going to "*carry out repairs and restoration of the existing building* …." (p148). Though minor repairs were carried out, restoration works were not.

Importantly, she uses words like 'conserve' and 'retain' but if not possible then 'replace, reinstate, replicating profile of existing' to 'retain the character".

Adaptive Reuse

The current planning system encourages the 'adaptive reuse' of heritage places while acknowledging they pose challenges and require significant upgrade. However, importantly the planning system supports the reuse of old buildings for modern uses.

"*Adaptive reuse of existing buildings has significant value in the retention of heritage places. Heritage buildings can pose challenges due to their age and the way they were constructed; for example they may not meet current building standards for disability access or fire prevention. They may also require significant upgrade and renovation to suit modern lifestyle or business needs, depending on the type of activity they were originally used for.*

The new planning system makes it easier for Heritage Places to be adapted for modern uses, with a view to retaining them in the community and giving them new purpose. The Overlays will ensure that adaptive reuse is undertaken in a way that respects and references the original use of the Place. For example – an old barn, shop or warehouse could be converted to a dwelling; however, it would need to be done in a way that retains and references the heritage values of a place. This will help promote the retention of buildings, rather than replacement."

From: Protecting Heritage and Character Policies in the Planning and Design Code, State Planning Commission, October 2022

https://plan.sa.gov.au/__data/assets/pdf_file/0010/744427/Protecting_heritage_and_character_in_the_Planning_and_Design_Code.pdf

Therefore it is possible that the building can be restored with the support of the planning system.

The Local Heritage Place at 46 Adelaide Road contributes to the social and architectural heritage of Mt Barker in a Historic Area Overlay within proximity to other heritage listed buildings.

As such, the building should be restored in full and form part of the development.

Housing

Given we are in a housing crisis, these houses should be at least rented out. They are within a residential area (Neighbourhood zone), surrounded by either owner occupiers or renters. Several contributors to the applicant's documentation, including the applicant and heritage assessment from ON Architecture, have referred to the fact that as Adelaide Rd is a busy road it is an unlikely location to remain residential:

"*It is important to note, the Local Heritage Place's context on a main arterial road, adjacent the commercial precinct, lends itself to a low-level residential amenity. This is supported by the building at 44 Adelaide Road being converted to a commercial use. We are of the opinion it*

is highly unlikely that the property will be purchased for residential purposes, p24; Continued residential use is unlikely, p50.

These comments have no merit as evidenced by the fact that **all** buildings in immediate proximity to the proposed development are currently occupied as residences (the entire length of Druids Avenue, northern side, and 50, 50A and 52A Adelaide Rd). Even though 50A Adelaide Rd was recently rezoned to allow for commercial use it remains a residence, along with 44 and 46 Adelaide Rd.

It appears that the owner has not tested the housing market.

Further, there are plenty of examples in Mt Barker and throughout the Adelaide metropolitan area of residences along major arterial roads.

The rationale that the location is not conducive to residential use has no merit.

Locality and Land Use

" *Further north along Adelaide Road, there are a number of service trade premises. These are located within the Neighbourhood Zone*." (p18). Again, not sure about the purpose of this comment given there may never have been residences along here due to this area being a foundry in colonial days.

Is the reason the Applicant refers to these existing non-residential occupants (service trades) an opportunity to highlight that as they are already in a Neighbourhood Zone there is no reason why others can't follow? However, it is quite likely that there were never residences at these locations due to the iron foundry being there. (Reference: "*Then and Now: photographic Mount Barker*" Mount Barker and District Branch of the National Trust of South Australia, 2001, p72).

The reference to existing service trades as being an implied justification for this development is void.

"*In respect to non-residential land uses, the Desired Outcome of the Zone seeks services and community facilities that contribute to making the Zone a convenient place to live without compromising the residential amenity and character of the neighbourhood**.** This is further supported by PO 1.1 of the Zone which seeks complementary non-residential land uses. Designated Performance Feature (DPF) 1.1 of the Zone specifically lists consulting rooms as an envisaged land use.***"*** (p26)

This development will not contribute to making the Zone a convenient place to live as it will adversely impact the residential amenity and character of the neighbourhood. There are at least six immediate residences who will be impacted by the noise and lighting generated by the extended opening hours and increased traffic.

The Applicant argues that a health facility is one of the 'other allowances' under Designated Performance Feature (DPF) 1.1 of the Zone. However, some of the other allowances including child care facility, place of worship, community centre and other welfare services do not generally have as long operational hours as being proposed by the Applicant. That is, most of the 'other allowances' have more limited/restricted opening hours.

The combined impact of extended opening hours, noise associated with the buildings operation and traffic activities does not meet the Desired Outcome of the Zone.

Opening hours

Even though the Applicant says that a health facility is acceptable under the Code within a neighbourhood zone they are suggesting long hours of operation by including weekends **(Saturday 8am to 5pm; • Sunday 9am to 5pm).** (p20 5.3 Operational Details). This should not be acceptable within a neighbourhood zone, especially given the number of immediate residences around the proposed development.

Even the existing service trades in this section of Adelaide Rd do not offer such extended hours:

- 'Short Cut Mowers', 54 Adelaide Rd https://shortcutmowers.com.au/contact/

Mon-Fri – 8.30am-5.00pm; Sat – 8.30am – 12.30pm; Sun CLOSED

- 'City Discount Tyres', 52 Adelaide Rd https://www.citydiscounttyres.com.au/stores/mt-barker

Mon-Fri – 8.30am-5.30pm; Sat – 8.30am – 12.30pm; Sun CLOSED

The proposed extended opening hours negatively impact on residential amenity and thus does not meet the Desired Outcome of the Zone.

Traffic Generating Development and Traffic Impact

It appears that no site inspection was done by CIRQA "*The traffic and parking assessments have been based upon plans prepared by Beyond Ink (drawings no. 241114 PA02 to PA05, dated 16 April 2024)*." (p238)

It is proposed that the current two-way access point on Druids Avenue will be used.

Having the entrance/exit off Druids Avenue is likely to contribute to traffic congestion due to the close proximity to the Adelaide Rd/Druids Ave intersection (ie within 25 metres).

"*However, it is acknowledged that, at times, queues on the Druids Avenue approach to the signalised intersection would block right-out movements, meaning they will have to wait for gaps in the traffic. It is noted such an outcome is reflective of the existing conditions*." (p30).

Yet, this scenario will increase with increased traffic using the car park and is an accident waiting to happen due to the already congested intersection.

This section of Druids Avenue is already under pressure from entrances/exits to/from 'Cheap As Chips' and 'Woolworths'. Motorists often illegally cross the double line into the 'Cheap As Chips' carpark causing traffic to bank up as they turn from Adelaide Rd.

Though cars within the development turning right onto Adelaide Rd will be held within the development, this will not be the case for motorists turning right into the development from Druids Avenue. There is no capacity to accommodate cars waiting to turn right, so they will cause a queue of cars behind.

Unless egress to/from the car park changes (ie only left turn out and no right turn in), the current proposal will adversely affect the flow of traffic in the surrounding network.

Car parking

The Applicant has proposed only 42 car parks, even though according to standards and the Planning Code there should be 60, thus a shortfall of 18 car parking spaces.

"*Cirqa has reviewed this shortfall and concluded that the parking rates is acceptable noting specialist consulting typically generates lower rates than adopted for general practitioner (GP) consulting*." (p29).

Note that there is no evidence provided to support this claim, so it can be assumed to be 'wishful thinking' rather than proven fact.

The Applicant states that the Code "*contemplates* acceptance of lower parking provisions" and notes that *Performance Outcome 5.1 of the General Development Policies (Transport, Access and Parking) states the following:*

> *"Sufficient on-site vehicle parking and specifically marked accessible car parking*
>
> *places are provided to meet the needs of the development or land use having*
>
> *regard to factors that may support a reduced on-site rate such as:*
>
> *(a) availability of on-street car parking*
>
> *(b) shared use of other parking areas*
>
> *(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared*

(d) the adaptive reuse of a State or Local Heritage Place." (our emphases) P243

However, there is no parking allowed on Adelaide Rd and Druids Avenue and the only other car parks in the vicinity belong to private businesses.

Recent studies by Mt Barker Council indicate a lack of car parking in the CBD and this is supported by anecdotal evidence.

As none of the above criteria are met, this does not meet Performance Outcome 5.1. The Applicant must provide the required number of car parks as required under the Planning Code.

Drainage channel

The Applicant refers to a "drainage channel" located to the rear of this allotment" (p18). This is incorrect. It is not a drainage channel but in fact a creek.

"*The subject site's north-eastern rear corner is inundated during 100-year storm events, this is due to the open channel at the rear of the site. However, Council has confirmed that a flood impact assessment is not required provided the car park levels match the existing natural ground levels. As such, the rear of a car park will match the existing natural ground levels*." (p31)

Does this mean that nothing will be done to rehabilitate the creek with appropriate vegetation plantings? There appears to be no plans to plant along the creek line. The current laying out of hay bales along the creek line is not a good long term mitigation strategy. There is plenty of evidence which shows that proper revegetation and rehabilitation of creek lines improve water flow and supports biodiversity.

Remedial works (revegetation) are required for the creek line.

Tree Impact and Landscaping

The trees along Adelaide Rd and Druids Ave form the entrance (ie 'gateway') into Mt Barker and have historical, aesthetic and environmental value. The Applicant admits that these might be impacted by the development:

"*the new building also encroaches on the street trees along Adelaide Road and Druids Avenue*." (p32)

"*Six street trees (three on Adelaide Road and three on Druids Avenue) have the potential to be impacted by the proposed development*."

*"The impact to the large oak tree is deemed acceptable provided trenching and excavation in the TPZ are pre-investigated with a low impact method under the supervision of a qualified arborist is implemented***."**

The large oak tree on the corner of Adelaide Rd and Druids Ave is on the local heritage list and must be properly protected during development.

Tree protection zones (ie appropriate fencing) must be erected around all street trees and assurances are sought that there is no encroachment into the tree protection zone (TPZ) during construction. This must be a condition of building consent.

Landscaping

Though it is good that the Applicant is planning on planting trees around the boundary of the car park this will only go a small way to replacing the number of trees and vegetation that was removed from the site in recent times. **The following is sought:**

- **Planting of semi-mature trees to speed up the growing process and assist with privacy screening for adjacent neighbours**
- **Planting of trees along the eastern boundary of the car park as well, as part of rehabilitating the creek line**
- **Planting of fast growing local indigenous trees/tall shrubs that flower in order to encourage wildlife back into the area**

Summary

This development application is opposed because it doesn't incorporate the Local Heritage Place at 46 Adelaide Rd into the development and has sought only to demolish rather than renovate and incorporate. It's location, opening hours and noise/lighting associated with its business operations will adversely impact on residential amenity due to the proximity to multiple residences. The shortfall of car parks has not been adequately addressed and despite assurances to the contrary, the increased traffic movements will contribute considerably to the already congested nearby intersection. Landscaping should take into account residential amenity, aesthetics and good environmental outcomes. Council street trees potentially impacted by the development need to be fully protected.

Thankyou for the opportunity to provide feedback to this application.

Julie Hockey

Julieswork123@gmail.com

Representations

Representor 17 - Richard Fishlock

Name	Richard Fishlock
Address	6 Pridmore Terrace MOUNT BARKER SA, 5251 Australia
Submission Date	15/01/2025 01:19 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	

Attached Documents

Fishlock-Submission-to-DA-24038722-1450332.pdf

Response to DA 24038722

Respondent : Richard Fishlock.

Summary:

The Application is opposed on the following grounds :

It fails to meet basic performance indicators as specified in the Code :

DO1 Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use & adaptive reuse.

PO 2.2 Adaptive reuse and revitalisation of Local Heritage Places to support their retention in a manner that resects and references the original use of the Local Heritage Place.

It is noted that the Applicant has been in discussion with Mt Barker Council, which has requested an independent assessment of the Heritage value of 46 Adelaide Rd.

The Applicant has supplied assessments, but as such assessment would have been influenced and paid for by the Applicant, the same as all other reports in the Applicant's submission. The independence of such heritage reports is regarded as highly questionable.

Heritage : Unnecessary destruction of a Local Heritage Place, showing no respect or regard for the Heritage Overlay of the area.

Inappropriate Both in Design and Operation : Proposed commercial facility is deemed conflicting with the character & amenity of this residential area in a Heritage Conservation Area. The characteristics of this proposed business would cause severe interference with adjoining residents.

Traffic Hazards : Siting the building at this location would cause unacceptable and dangerous traffic risks.

Access & Parking Deficiencies : Planned parking area is too small for the size of the proposed development and no viable alternative is suggested.

Sets a Precedent for Further Heritage Erosion : Destruction of three adjoining properties in the Heritage Area would severely impact the Heritage Value of the area and lead to the probable destruction of others adjacent.

Vegetation & Landscaping Concerns : Numerous issues relating to planned tree removal and pruning need to be addressed. It is suggested that the Mt Barker Council Arborist be consulted.

Disregard of Alternative Strategies : The Applicant has apparently not considered any other proposition other than demolition as a first option.

Heritage

The proposed development falls within a Historic Conservation Area and would entail the destruction of a Heritage Building, (46 Adelaide Rd) and the demolition of two other dwellings (44 & 48 Adelaide Rd.) which all fall within the scope of the same Development Application.

Historically the area bounded by Adelaide Rd, Druids Ave & Pridmore Tce was predominantly residential with the exception of an Iron Foundry, the site of which is now occupied by a tyre retailer and a lawn mower shop (52 & 54 Adelaide Rd.).

Although the house at 46 Adelaide Rd may not be as historic as other properties in the immediate area, it is representative of the era in which it was built and has been assessed as being worthy of preservation as indicated by its heritage status.

The Heritage status of this house must be respected, and it should not be treated as simply a nuisance which may now be demolished for quick financial gain.

The planned replacement commercial facility would be quite alien in its proposed location.

Inappropriate Both in Design and Operation:

The Zone seeks commercial development that compliments the residential character and amenity of the area

The Applicant states that the scale of the building is complimentary to the area and would not adversely impact the residential amenity.

The Applicant's statement is blatantly false. This would be a large, modern building of 1568 square metres, covering 38 % of the total land area and 10 metres in height. This is 1 metre higher than the height limit stated in the Code (DPF 4.1). If air conditioning units are also to be installed on the roof this would make an even greater visual impact and have a severe adverse impact on surrounding residential properties.

The site is within a Heritage Zone which includes a number of significant Heritage Buildings.

It should be noted that the proposed medical imaging service will not be a "new" or "additional" service to the community it is rather, "a part, relocation of existing services".

"Jones Radiology", the principal tenant, already provides medical imaging services from both the Mt Barker Hospital and from its recently upgraded site on nearby Druids Avenue. It is understood that the Druids Avenue site would be closed.

It is noted that "Jones Radiology" will occupy part of the proposed building as principal tenant and that other tenancies are currently unconfirmed. As such, this proposal is largely speculative in nature, rather than driven by demand.

This proposed, large, invasive building is deemed inappropriate at this site as the plan suffers numerous serious defects and may be considered contrary to the Planning Code.

The commercial building would be in use 7 days a week. The extended hours of operation are unacceptable within a residential neighbourhood.

The construction would be immediately adjacent residential properties and there would be impacts on visual amenity of neighbours who will suffer loss of privacy and be forced to tolerate noise from the site, on a daily basis.

More specifically, these various problems include the planned car park which would potentially be in use 7 days a week in immediate proximity to residential buildings.

There would be noise of the cars using the car park and the use of this car park by large trucks engaged in deliveries and in collecting rubbish bins. The trucks in particular would create a considerable noise outside the nominated business hours.

There is also the potential for further unacceptable noise from plant & machinery in use on this site.

None of these issues of excessive noise, light pollution and general loss of amenity appear to have been seriously addressed by the Applicant.

It is noted that the SW corner of the proposed building is in close proximity to the Adelaide Rd / Druids Avenue intersection. To what extent might this building hinder driver sight lines for traffic turning left from Adelaide Rd into Druids Avenue. ?

In summary, it may be concluded that the planned building is inappropriate for this site and at variance to the existing style & amenity of surrounding residential buildings. The proposal is speculative, rather than driven by any particular need for this service.

Traffic Hazards :

The proposed development site is located on the corner of Adelaide Road and Druids Avenue, one of the busiest intersections in Mt Barker and destined to become even more congested as the town grows.

The Applicant admits that Adelaide Rd already handles 38,000 traffic movements each day. This can be expected to significantly increase in the next few years.
This intersection regularly becomes almost gridlocked at peak times.

There is to be one combined entrance and exit onto Druids Avenue. This would be located approximately 25 metres from the major intersection and traffic into and out of the site would spill directly into the traffic negotiating this intersection.

The Applicant suggests that vehicles travelling westwards on Druids Avenue, towards Adelaide Rd may be able to turn right into the car park through the oncoming traffic from Adelaide Rd. Again, this is seen as an exceptionally dangerous suggestion.

The Applicant also suggests that traffic exiting the car park might turn right onto Druids Avenue to exit the facility.
The Applicant is obviously unaware of the traffic conditions that regularly exist at the

intersection which would make a right hand turn into the traffic stream an extremely hazardous manoeuvre.

It is suggested that the ONLY guaranteed safe entry and exit route for the planned car park would be to enter from the direction of Adelaide Rd and to exit ONLY by left hand turn westwards, down Druids Avenue.

It defies common sense to plan such an entrance / exit route into a commercial facility which is to be used 7 days a week !

It is not unreasonable to predict that the location of this entrance / exit will contribute to future traffic accidents at this location and again indicates clearly that the proposed location for this facility is inappropriate and contrary to good traffic management.

Access & Parking Deficiencies :

The Applicant admits that there would be insufficient car parking space within the proposed site with a deficiency of 18 places as required by the Code. This failing is dismissed by stating that on-street parking and parking at other sites would make up for any shortfall and an assumption is made that the car parking allocation may be sufficient, though without providing evidence of this.

The Applicant apparently does not realise that one would be very fortunate to find a legal parking area close to the facility as suggested.

On-street parking is not available within approximately 400 metres of the site as there are yellow lines on the roads prohibiting such parking all around this area. Further, although there may be off-street parking available closer to the planned facility, this is commercial parking in private parking areas provided by adjacent shopping precincts and the Applicant should not be advocating such illegal parking !

It would appear that maybe the Applicant has undertaken “Desktop” surveys of these issues rather than ground surveys ? A reappraisal of the site and traffic flow analysis is required before accepting this Application.

Sets a Precedent for Further Heritage Erosion :

Although it is generally advocated that 'All Development Applications are assessed on their merits' it is an undeniable fact that if this application was to succeed it would set a dangerous precedent for future applications to further erode this and other Heritage Precincts and their associated heritage assets.

It is a fact that should nos.' 44, 46 and 48 Adelaide Rd be demolished and replaced with an alien building style, then it might be expected that 50 Adelaide Rd would follow shortly after. This property is already owned by a prospective 'property developer'.
Further along the eastern side of Adeliade Rd. the owner of 2 Pridmore Terrace would then almost certainly apply to "redevelop" this property. This property was purchased in recent years by a prominent local businessman who is currently renting out the property while systematically denuding the surrounding land and allowing the property to deteriorate. Sadly, this is a common tactic of many property developers.

Thus, we can expect that the demolition of 44,46 & 48 Adelaide Rd will be the catalyst to 'redevelop' the entire eastern side of Adelaide Rd between Druids Ave & Pridmore Tce.

This would lead to the extinction of the heritage value of this area.

Vegetation & Landscaping Concerns :

It is noted that prior to lodgement of the Development application the owner of the three blocks of land was responsible for the degradation and wholesale removal of vegetation around the site. The Applicant now plans the removal of the final trees on this site and there may be some degree of interference with Heritage Listed Trees on Adelaide Rd and Druids Avenue, outside the boundary.

It is requested that the Mt Barker Council Arborist be consulted and closely involved, relating to tree removal or pruning, especially in relation to Heritage Listed trees, to avoid unnecessary impact.

It is further requested that the Mt Barker Council Arborist give guidance as to the appropriate planting range and mix of trees & shrubs for landscaping the site and that such plantings be designed to give adequate privacy screening to neighbours, using suitably advanced trees.

Disregard of Alternative Strategies :

The Applicant claims that “All alternative approaches to adaptively reusing the site, retaining the Listed Heritage Place have been considered”

However, no evidence is provided to support this claim. Thus, until such evidence is provided, such claims must be discounted.

It is most disturbing that the Applicant has apparently not considered any other future use for the three buildings more in keeping with the Planning Code, which advocates the retention and adaption of Heritage Buildings.

Demolition seems to have been the first and possibly the only option seriously considered. While this may well make good commercial sense to a developer, only interested in short-term monetary gain, it is hardly an ethical “first approach”.

The three residential properties could be upgraded and made into “affordable housing”. The Applicant has failed to seriously consider this option stating that “we are of the opinion it is highly unlikely that the property will be purchased for residential purposes”. It is assumed from this statement that the Applicant is implying that even if upgraded, the residence would be unappealing to potential buyers ?

If so, there is unlimited evidence to the contrary. Notably there are numerous property developers in metropolitan Adelaide who have quite specifically built residential properties along busy roads such as Prospect Rd. Such residences are readily sold in a market which we are assured is undersupplied in a “housing shortage”.

The Applicant emphasises the poor state of repair of the Heritage building and this state of neglect is used to justify demolition.

The Applicant states that underpinning of the walls of the cottage would be necessary and makes an impressive claim that piles of 5 metres depth would be required to achieve a remedy.

However, these are claims only, not supported by any detailed engineering analysis of soil composition, weight of walls or any other substantiated evidence. In fact it is mostly unsubstantiated assumptions of “worst possible outcome” presumably hoping that such claims might be accepted as fact and give weight to the argument for demolition.

Underpinning of buildings does not have to be as invasive or disruptive to the building as suggested by the Applicant. There are alternatives such as grouting of the underlying sub soil which may offer a suitable outcome.

The only way to be certain though is for a serious, rather than superficial inspection and detailed analysis to establish the cause and then determine a suitable remedy, which should be appropriately costed without the bias always being towards demolition.

A wide range of such remedial measures are routinely employed with success in the renovation of old buildings. If it was not for such activities, there would be very few colonial era buildings left in the state !

There is no reason to believe that this Heritage building cannot be renovated and repurposed. And no testable evidence has been supplied to the contrary. It is a sad fact that the Applicant has been more concerned with justification for demolition rather than giving any serious consideration to restoration.

The Application is therefore opposed in its entirety.

Representor 18 - Sally Harding

Name	Sally Harding
Address	PO Box 612 MOUNT BARKER SA, 5251 Australia
Submission Date	15/01/2025 06:35 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 supporting document, which is the full representation, including graphics/images%%% The specific reasons I believe that consent should be refused are: Summary I acknowledge the growing need for health services in our community, however I oppose the development application on the basis that it does not satisfy the Desired Outcomes or Performance Outcomes under the Assessment Provisions of the Planning and Design Code , 'Part 4 – General Development Policies – Interface between Land Users', which are: DO1 - Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses. PO 1.2 - Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts. PO 4.1 - Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers). Concern 1 Proposed sound mitigation measures to address noise from carpark activity at 48 Adelaide Road are inadequate, due to the land contours of the site, and would not reduce noise levels to satisfy Environmental Protection Authority (EPA) guidelines for Neighbourhood zoning. The graphic below illustrates these land contours: Graphic description: Groundline level of the proposed car park at 48 Adelaide Road (left) and the groundline of the existing residential dwelling at Unit 2, 1a Druids Avenue (right). Concern 2 Proposed visual screening measures to block line-of-sight to the back yard (private open space) of the adjacent residence at Unit 2, 1a Druids Avenue are inadequate due to the land contours of the site - see previous graphic. This compromises Performance Outcome 27.1 under the Assessment Provisions of the Planning and Design Code , 'Part 4 – General Development Policies – Design in Urban Areas', as referenced below: Graphic source: SA Planning Code, 'Part 4 – General Development Policies – Design in Urban Areas' Remedial action A fence height of at least 2.1 metres is required at the boundary of Unit 2, 1a Druids Avenue and 48 Adelaide Road to assist with a satisfactory physical barrier for noise and visibility; an effective treatment would be the construction of a minimum 300mm upwards retaining wall, in addition to the proposed 1.8 metre Colorbond fence. The use of acoustic fencing material is also required, along with other sound-proofing treatments for the two-storey residential dwelling, which is sited 8 metres from the boundary fence. Construction concerns Due to the close proximity of the construction site to residential dwellings, it would be reasonable for construction of boundary fencing, and other noise mitigation measures, to be prioritised and occur prior to any demolition and/or construction works, in order to reduce the risk of noise and dust nuisance to nearby residents. Thank you for your consideration. Sally Harding %%%See attached supporting document, which is the full representation, including graphics/images%%%

Attached Documents

Representation-on-Application-Version-3_Sally-Harding_U2-1a-Druids-Avenue_Mt-Barker-1450578.pdf

REPRESENTATION ON APPLICATION

Planning, Development and Infrastructure Act 2016

Applicant:	Leyton Property
Development Number:	24038722
Nature of Development:	Advertisement, Consulting room, Demolition, Fence, Tree-damaging activity & Retaining wall
Zone/Sub-zone/Overlay:	Neighbourhood Zone
Subject Land:	No. 44, 46 and 48 Adelaide Road, Mount Barker SA 5251 ***Plan parcel*** *CT5290/81 F158970AL1* *CT5541/525 F160227AL50* *CT5662/913 F160226AL49*
Contact Officer:	Assessment Panel/Assessment Manager at Mount Barker District Council
Phone Number:	08 8391 7200
Close Date:	17 January 2025

My name*: Sally Harding	My phone number: 0414 302 306
My postal address*: PO Box 612, Mount Barker SA 5251	My email: sallyharding71@gmail.com

* *Indicates mandatory information*

My position is:	☐ I support the development ☐ I support the development with some concerns (detail below) ☒ I oppose the development

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

Summary

I acknowledge the growing need for health services in our community, however I oppose the development application on the basis that it does not satisfy the Desired Outcomes or Performance Outcomes under the Assessment Provisions of the *Planning and Design Code*[1], 'Part 4 – General Development Policies – Interface between Land Users', which are:

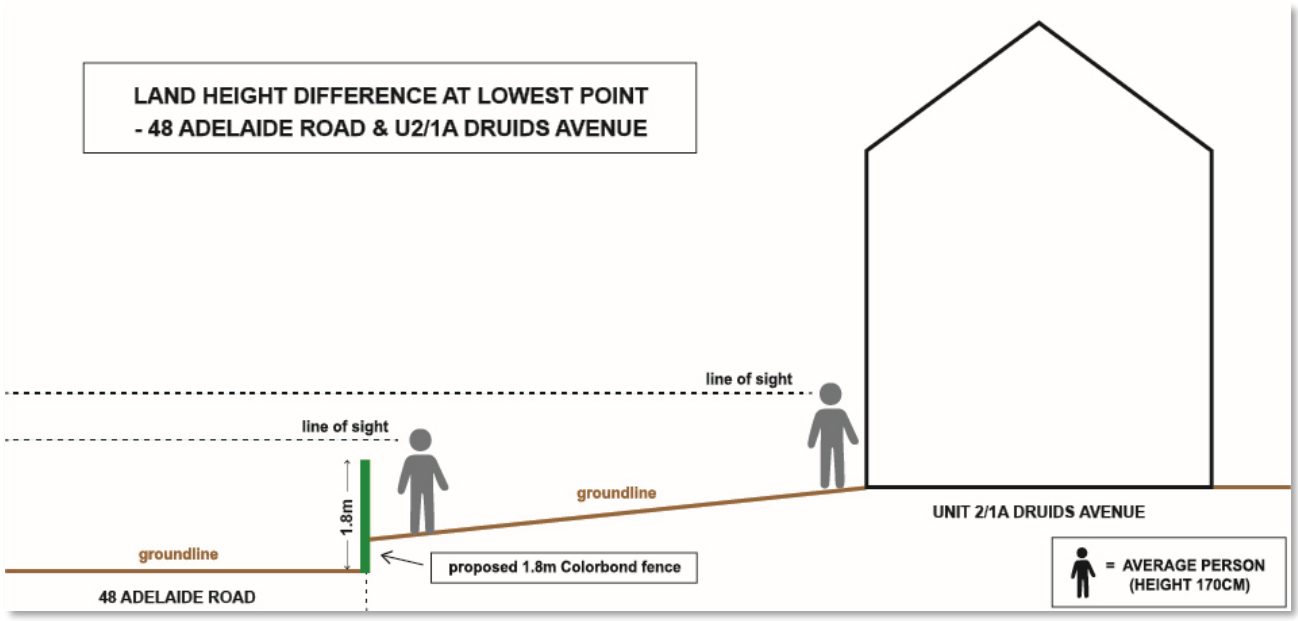
DO1 - Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.[2]

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.[3]

PO 4.1 - Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).[4]

Concern 1

Proposed sound mitigation measures to address noise from carpark activity at 48 Adelaide Road are inadequate, due to the land contours of the site, and would not reduce noise levels to satisfy Environmental Protection Authority (EPA) guidelines for Neighbourhood zoning[5]. The graphic below illustrates these land contours:



Description: Groundline level of the proposed car park at 48 Adelaide Road (left) and the groundline of the existing residential dwelling at Unit 2, 1a Druids Avenue (right).

Concern 2

Proposed visual screening measures to block line-of-sight to the back yard (private open space) of the adjacent residence at Unit 2, 1a Druids Avenue are inadequate due to the land contours of the site - see previous graphic. This compromises Performance Outcome 27.1 under the Assessment Provisions of the *Planning and Design Code*[6], 'Part 4 – General Development Policies – Design in Urban Areas', as referenced below:

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.

Source: *SA Planning Code*, 'Part 4 – General Development Policies – Design in Urban Areas'[7]

Remedial action

A fence height of at least 2.1 metres is required at the boundary of Unit 2, 1a Druids Avenue and 48 Adelaide Road to assist with a satisfactory physical barrier for noise and visibility; an effective treatment would be the construction of a minimum 300mm upwards retaining wall, in addition to the proposed 1.8 metre Colorbond fence.

The use of acoustic fencing material is also required, along with other sound-proofing treatments for the two-storey residential dwelling, which is sited 8 metres from the boundary fence.

Health and safety

The proposed development is located in a Neighbourhood zone, bounded by several residential properties, including the abovementioned property at Unit 2, 1a Druids Avenue.

The indicative noise level for a General Neighbourhood zone, according to The Environment Protection Authority (EPA)'s publication, titled, 'Indicative noise factor guidelines for the *Environment Protection (Commercial and Industrial Noise) Policy 2023'*,[8] is 52 decibels during the day and 45 decibels at night.

The proposed carpark at 48 Adelaide Road, Mount Barker, will operate 7-days a week and is predicted to generate up to 83 decibels of noise[9], according to the environmental noise assessment undertaken by Sonus, greatly in excess of the maximum guideline level.

This sound activity will occur approximately 8 metres from the two residential units at 1a Druids Avenue, which have living rooms and bedrooms facing the proposed carpark.

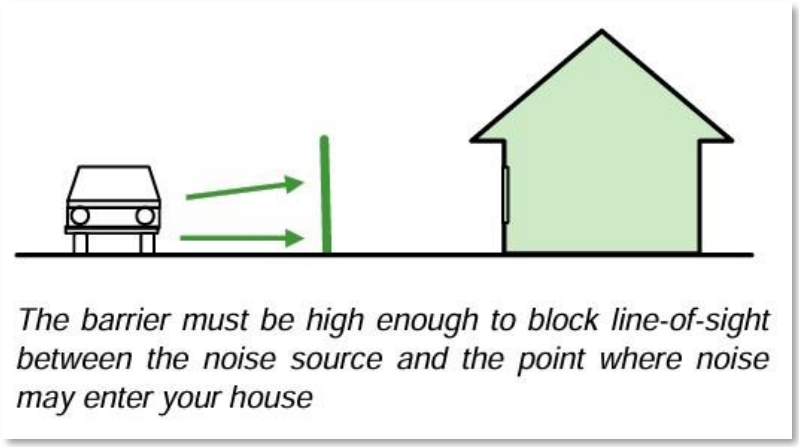
Noise volume of 85 decibels, if repeated and at length, can cause hearing loss[10], while the *National Standard for Occupational Noise* states: "…over long periods, repeated noise exposure between 75 and 85 decibels may be a small risk to some people."[11]

The Sonus assessment recommends the installation of a Colorbond fence "at least 1.8m tall…measured from the top of any retaining walls (if present)"[12] for the boundary between 48 Adelaide Road and Units 1 and 2, 1a Druids Avenue, predicting this, and other acoustic treatments, would result in the highest noise level at any sensitive receiver to be 47 decibels.[13]

This recommendation for a 1.8m Colorbond fence at ground level at the boundary of 48 Adelaide Road and Unit 2, 1a Druids Avenue ignores the difference in land height between the two properties; the land height drops from Adelaide Road and Druids Avenue to the creek line at the rear of 48 Adelaide Road.

The use of a retaining wall, in addition to a 1.8 metre Colorbond fence, has been proposed at the boundary of Unit 1, 1a Druids Avenue, but has not been replicated at the boundary of Unit 2, 1a Druids Avenue.

The justification for discontinuing the retaining wall across both units has not been explained, and may have serious safety implications if structural footings at the boundary of Unit 2 become unstable due to: 1) the land height differences and, 2) the pooling of water that occurs at this site in wet weather. A Colourbond fence at this location, built to 1.8 metres, and without a retaining wall, would fail to block line-of-sight for approximately 30% of the shared boundary and, as such, would not be an effective sound barrier - as illustrated in the following diagram:



Source: Department of Infrastructure and Transport fact-sheet,
'Reducing Transport Noise Impacts – A Guide to Homeowners.[14]

It is also noted that the Sonus environmental noise assessment recommends "that the fences are sealed airtight at all junctions, including the ground[15]", however this may be difficult to achieve without a retaining wall at the boundary of 48 Adelaide Road and Unit 2, 1a Druids Avenue, due to the sloping groundline.

The shortcomings of the proposed fencing design may have further nuisance implications, as is likely, when outdoor lighting elements are considered and installed.

Existing fence

The existing fence between 48 Adelaide Road and Unit 2, 1a Druids Avenue, is a chain mesh fence with treated pine rails and posts, originally constructed when both properties were residences and the fence bordered private backyards – see images 1a and 1b below:

Image 1a



Image 1b



At the groundline of Unit 1/1a Druids avenue, the fence measures an average of 1.8 metres, and measures higher at the groundline of 48 Adelaide Road, due to the drop in land height on this side of the boundary.

The proposed 1.8m Colorbond fence at the current ground line of 48 Adelaide Road would achieve a lower overall fence height than currently exists with the treated pine fence – see images 2a and 2b below:

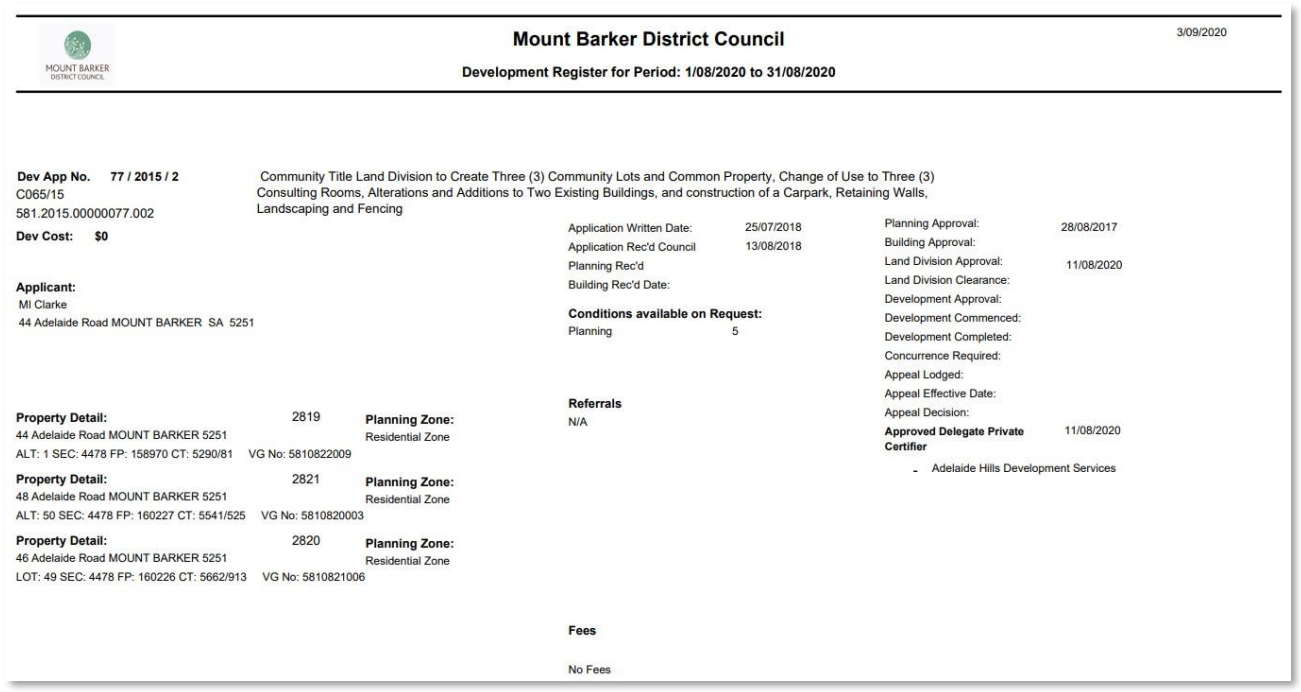
Image 2a



Image 2b



It should be noted that a previous development application for consulting rooms at 44-48 Adelaide Road, approved on 11/8/2020[16] (see image below), required the construction of a 2.1 metre Colorbond boundary fence,[17] for what is believed was to have been a lower-impact noise activity than the proposed carpark at 48 Adelaide Road. This inconsistency has not been explained.



Mount Barker District Council 3/09/2020

Development Register for Period: 1/08/2020 to 31/08/2020

Dev App No. **77 / 2015 / 2**
C065/15
581.2015.00000077.002
Dev Cost: **$0**

Community Title Land Division to Create Three (3) Community Lots and Common Property, Change of Use to Three (3) Consulting Rooms, Alterations and Additions to Two Existing Buildings, and construction of a Carpark, Retaining Walls, Landscaping and Fencing

Applicant:
MI Clarke
44 Adelaide Road MOUNT BARKER SA 5251

Application Written Date: 25/07/2018
Application Rec'd Council 13/08/2018
Planning Rec'd
Building Rec'd Date:

Conditions available on Request:
Planning 5

Planning Approval: 28/08/2017
Building Approval:
Land Division Approval: 11/08/2020
Land Division Clearance:
Development Approval:
Development Commenced:
Development Completed:
Concurrence Required:
Appeal Lodged:
Appeal Effective Date:
Appeal Decision:
Approved Delegate Private Certifier 11/08/2020
- Adelaide Hills Development Services

Property Detail: 2819 **Planning Zone:**
44 Adelaide Road MOUNT BARKER 5251 Residential Zone
ALT: 1 SEC: 4478 FP: 158970 CT: 5290/81 VG No: 5810822009

Property Detail: 2821 **Planning Zone:**
48 Adelaide Road MOUNT BARKER 5251 Residential Zone
ALT: 50 SEC: 4478 FP: 160227 CT: 5541/525 VG No: 5810820003

Property Detail: 2820 **Planning Zone:**
46 Adelaide Road MOUNT BARKER 5251 Residential Zone
LOT: 49 SEC: 4478 FP: 160226 CT: 5662/913 VG No: 5810821006

Referrals
N/A

Fees
No Fees

Source: Mount Barker District Council, 'Monthly Building Report - August 2020', accessed online via https://www.mountbarker.sa.gov.au/building/plan-and-develop/development-register[18]

Environmental noise assessment

The sound mitigation treatment recommended by Sonus to construct a minimum 1.8 metre Colorbond boundary fence, "measured from the top of any retaining walls (if present)"[19], has been based on a desktop analysis using the noise predictor program, SoundPLAN.

It is unclear if assessors visited the site in person to cross-check online data against localised land conditions, as this would have highlighted a significant drop in land height and stability at the boundary of 48 Adelaide Road and Unit 2/1a Druids Avenue, from west to east, and also south to north.

As a result, in order to achieve effective height using a 1.8 metre Colorbond fence, it is a necessity, rather than an option, for an appropriate retaining wall to be constructed at the boundary of Unit 2, 1a Druids Avenue and the proposed carpark at 48 Adelaide Road – see images 3a and 3b below:

Image 3a

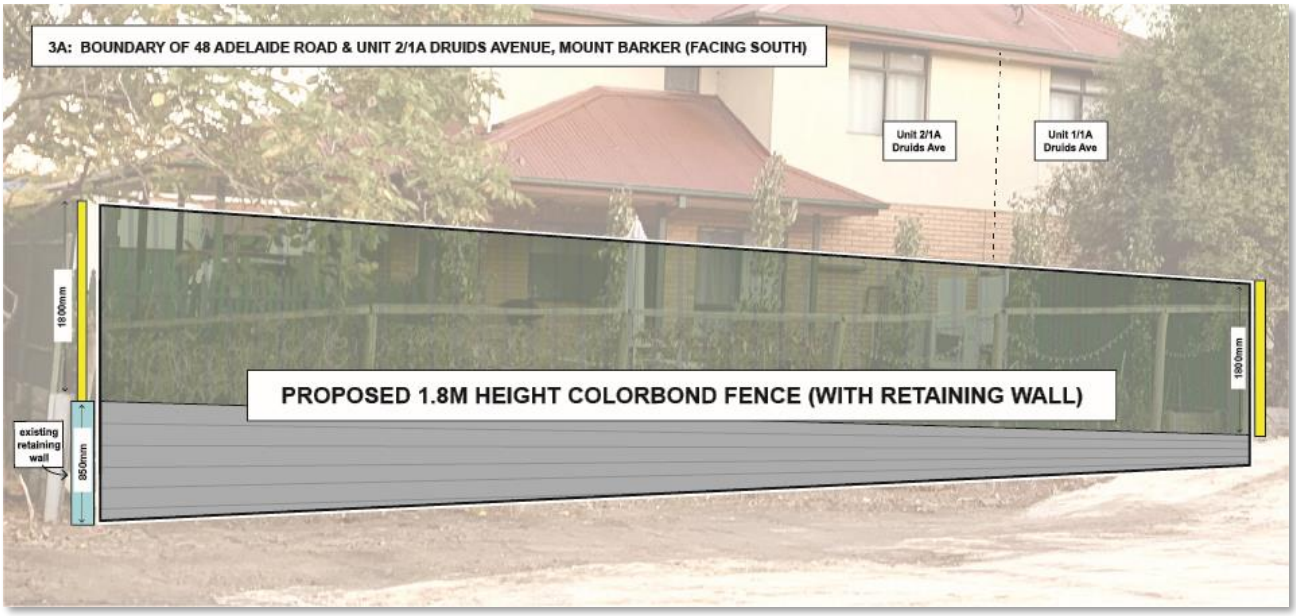


Image 3b



In addition, the proposed use of a 1.8 metre Colorbond fence as the only sound mitigation treatment for Unit 1 and Unit 2, 1a Druids Avenue - with or without a retaining wall - does not consider that the dwellings are two-storeys, with living rooms/bedrooms located 8 metres from the proposed carpark boundary.

At the time the duplex was built, in 2006, the adjacent property at 48 Adelaide Road was a residence and, consequently, the building design for the duplex accommodated residential needs, including obscured glass for upper-storey windows.

Given the proposed change to amenity and living conditions imposed by the proposed carpark at 48 Adelaide Road, it would be reasonable for the unit owners at 1a Druids Avenue to seek a full-cost recovery from the development applicant to retrofit bedroom and living room windows facing the carpark with a noise attenuation and mitigation treatment, such as double-glazing, and other sound-proofing measures.

In addition, given the close proximity of the duplex to the carpark boundary at 48 Adelaide Road, it would also be reasonable for the unit owners of 1a Druids Avenue to expect fencing to be constructed using the same acoustic absorption material that is proposed to mitigate sound at the boundary of the adjacent dwelling at 50 Adelaide Road.[20]

Noise generated outside of business hours

It has been assumed in the environmental noise assessment that medical imaging machinery will be placed into standby mode outside of the operating hours of the facility (8.00am to 6.00pm)[21], with the Sonus report stating:

> “Previous experience with medical imagery cooling systems has shown that the noise emission from the chillers during standby mode is negligible”.[22]

In the absence of reliable modelling, it is unclear if after-hours noise generated by this activity, or other plant machinery, will achieve “a goal average noise level (Leq) of 47 dB(A)”.[23]

Carpark activity is also proposed to occur outside of business hours, according to the Cirqa *Parking and Traffic Report*,[24] which states:

> "Refuse collection will be undertaken via private contractor with the associated manoeuvres accommodated on-site (forward-in/forward-out). The site will be able to accommodate movements by a 10m long refuse collection vehicle. Such movements would be undertaken outside of operating hours to allow the refuse collection vehicle to utilise vacant spaces for turnaround (or, alternatively, during lower trading periods with two parking spaces time restricted to accommodate the manoeuvre.[25]”

Refuse collection is not a noiseless activity, with refuse collection trucks often fitted with audible reversing alarms. The Department of Water and Environmental Regulation (Western Australia) fact sheet, *Audible reversing alarms; considerations for use[26],* states:

> “Tonal alarms can be audible at a considerable distance from the work site because the tone ‘sticks out’ above the local background noise. This makes the noise from tonal alarms more annoying than from most other sources at the same level. Noise complaints from nearby residents often arise from the intrusive noise of tonal reversing alarms operating on construction sites or industrial and commercial premises.[27]”

A noise profile for refuse collection, and likely presence of a reversing alarm, has not been provided by the applicant, however the Truck Industry Council publication, *Audible Reverse Warning Devices Technical Guide*,[28] states:

> "When tested in accordance with SAE J994 or an appropriate equivalent standard, the alarm should fall within the noise level range of 80 to 100 dB(A) +/- 4dB(A).."[29]

This noise level exceeds the maximum guideline level, and has the potential to cause sleep disturbance to adjacent residents.

Construction concerns

Due to the close proximity of the construction site to residential dwellings, it would be reasonable for construction of boundary fencing, and other noise mitigation measures, to be prioritised and occur prior to any demolition and/or construction works, in order to reduce the risk of noise and dust nuisance to nearby residents.

Thank you for your consideration.

Sally Harding

[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 consent should be granted or refused; and
- comment only on the performance-based elements (or aspects) 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: (Sally Harding) Date: 15 January 2025

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

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

Complete online submission: plan.sa.gov.au/have_your_say/notified_developments

REFERENCES

[1] Department for Housing and Urban Development (South Australia), *SA Planning Code*, accessed online 12 January 2025,via, https://code.plan.sa.gov.au.
[2] Ibid.
[3] Ibid.
[4] Ibid.
[5] Environment Protection Authority (South Australia), 'Indicative noise factor guidelines for the *Environment Protection (Commerical and Industrial Noise) Policy 2023*, (2023), page 11.
[6] Department for Housing and Urban Development (South Australia), *SA Planning Code*, accessed online 12 January 2025,via, https://code.plan.sa.gov.au.
[7] Ibid.
[8] Environment Protection Authority (South Australia), 'Indicative noise factor guidelines for the *Environment Protection (Commerical and Industrial Noise) Policy 2023*, (2023), page 11.
[9] Sonus Pty Ltd, *44-48 Adelaide Road, Mount Barker - Environmental Noise Assessment* (November 2024), page 15.
[10] National Acoustic Laboratories, Know Your Noise, 'Hearing Health', accessed online via https://knowyournoise.nal.gov.au/hearing-health#what-causes-noise-injury, paragraph 6.
[11] National Occupational Health and Safety Commission (Australian Government), *National Standard for Occupational Noise,* (second edition, 2004) accessed online via https://www.safeworkaustralia.gov.au/system/files/documents/1702/nationalstandardforoccupationalnoise_nohsc1007-2000_pdf.pdf, Preface, viii.
[12] Sonus Pty Ltd, *44-48 Adelaide Road, Mount Barker - Environmental Noise Assessment* (November 2024), page 8.
[13] Sonus Pty Ltd, *44-48 Adelaide Road, Mount Barker - Environmental Noise Assessment* (November 2024), page 11.
[14] Department of Infrastructure and Transport (SA), *Reducing Transport Noise Impacts – A Guide to Home owners* (November 2020), page 2.
[15] Sonus Pty Ltd, *44-48 Adelaide Road, Mount Barker - Environmental Noise Assessment* (November 2024), page 8.
[16] Mount Barker District Council, Monthly Building Report – August 2020, (2020), accessed online via https://www.mountbarker.sa.gov.au/building/plan-and-develop/development-register.
[17] Mount Barker District Council, 'Email from Development Compliance Officer, Ben Vardaro', 29 April 2022, in which it is stated: "The fencing is to be 2.1metre colorbond and will be located on the side and rear boundaries of your property".

[18] Mount Barker District Council, Monthly Building Report – August 2020, (2020), accessed online via https://www.mountbarker.sa.gov.au/building/plan-and-develop/development-register.
[19] Sonus Pty Ltd, *44-48 Adelaide Road, Mount Barker - Environmental Noise Assessment* (November 2024), page 8.
[20] Ibid, page 10.
[21] Ibid, page 7.
[22] Ibid.
[23] Ibid, page 11.
[24] Cirqa Pty Ltd, *Proposed Health Care Facility, 44-48 Adelaide Road, Mount Barker – Traffic and Parking Report*, (2024), page 5.
[25] Ibid.
[26] Department of Water and Environmental Regulation (Western Australia) fact sheet, *Audible reversing alarms; considerations for use,* (2019), page 1.
[27] Ibid.
[28] Truck Industry Council Ltd (Australia), *Technical Guide - Audible Reverse Warning Devices* (2019), page 5.
[29] Ibid.

* * *

Representations

Representor 19 - Dianne van Eck

Name	Dianne van Eck
Address	PO Box 446 Mt Barker 5253 MT BARKER SA, 5251 Australia
Submission Date	16/01/2025 06:30 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	

Attached Documents

MBDRA-Submission-to-DA-for-44-48-Adelaide-Rd-250116-FINAL-1450897.pdf

Mt Barker & District Residents' Association Inc.
PO Box 19 Mount Barker, South Australia 5251

For the Community

15 January 2025

To the Council Assessment Panel
Mt Barker District Council

RE: Development Application (DA) to demolish three buildings on Adelaide Rd (44,46 and 48) to erect a health facility. Application 24038722 | Submission | PlanSA

The Mt Barker & District Residents' Association (MBDRA) objects to the above DA for the reasons outlined on the following pages. The MBDRA raised concerns about 46 Adelaide Road with Council two years ago when a sign was erected at the front indicating the proposed building of a health facility (Appendix A). The response we received from Council (Appendix B) included this statement: " *Council shares the sentiments of the Mount Barker & District Residents Association regarding the value of heritage within the Mount Barker District Council*."

You will note that we had concerns that such a DA would eventuate, and it is disappointing that Council Planning staff have not been able to work with the owner and/or developer to create something of a feature for this site, rather than demolish everything including two regulated trees.

This response identifies five key issues about this DA:

1. Destruction of a Local Heritage Listed Place within a Historic Area Overlay
2. Creation of Significant Traffic Constraints and Congestion
3. Insufficient Parking Spaces
4. Loss of Regulated Trees and Their Cooling Effects; Street trees including a Heritage Oak tree at risk
5. Impact on local residents' amenity

1. Destruction of a Local Heritage Listed Place within a Historic Area Overlay

This DA relating to numbers 44,46,48 Adelaide Rd would include the demolition of the heritage listed home at 46 Adelaide Road. This building has been 'on notice' for many years, following the wanton destruction of three heritage listed cottages on Adelaide Road over a decade ago to make way for the Cheap as Chips development. This is how our history and heritage is lost – house by house, devaluing the street which then becomes the target for more demolition and change. The demolition of this building at 46 Adelaide Road would further impact the growing loss of the original and historic entrance to Mt Barker and the local built environment.

This building is adjacent to the beautifully restored and commercially used former Mt Barker Primary School. Mr James Sexton expended considerable funds to revive and restore this building to be utilised as a commercial enterprise. He showed how heritage buildings can be saved with some imagination and investment. Also in the near vicinity is the magnificent Auchendarroch building which was also restored by the Wallis Family to be a showcase for the district today.

The Applicant states that 46 Adelaide Rd is in such bad condition it is beyond repair, but this is untrue. It only requires some imagination and investment to restore it to a beautiful heritage building. Restoration is possible and it has been achieved on other buildings in much worse condition. There are many examples of this type of building in the district and Adelaide and we show some of these at Appendix C. These examples show that buildings which are in very poor condition can be restored to become best practice examples of innovative design whilst retaining their heritage character. We believe any such development could become a feature for this proposed development.

This precinct along Adelaide Road is within a Heritage Area Overlay to protect it from further destruction and to ensure its ongoing inclusion in Mt Barker's heritage character. This building at No 46 could be included creatively in a new development. We are not suggesting just a façade be retained but include retaining the whole building into this new development as a feature. Has the applicant or developer considered this option? Has Council advised that this could occur?

When the MBDRA enquired of Council about 46 Adelaide Rd they stated that they shared MBDRA's interests and concerns about heritage (Appendix A & B). On Council's website they state: *Historic places which are highly valued as both a record of local heritage and a contribution to character are under threat from development pressures.* *What is Heritage? | Mount Barker District Council*

Yet in the application it states that Council is amenable to the idea of the building being demolished as long as it can be justified it is beyond repair. We feel that Council is showing double standards here. Most buildings can be repaired, but as the applicant does not want to make the effort they are pushing the fact it is beyond repair when in reality this could be questioned by Council. If Council, who say they care about heritage, could have spoken to the owners during this time about the upkeep of their heritage property, it might have been in a better state now.

On one hand, Council supports and promotes the retention and improvement of heritage properties within it's Community Plan (18. Heritage: safeguard and celebrate the cultural heritage and historical significance of the District) and its heritage support scheme (Heritage Incentive Scheme | Mount Barker District Council, but then on the other hand it does nothing to encourage retention of properties within Development Applications.

The rationale given for demolition is that the building is in poor condition:
"*The reports conclude that due to the condition of the building, extensive remedial works of a structural nature are required. This includes replacement of the verandah, replacing large sections of the external walls as shown in Figure 1, underpinning the footings which*

requires removal of the internal floor and floor framing and upgrading of roof framing. The Heritage Impact Statement prepared by ON Architecture concludes due to the abovementioned works, the heritage integrity of the building will be almost entirely lost. As the above works are a requirement for the on-going use of the building, and would erase most of the heritage value, it is considered the building is irredeemably beyond repair satisfying PO 6.1(b). It is therefore considered demolition of the building is warranted in the circumstances." P13

We believe if the owner had looked after the heritage building in the first place it would not have fallen into this state of 'disrepair'. If one was cynical, one could call this a strategy specifically designed to reach this exact conclusion. This sets a dangerous precedent re local heritage buildings. We are concerned that this decision sets a dangerous precedent for our district and puts at risk other buildings on this road, particularly no 50 Adelaide Rd, where we have written a similar letter to the CEO in April, 2024.

2. Create Significant Traffic Constraints and Congestion

Council and CAP must consider the outcomes of increasing ingress and egress from any building on Adelaide Road by changing its status from residential to commercial. This intersection is one of the busiest intersections in Mt Barker as Adelaide Road carries upwards of 38,000 vehicles per day (statistics sourced from Location SA Viewer which has the estimated vehicles per day on Adelaide road as 38,000). We would expect this to increase significantly as development proceeds.

At present there have been only a few cars entering these three former residential properties from Adelaide Road. With a commercial entity planned for the site, there will be hundreds of additional cars in the vicinity each day, creating significant additional burden on an already heavily congested area. Has any modelling been undertaken to understand the consequences of this development?

2.1 Turning left into Druids Ave from Adelaide Road

Currently, if vehicles are travelling into Mt Barker, and want to turn left into Druids Ave, there are often long delays, particularly from 3.30pm until 6.00pm on weekdays. The creation of another commercial enterprise entrance off Druids Ave will create an additional significant burden on this intersection and further upstream to Cornerstone College and the South Eastern Freeway bridge, where it is often banked up. At peak times it is banked up back to the roundabout to Hahndorf.

2.2 Turning right or left into Adelaide Road

If motor vehicle entry is allowed for vehicles travelling along Druids Ave to turn right into these premises, this will impact on traffic backed up on Druids Ave, which already occurs. This development will contribute to queueing and likely accidents as motorists and pedestrians attempt to cross traffic to gain entrance to the car park.

For vehicles turning left into Adelaide Road, which may be impacted by the pedestrian lights, as well as wait times at the Gawler Street intersection, there will be significant potential for increased bottlenecks and delays in this precinct.

2.3 Right hand turn lane for Hawthorn Road

Although not directly connected to this DA, in addition to these two intersections, this proposed development emphasises the need for a right turn lane into Hawthorn Road. This would enable the outside lane to become a 'through traffic' lane and the inside lane becomes a dedicated left hand turn lane for each of the three intersections (Druids, Morphett and Gawler Street) and also to enable better traffic flows through to the Mann St roundabout and eventually the upgraded Flaxley/Wellington Road roundabout.

Finally, has this development been considered within the District's Transport Management Plan/Strategy? If so, what is the outcome? It seems like it is contributing to an already congested and problematic traffic management problem which Council should be avoiding and remediating, rather than contributing further to this issue.

3. **Insufficient Parking Spaces**

There are insufficient car parks in the development and no local area parking in this precinct. The Planning Code requires the development to have **60** car parks but the Applicant states that **42** parks will suffice as people can park elsewhere. But where will they park?

As the new premises do not have sufficient parking spaces for all staff and all expected patrons, it is highly likely they will use neighbouring car parks such as Kleeman's Funerals, Sexton and Glover Real Estate, Cheap as Chips and Woolworths. Do these businesses understand the impact of this overflow on their premises and businesses? Are their car parks sufficient for their needs. This seems to be simply shifting the problem to a neighbouring car park which is not responsible design by shifting parking problems from a proposed development to neighbouring properties in the hope it will suffice.

Council planners and CAP should mandate appropriate and adequate parking for all anticipated staff and visitors for the 60 carparks. If necessary, the building design should be made smaller to accommodate appropriate parking requirements.

We recall that for the Development Application at 1 Gum Tree Drive, Littlehampton, the Applicant stated they did not need as many car parks as required by the Planning Code but CAP stated they were to meet the Code's requirements which we commend. We hope that CAP will follow through on this policy requirement for this development.

4. **Loss of Regulated Trees, Impact on Neighbouring Trees and Risk of Damage to Heritage Listed Oak Tree**

We argue that the loss of the two Regulated trees is a significant detriment to this locality. These trees are listed as Regulated for a reason (retention) and we believe they could be incorporated into the design of the new building. Their canopies provide welcome shade and can help enhance a site. Anyone parking their cars there will want to park under the trees for shade. Why not retain them? In this world of active climate change issues, every tree counts. It's appalling that a development of this size on a reasonable size block has to destroy two Regulated trees. CAP should not allow this.

We also have concerns for the safety and longevity of the Heritage Listed oak tree on the outside of the boundary on the corner of Adelaide Road and Druids Ave. This must be protected and maintained during the construction period. The DA implies it should be excluded from works but it appears there might be some damaging activity occurring around the root zone. We would ask that Council's arborist checks this, as well as provides advice on the retention of the two other trees.

Re the **street trees**, we note the following:
Six street trees (three on Adelaide Road and three on Druids Avenue) have the potential to be impacted by the proposed development. ***It is noted the oak trees along Druids Avenue are listed as Local Heritage Places.***
Regarding the three trees along Adelaide Road, Urban Arboriculture conclude damage to these trees in unlikely, notwithstanding the encroachment into the tree protection zone (TPZ) of these trees. No trenching will occur for the construction of the garden wall or fence in line with the arborist recommendation.

The impact to the large oak tree is deemed acceptable provided trenching and excavation in the TPZ are pre-investigated with a low impact method under the supervision of a qualified arborist is implemented. A condition to this effect is acceptable. Any pruning work required for the oak tree will be assessed for post demolition of the in situ building and the footprint of the new building will be marked out to assist the assessment. Pruning will be compliant with the guidelines of Australian Standard 4373-2007 Pruning of amenity trees.

We request that Council's arborist, rather than the Applicant's arborist has oversight of these trees. All trees will need to be protected by setting up a physical (fence) protection zone to ensure they are not damaged – we note the words used: "*damage is unlikely, notwithstanding encroachment*". Thus, the development should not be allowed to encroach into the root zone, especially for the oak tree which is heritage listed.

5. Loss of amenity for local residents

The amenity impact (noise, lighting) on immediate adjacent residents of having a health facility that will effectively be operating every day of the week compared to only having had three homes there previously is significant. Although this may not be as significant issue as faced by residents adjacent to the Mt Barker Hospital, nonetheless it will have an impact as residents will have a commercial operation right next to them.

This development will:

1. **Destroy a Local Heritage Listed Place within a Historic Area Overlay.**
2. **Contribute significantly to increased traffic congestion at the intersection and beyond.**
3. **Not meet the required parking spaces as stated in the Planning Code**
4. **Destroy two Regulated trees and put at risk 6 other trees including a Heritage Listed Oak tree.**
5. **Impact on local residents' amenity**

We object to this DA and wish to be heard.

Yours sincerely

Douglas McCarty

Douglas McCarty
Chairperson

Appendix A: Letter to CEO 4 November 2022

Mt Barker & District Residents' Association Inc.
PO Box 19 Mount Barker, South Australia 5251

For the Community

4 November 2022

Mr Andrew Stewart
CEO
Mount Barker District Council
Homemaker Centre
Mt Barker 5251

RE: Heritage Listed Residence, 46 Adelaide Road, Mt Barker

Dear Andrew

The Mt Barker & District Residents' Association (MBDRA) would like to bring to your attention properties at numbers 44, 46 and 48 Adelaide Road, Mt Barker which has been on the market for sale as a 'medical hub'.

According to the Real Estate sign erected on number 46 Adelaide Road (see Attachment 1) it is being marketed for use as either consulting/office/residential uses or as a medical facility. The concept design for this facility has apparently been 'prepared in consultation with Council' and the image on the marketing sign illustrates a potential design of the 'health hub'.

We would like to remind Council that 46 Adelaide Road is in fact listed on the Mt Barker local heritage list (see Attachment 2) and as such contributes to the historical character and amenity of the district.

We also suspect that the house sits within the Local Heritage Area Overlay zone given its close proximity to other locally heritage listed buildings in this block.

We therefore seek assurance from the Council that this building will not be demolished. Could you please provide confirmation of this fact as soon as possible.

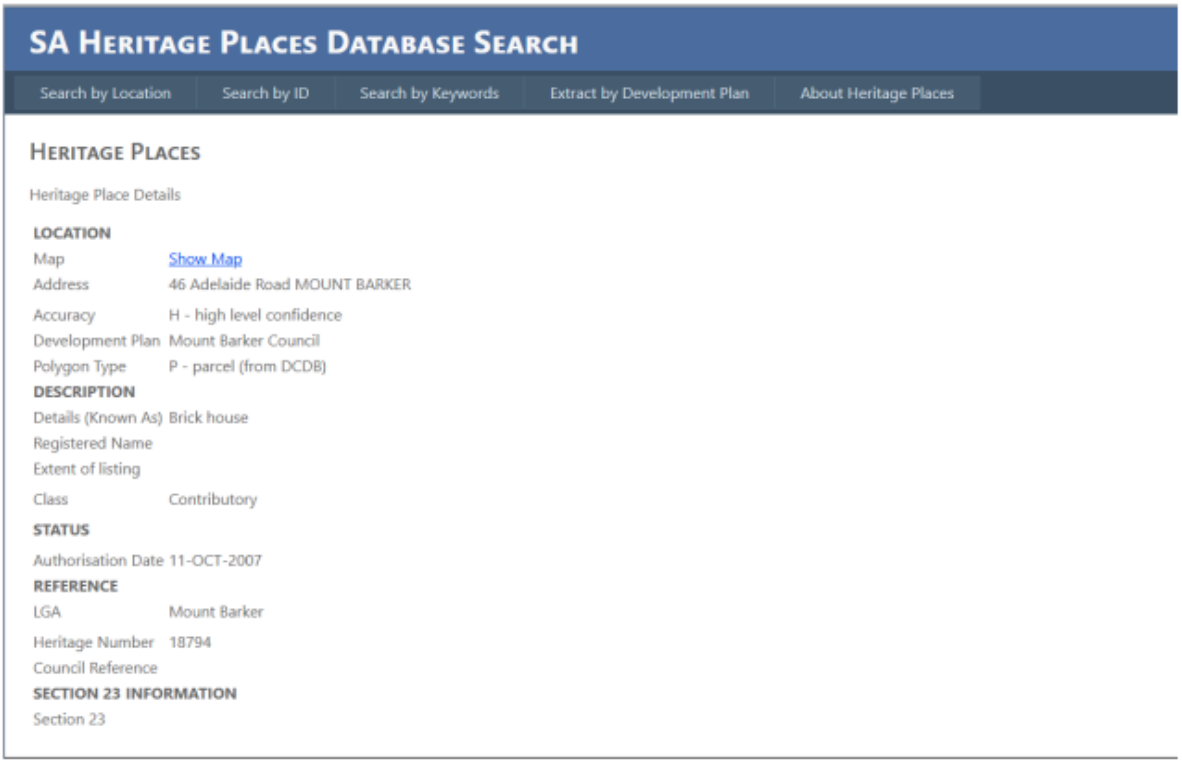
Kind regards

Dianne van Eck

Dianne van Eck
Chairperson/Spokesperson

www.mtbarkeranddistrictresidents.org.au **Find us on Facebook**

Attachment 2: Local heritage listing



SA HERITAGE PLACES DATABASE SEARCH

Search by Location | Search by ID | Search by Keywords | Extract by Development Plan | About Heritage Places

HERITAGE PLACES

Heritage Place Details

LOCATION

Map	Show Map
Address	46 Adelaide Road MOUNT BARKER
Accuracy	H - high level confidence
Development Plan	Mount Barker Council
Polygon Type	P - parcel (from DCDB)

DESCRIPTION

Details (Known As)	Brick house
Registered Name	
Extent of listing	
Class	Contributory

STATUS

Authorisation Date	11-OCT-2007

REFERENCE

LGA	Mount Barker
Heritage Number	18794
Council Reference	

SECTION 23 INFORMATION

Section 23

Source: https://maps.sa.gov.au/heritagesearch/HeritageSearchLocation.aspx

Appendix B

Appendix B: Response from Council to our letter of 4 November 2022

Ref: DOC/22/143348

MOUNT BARKER
DISTRICT COUNCIL

11 November 2022

Dianne Van Eck
Mt Barker & District Residents' Association Inc.
Po Box 19
Mount Barker SA 5251

Via email: dianne.vaneck@dvesolutions.com.au

Dear Dianne

RE: Heritage Listed Residence, 46 Adelaide Road, Mount Barker

On behalf of the CEO, thank you for your letter dated 4 November 2022 regarding the heritage status of 46 Adelaide Road, Mount Barker.

Council shares the sentiments of the Mount Barker & District Residents Association regarding the value of heritage within the Mount Barker District Council.

We are aware of the Local Heritage Place listing at 46 Adelaide Road, Mount Barker and the location of the site within a Historic Area Overlay.

I can confirm there are currently no development authorisations over this site for the demolition of the Local Heritage Place.

Development Applications are assessed in accordance with *Planning, Development and Infrastructure Act 2016* and against the relevant provisions of the Planning and Design Code.

As part of the assessment process, any application proposing the demolition of a Local Heritage Place or a building (except an ancillary building) in a Historic Area overlay in the Neighbourhood Zone requires notification. In addition, applications are referred to Councils Heritage Advisor to assist Council staff and relevant authorities in making heritage related decisions.

I hope this information provides some additional clarity on the processing of development applications where they involve Local Heritage Places and Historic Area Overlays.

Should you have any questions regarding the above please feel free to contact Andrew Houlihan, Team Leader of Planning, on 8391 7277 or ahoulihan@mountbarker.sa.gov.au

Yours sincerely

Andy Humphries
MANAGER CITY DEVELOPMENT

T 08 8391 7200 | 6 Dutton Road (PO Box 54) Mount Barker, South Australia 5251 | E council@mountbarker.sa.gov.au | www.mountbarker.sa.gov.au
ABN 54 250 395 713

Appendix C: Examples of local heritage buildings previously in ruins that have been renovated

Dunn Mill, Mt Barker

Before & After





Old cottage at Stirling as seen on ABC TV Restoration Australia

https://www.abc.net.au/news/2024-06-06/colonial-cottage-restoration-adelaide-hills-renovation/103908840
https://iview.abc.net.au/show/restoration-australia/series/6/video/DO2111H003S00

Before & After





The cottage had been left to ruin for many years. / It was lifted as part of the restoration.

The walls were wrapped in a crumbling lime render, and the original roof shingles were made from local stringybark.

- An authentic restoration
- Once the area around the cottage was cleared, the real restoration work began.

Mark and Kirsty's plan for the cottage included:

- Restoring the enclosed sleep-out area of the cottage to its original design as a verandah

- Lifting, straightening and resurfacing the internal and external walls
- Lifting and replacing the timber floors
- Turning the rear area into a modern kitchen and bathroom
- Keeping the stringybark shingles if possible and potentially installing a new tin roof to heritage standards
- Repairing and restoring as many original windows as possible
- Re-laying the stone wall at the front of the cottage



The cottage had been left to crumble, with many of the timbers holding it up rotted through. *(ABC/Fremantle Media)*

Representations

Representor 20 - Carol Bailey

Name	Carol Bailey
Address	P.O. Box 130, MOUNT BARKER SA, 5251 Australia
Submission Date	17/01/2025 02:32 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

Adelaide Road has already lost an avenue of heritage trees which were War Memorial trees as well as the shade and amenity of many front and rear yard trees in this vicinity, yet council continues to permit a residential (urban) zoned area to become, by default, a purely commercial zone. That this is occurring incrementally rather than by any long term town plan reveals a certain level of apathy on the part of planners. The building has been deliberately allowed to become neglected and unloved as a pre-cursor to this application - a failing of the Planning & Design Code! This continues to hasten a choice of new development rather than any attempt at protection and conservation of our town's historic heritage, No. 46 being a local heritage item. To deliberately create more traffic problems with clients and patients needing to enter and leave an X-Ray/Radiation Centre such as Jones & Partners is impossible to justify. Entry and exit to the same business from Druids Ave. is difficult and dangerous enough, yet this complicates matters by at least 10 times the amount of traffic on Adelaide Road. Please reconsider this application and seek alternatives. We are losing our local heritage dwelling by dwelling and piece by piece - even to the extent of council now hiring a "heritage consultant" who doubtless is required to earn a consultation fee by approving development rather than making a stand to protect existing heritage. To say the cottage is "beyond repair" is just as easy as the order to destroy existing trees which provide shade and amenity to the area. Isn't it about time council rethought its duty to protect what little heritage items remain and uphold its stated mandate to increase the "green canopy" in the district and in particular in Mount Barker? Please consider repurposing this local heritage item and retaining the original building with the assistance of one of the excellent heritage architects living in our midst.

Attached Documents

BEYONDINK TOWN PLANNING

Wednesday, 5 February 2025

Mount Barker District Council
PO Box 54
MOUNT BARKER SA 5251

Attention: Matthew Fielke

Dear Matthew,

RESPONSE TO REPRESENTATIONS - 24038722 – 44, 46 & 48 ADELAIDE ROAD, MOUNT BARKER

I refer to the proposed development application for Demolition of all existing buildings (including one (1) Local Heritage Place - ID 16124), removal of two (2) Regulated Trees (one Platanus orientalis and one Liquidambar styraciflua), construction of a two-storey consulting room building, associated signage (advertising), fencing, retaining, carparking and landscaping.

During the public notification period a total of 17 representations were received. We note that one of the 17 representors submitted the same response four times, therefore we have only included this once in the total count. It is noted three representors support the proposal with concerns and 14 oppose the proposal. Of the 17 representors, four have indicated their desire to be heard by Council.

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 key concerns raised were as follows:

- Demolition of a Local Heritage Place
- Design, including:
  - Exclusion of Local Heritage Place
  - Streetscape Impact
  - Fencing Detail
  - Overlooking
- Location Suitability
- Traffic and Carparking
- Tree Removal
- Amenity impacts, including:
  - Noise
  - Operating Hours
  - Lighting
  - Delivery Times
  - Construction
- Creek line revegetation

BEYONDINK
TOWN PLANNING

Response

Demolition of Local Heritage Place

Concern was raised by the representors regarding the demolition of the proposed Local Heritage Place located at 46 Adelaide Road. We reaffirm that the Structural Condition Report and Supplementary Structural Condition Report conclude that due to the condition of the building, extensive remedial works are required to preserve the building. These include replacement of large sections of the building. Undertaking such works will mean the heritage integrity of the building will be almost entirely lost, as confirmed in the Heritage Impact Statement supplied. As a result, we are of the opinion that the building is irredeemably beyond repair as its continued use relies on removal of most of its heritage value.

A more detailed response to the representations regarding the heritage concerns raised has been provided by On Architecture and is attached to this response.

Design

Concern was raised by the representors regarding multiple aspects of the design, including the exclusion of the heritage building, streetscape impacts, fencing detail and overlooking. These are addressed individually below.

Exclusion of Heritage Building in Design

As expressed above, due to the condition of the building, it was not considered appropriate to incorporate the existing building in the design.

It should be noted that the structural reports do not flag the condition is as a result of neglect, rather improper building techniques from the 1920's that do not translate well over time with the combination of the soil profile of the site. Repair work had been undertaken however, this did not rectify the ongoing building movement issue.

Extensive reconstruction would be required to ensure the building is structurally adequate and compliant with current building Codes and Standards, something which is required to obtain Building Consent and Full Development Approval. As such required works remove most of the heritage value of the building, an appropriate resolution was to reference the building in the new design. This will ensure the Adelaide Road streetscape character is not adversely impacted.

As detailed above, a more detailed response to the representations regarding the heritage concerns raised has been provided by On Architecture and is attached to this response.

Streetscape Impacts

Considerable effort has been made with the design to ensure the streetscape impacts are minor and that the design reflects the three buildings to be demolished. The proposed building provides a high

visual amenity to the Adelaide Road streetscape presenting as a single storey building, with reference to the three buildings to be demolished in terms of positioning and design. The site plan demonstrates this relationship highlighting the positioning of the existing building in relation to the proposed. Articulation in the façade detailing helps define the three protruding elements, with the bulk of the roof set behind. This design outcome helps emphasise the reference of the older housing stock and providing a design compatible with the existing buildings in the locality. Further, the colour and material pallet are complementary of the older building stock in the locality.

Fencing Detail

Particular concern was raised regarding the fencing detail along the side boundary of 48 Adelaide Road. As detailed below, the fence height proposed is appropriate to mitigate both overlooking and noise impacts. However, we feel it is prudent to explain the rationale as to why the fence does not sit higher or including any retaining beneath it.

FMG Engineers through their discussions with Council were advised there cannot be any change to the natural ground level nor any obstruction to the flow of flood water in the rear portion of 48 Adelaide Road. This is because of the watercourse to the rear of the site. To ensure flood waters aren't displaced, whilst also ensuring noise issues aren't exacerbated, the appropriate solution was to have a 1.8 metres high fence with a permeable section at the bottom. Should retaining be incorporated into the design, it will block the flow of flood waters, an outcome Council will not accept.

Overlooking

To address the overlooking concerns from the upper-storey windows, the plans have been amended to include obscure glazing to all upper-storey windows on the north east elevation.

With respect to the potential overlooking from the carpark at the rear of 48 Adelaide Road, we note the side and rear boundaries include fencing at least 1.8 metres in height. There is also no change to the existing ground level in this area of site. Such an outcome ensures direct overlooking is minimised. This outcome is the same or some cases better than the existing overlooking situation from the site to neighbouring properties, particularly at the rear of 48 Adelaide Road. Landscaping will also assist in mitigating direct overlooking.

We are therefore of the opinion the proposed development adequately mitigates direct overlooking.

Location Suitability

Concerns were raised by the representors about the location of the proposed development including land use, proximity to other similar developments and traffic impact.

We acknowledge that the land use is envisaged in the Zone.

We disagree with the sentiment expressed that the proposal will be 'out of place' in this location. The proposal sits at the periphery of the Mount Barker town centre, and acts as an appropriate buffer between the town centre and the surrounding residential development. The facility ensures the anchor

tenant Jones Radiology retains a presence within Mount Barker, ensuring the residents do not have to travel to Adelaide or Victor Harbor for such a service. The proposed facility will provide expanded services, including specialised cardiac, oncology, and musculoskeletal imaging, along with enhanced pain management options. Designed as a modern, patient-focused clinic, it will feature state-of-the-art technology to bring world-class radiology closer to home. This will help contribute to Mount Barker being more of a sustainable and self-sufficient township into the future.

Its location next to the township also ensures it is in close proximity to other medical services, meaning people do not have to travel across town to utilise different services, they are conveniently located near each other.

The building is appropriately designed to complement the local surrounds whilst also providing an appropriate space for these services to operate. We are therefore of the opinion the location proposed is desirable and appropriate.

Issues pertaining to traffic are discussed separately below.

Traffic and Parking

Concern was raised by the representors over both the traffic and carparking impacts of the proposal. These are addressed individually below.

Traffic Impacts

Cirqa in their Traffic and Parking Report conservatively forecast the proposed development will generate 46 peak hour trips, however, they recognise in reality it will be lower given the conservative nature of their assessment. Nevertheless, the additional traffic movements are not considered to adversely impact the adjacent road network. Cirqa acknowledge the only likely impact is that drivers may experience delays turning right out of the site. However, the queue for this movement will occur on site, resulting in no impact on the adjacent road network.

It is also noted, in response to the Commissioner of Highways' request for information, the design has been amended slightly to accommodate the road widening requirements of the Mount Barker Transport Infrastructure Deed. This includes an additional setback of 1.5 metres from Adelaide Road for the retaining walls, entrance stairs and ramps, and garden beds, and a corner cutoff of 4.5 by 4.5 metres at the corner of Adelaide Road and Druids Avenue. This ensures that the development will not impact any future Adelaide Road upgrades.

Carparking

It is recognised that there is a shortfall of carparking provided as part of the development as measured against the relevant Policy. Bearing this in mind, Cirqa in their Report conclude the extent of on-site parking provision is appropriate. Given the facility will be associated with specialist consulting, there is generally a lower demand than for general practitioners. The RMS *"Trip Generation Surveys – Medical Centres – Data Report" (update to the RTA "Guide to Traffic Generating Developments")*, considered consulting rooms to have a peak demand rate equivalent to 2.78 spaces per consulting room. Based on

this and with 15 consulting rooms, the proposal will generate a parking demand of 41.7 spaces. On this basis, it is considered that typical peak demands associated with the proposed (specialist) consulting rooms would be able to be accommodated wholly within the site.

Tree Removal

Concern was raised over the removal of two Regulated Trees, both of which are located on 44 Adelaide Road. In our initial submission we stated in our opinion neither tree is protected due to them both being within 20 metres of dwellings as well as being located in a Medium Risk bushfire area. This opinion has not changed.

Tree 1, the Oriental Plane, located adjacent the rear boundary will interfere with the new parking area. Its retention would result in the loss of parking spaces which will ultimately have a negative impact on the development. Therefore, removal is the preferred outcome.

Tree 2, the Sweetgum, located adjacent the front boundary, currently impacts on the growth of the large Oak Tree at the corner of Adelaide Road and Druids Avenue. This is because the two trees were planted too close together. Therefore, removal is the preferred outcome.

We note that the development will not adversely impact on any of the street trees along both Adelaide Road and Druids Avenue as detailed in Urbans Arboriculture's Tree Audit and Development Impact Assessment.

Amenity Impacts

Concern was raised by the representors about several potential amenity impacts that will result from the proposed development, including noise, operating hours, lighting, waste collection and delivery times and impacts during construction. These are addressed below.

Noise

To ensure the development does not result in any adverse noise impacts, Sonus were engaged to review the development and prepare an Environmental Noise Assessment report. Sonus in their report acknowledge that some noise impact will transpire and as such recommend several noise attenuation measures, all of which have been adopted into the design. We are therefore of the opinion the proposed development will not result in adverse noise impacts.

Operating Hours

The proposed operating hours were selected for two key reasons:

- They provide the tenants flexibility for when they wish to operate; and
- They ensure greater opportunity is provided to patients who work during the week to book appointments.

The selected operating hours are not a reflection of when each business will be open, rather the times they can open between. Whilst we cannot guarantee the businesses will be closed on specific days as this comes down to individual operational requirements, this is a real possibility when noting the existing operating times for Jones Radiology in Mount Barker. It is also noted the facility will only operate during the day period as defined by the Environment Protection (Commercial and Industrial Noise) Policy 2023 (7:00am to 10:00pm). We therefore do not anticipate any adverse impacts as a result.

Lighting

At this stage, specific location, design and nature of any lighting is yet to be determined. Notwithstanding this, all lighting will be in accordance with *Australian Standard 4282 – 2019 'Control of the obtrusive effects of outdoor lighting'* to ensure lighting doesn't adversely impact adjoining properties.

There is no objection to a condition being imposed with the Planning Consent which reiterates lighting to be in accordance with the Australian Standard.

Waste Collection and Deliveries

To ensure the waste collection does not constitute a local nuisance in accordance with the Local Nuisance and Litter Control Act 20216, collection will be limited to the following times:

- Between 9:00am and 7:00pm on any Sunday or public holiday.
- Between 7:00am and 7:00pm on any other day.

We don't anticipate any conflict with the businesses on site as the operating hours do not extend to these times.

Delivery times will occur during the proposed hours of operation. Given the nature of uses, we do not anticipate there to be frequent deliveries.

We are therefore of the opinion neither the deliveries nor waste collection will result in adverse amenity impacts.

Construction Impacts

It is recognised that perceived impacts during the construction are not an assessable attribute of the application. Whilst not a planning consideration, these issues are dealt with post the issuing of Planning Consent by way of a construction management plan. This will ensure all work is undertaken in accordance with the relevant codes and practices.

Creek Line Revegetation

Concern was raised by the representors regarding the lack of revegetation to the creek line to the rear of the subject site. The majority of the creek lies beyond the boundaries of the subject site, therefore

there is no control over the landscaping or lack thereof. Notwithstanding this, there is landscaping proposed in the small section where the creek intersects with the site in the northern rear corner.

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 together with the Client at the Council Assessment Panel meeting when this application is considered to answer any questions from the members and respond to any representations. Please advise of the upcoming date and time of the meeting.

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

Yours Sincerely,



Sean Elliott
Senior Town Planner

ON Architecture Heritage Consultancy
HERITAGE RESPONSE PUBLIC NOTIFICATION
DA24038722 Medical Consulting Rooms 44 Adelaide Rd, Mount Barker
3 February 2025
Summary of heritage related responses to the proposed development
This report is intended as a reference for Beyond Ink's presentation to the CAP meeting scheduled for 19 February 2025 in response to the representations received following the public notification period for DA24038722 Medical consulting Rooms 44 Adelaide Rd, Mount Barker. 17 representations were received. 3 supported the proposal with concerns, 14 opposed the proposal. The majority of representations in opposition were on heritage grounds based on the proposal to demolish the LHP. Note - representation from Val Hansen was received four times and is only referenced once below.

ON Architecture (ONA) Heritage Consultant Kirsty Nield has carefully read the representations made. Generally, the points made in relation to the proposed removal of the Local Heritage Place (LHP) are valid and are respectfully acknowledged.

As was addressed in the November 2024 ONA Heritage Impact Statement (HIS), the proposal to demolish a heritage listed building would not normally be supported. However, the condition of the building, as confirmed in the 10/9/2024 & 4/11/2024 Remedial Engineering Consulting reports, and the limited heritage significance of the site, as confirmed in the 2004 Mount Barker Heritage Survey and the 2024 ONA HIS, has resulted in a balanced assessment of the proposal and the potential outcome to the historic streetscape.

Many of the heritage related concerns were common throughout the representations.

The following is a summary of the main heritage concerns:

- **Impact to heritage values of the area and streetscape.**

The heritage values of the subject LHP relate primarily to its contribution to the streetscape and the built form of the exterior walls and verandah. As per the engineer's assessment, the works recommended to stabilise the building will require replacement or

reconstruction of a significant proportion of the building including verandah, roof, floors and exterior walls. This will have a significant impact on its heritage values. While the proposal requires the removal of the building, the design of the replacement building has carefully considered the buildings streetscape contribution and built form. This is considered to minimise the impact to the heritage values of the area as a whole.

- **Removal will set a precedent for other LHPs to be removed.**

It is agreed there is a risk of this case setting a precedent for other cases of demolition. However, every development proposal for a heritage listed place should be done based on the Places proven heritage values and not based on president.

- **The building could be fully restored and incorporated into the new development.**

When considering how to care for a heritage listed building, it should be established why it is heritage listed and what makes it culturally significant to the local council area or state? This should be the primary consideration when determining how to restore or develop a Place and should be determined on a case-by-case basis with guidance from experts such as heritage architects, engineers and consideration of the principles outlined in the Burra Charter. The condition of the subject LHP is such that restoration will require replacement of a significant proportion of the building fabric. It is acknowledged that some of the building fabric could be re-used, however, the extent of replacement and intervention required will impact the building's heritage value. The response to this is to carefully incorporate the scale, form and materials of the old building into the new building to respectfully reference the removed LHP.

- **The owners have deliberately neglected the building to support its removal due to its condition.**

Despite repairs done in 2022, the building has continued to crack and move. Due to this continued movement, steps have been taken to establish the best way to manage the cracking and restore the building. The regular maintenance and investigations carried out on the building suggests the owners have tried to maintain it.

The following is a summary of the heritage related reasons given in opposition to the proposed development.

Representor	Position	Summary of heritage related reasons	Response to concerns
Maurice Sherrah	Oppose	*'**Demolition of further existing heritage buildings** and, significant flora would once again diminish **the village atmosphere** to the point of extinction.'*	Agreed removal of heritage buildings does reduce the historic 'village atmosphere' of Mount Barker. However, in this location, the village atmosphere has already been reduced due to being a busy access road and through significant re-development such as petrol stations and fast-food stores. The proposed replacement building is low in scale and has been designed to adequately replace the existing streetscape.
Adam Hatty	Oppose	No heritage related concerns	NA
Catherine Barnes	Support with concerns	*'As for the heritage building, again, unless infrastructure is addressed there will simply be **a vacant, run-down building unfit for use for residential or commercial use'***	This comment relates to other associated required upgrades and is not based on an opinion of heritage value. ONA's Nov 2024 report supports the opinion that if not activated or removed, the LHP will likely become more dilapidated.
Fiona Anderson	Oppose	*'**The destruction of a heritage building is abhorrent**, furthermore a **modern design would not be in keeping with the current street scene** and would promote development of an entirely new street scene. **It would also pave the way for demolition of other heritage buildings** in the town further destroying any remaining character'*	It is agreed that in normal circumstances removal of a heritage building should not be supported. However, as the thorough heritage assessment and interpretation of engineering advice has established, in this instance removal and replacement is worthy of consideration.

			The 'modern design' has been specifically designed to be in keeping with the current streetscape in form, scale and materials. It is agreed there is a risk of this case setting a precedent for other cases of demolition. However, every development proposal for a heritage listed place should be done based on the Places proven heritage values and not based on president.
Megan Sweetman	Oppose	*'I am strongly opposed to the removal of Heritage Listed buildings. They are a big part of the character of the town and also* ***our history and heritage and should be protected at all costs****.'*	It is agreed that heritage listed buildings should be protected. However, the impacts to conserve this building could be considered to diminish its heritage value. The replacement building has been designed to restore the character of this section of the street.
John Fennell	Oppose	No heritage related concerns	NA
Kirsten Benfield	Oppose	*'The heritage listing of 46 Adelaide Rd* ***should not be ignored*** *so the developer can knock it down and build something of no character. Mt Barker has already* ***lost several buildings over the years that has historical significance*** *and it would be disappointing to lose another.' 'Please consider putting this development in an area of the town that* ***doesn't require removing our heritage*** *and doesn't add to traffic congestion'*	The heritage listing has not been ignored. Assessment of the heritage values and condition of the building has resulted in the consideration of this proposal. Mount Barker has a significant number of heritage listed places including 13 State Heritage Places, around 125 LHP and around 88 Contributory or Representative Places. Through the protection of these, the heritage and

			character of Mount Barker will continue to be protected. Should this development be moved to another location there would still be the issue of what should be done with the LHP and the site generally.
Sarah Bodle	Oppose	No comments made	NA
B Schmeiss	Oppose	*'The buildings set to be demolished are **NOT beyond fixing**, and if one has been locally heritage listed then it should be retained. At the very least, if the developer goes ahead then they should have to do exactly what the Cheap as chips building has to-which was to **CAREFULLY dismantle the existing building and rebuild the frontage,** AS THEY WERE, as part of the new development'*	The building can certainly be re-built. However, 'repair' of 'fixing' is difficult due to the extent of fabric removal and structural changes required. The option to have the existing building dismantled and re-built is certainly valid. However, would result in a building with low heritage value.
Leah Sparnon	Support with concerns	*'I think if the property is to be demolished it should allow the tenancy to reflect the future of modern medicine and innovation. **Replicating a heritage building restricts the innovation that the proposed tenancy** could bring to Mt Barker and is in contrast to modern medical centres and the proposed mt barker hospital upgrade design, support but feel it warrants revision to be an innovative some reflecting modern Mt Barker as people enter the township'*	The proposed design is in recognition of the streetscape and character of the buildings proposed for removal. Within the context of this part of Mt Barker, the proposed design is considered the most appropriate.

Ruth Vasey	Oppose	*'Although the whole site was recently marketed as "a fantastic high-exposure development" without any reference to its heritage status,* ***any purchaser necessarily assumes the locally-mandated responsibility for the protection of the cottage*** *and its facades, verandah, roof and walls.'*	Agreed. If purchasing a LHP the new owner takes on the responsibility to protect the building. It is due to this that the developer has undertaken extensive condition surveys and historical analysis to establish the best means to activate the site. The outcome has found the condition of the building is such that repair is problematic with significant impacts to heritage value.
		'The applicant wants to argue that the condition of the building is too poor for it to be saved or incorporated into a new development. If this argument is allowed, then ***heritage protection has no meaning whatsoever*** *– just leave the building to the elements, then do as you please. We note that a version this application was first lodged eight years ago, then withdrawn;* ***one wonders whether this was in order to give this cottage the opportunity to deteriorate further.*** *Meanwhile, more conscientious owners of heritage assets must abide by formidable sets of guidelines in the way that they manage and maintain their properties.'*	Agreed, heritage protection is important to ensure the retention of buildings of high heritage significance and maintenance is the obligation of the heritage owner. Based on repairs done by the owner in 2022, it would be difficult to assert that the owners were allowing it to deteriorate. Patch repairs had been done to ensure the building was watertight and to slow the rate of deterioration. However, the considerable structural issues of the building means without significant intervention, the building will continue to deteriorate.
		In 2019 the Mount Barker Council conducted an audit of its locally heritage-listed items as part of its Local Heritage Development Plan Amendment Report, and protections were removed from several buildings, including those in poor condition. ***The decision was made at that time to retain 46 Adelaide Road on the list of structures meriting protection.*** *It cannot*	ONA has not seen this report so cannot make comment. We do note that the 2004 survey done recommended removing the building from the Register as a LHP.

		reasonably be argued that now, six years later, the heritage status of this building has diminished to the point where it should be allowed to vanish without trace.	
		*If the building has deteriorated, then this multi-million-dollar development presents an excellent opportunity to **restore it and incorporate it into the new design**. We note for the sake of comparison the excellent work done by the new owners of the medical centre at 35 Gawler Street (also locally heritage-listed), who have incorporated key architectural elements of the original building into the fabric of their modern fit-out.*	Agreed, the façade could be incorporated into the design. However, due to its low structural integrity, the building would need to be nearly entirely re-constructed, reducing its heritage value.
		*The demolition of one heritage-listed building cannot be considered **in isolation from its broader context**. The negation of the heritage status of one part of on historical precinct degrades the value of the area as a whole. The area behind the eastern side of Adelaide Road from Pridmore Terrace to Druid's Avenue is one of **the earliest and most significant heritage precincts in Mount Barker.** It contains sites including Ramsay's foundry, The Laurels, the Globe Hotel, Dr Bickle's surgery/morgue, the Salem Cottages, and more. This area deserves to be recognised and protected, not carelessly eroded in piecemeal fashion. (Please note that the site to the north of the area covered by the application – now Short Cut Mowers – was never residential'*	The heritage values of this Place and the contribution this building makes to the historic precinct is primarily from a streetscape perspective. The proposed replacement building aims to replace this in form, scale and materials. It is agreed that this area of Mount Barker represents the early settlement of the town. However, being built in 1924, this building is much later than the early buildings of significance. Its replacement may be considered to have minor impact to the heritage value of the area as a whole and give greater importance to the earlier historic buildings built in the 1800s during the settlement of Mount Barker.

Val Hansen	Support with concerns	*'My submission is on the heritage value of the property.* ***Approving demolition of heritage places because they are not maintained just encourages owners of heritage places to neglect their buildings.*** *The note in the report "meaning, without facilitation the development of the greater site, the building's condition will continue to deteriorate without intervention". The owner should be encouraged/required to maintain the building- allowing it to continue to deteriorate just provides a reason for demolition. While I do not object to the development, I am saddened that another property is being considered for demolition because it has bot been maintained by the current and/or previous owners. It is demolition by neglect, a strategy that more and more owners will embrace if it enables them to demolish their heritage listed buildings.'*	Based on repairs done by the owner in 2022, it would be difficult to assert that the owners were allowing it to deteriorate. Patch repairs had been done to ensure the building was watertight to slow the rate of deterioration. However, the considerable structural issues of the building means without significant intervention, the building will continue to deteriorate. The work required to adequately protect the building from further deterioration will require re-building a significant proportion of the building, impacting the heritage values of the building fabric.
Julie Hockey	Oppose	*In its 2044 Community Plan, Mt Barker Council claim to want to "safeguard and celebrate the cultural heritage and historical significance of the district" and to "increase public perception for the preservation and promotion of local heritage places" (Mount Barker District Community Plan 2044, p11 https://www.mountbarker.sa.gov.au/__data/assets/pdf_file/0028/791542/2044-Community Plan-FINAL-ENDORSED-2.pdf).* *Yet this 'ambition' is clearly at odds with how* ***Council has approached this development by stating they are "amenable to the idea" of this heritage place being demolished.*** *Council have also assisted the Applicant*	ONA are not in a position to comment on how the Mount Barker District Council assesses applications in relation to LHPs. We acknowledge if Council were to engage another heritage consultant the assessment may vary from ONAs. However, the assessment undertaken by ONA was thorough and unbiassed, based on recommendation made by the engineer and heritage value.

		by providing advice on how to justify its demolition rather than providing advice on how to restore, "safeguard and celebrate it". "Council highlighted that the report set the foundation for the justification of removal, however, needed to focus on areas of the building that needed replacement to help justify the Local Heritage Place as irredeemably beyond repair.(p17). *"Council's Heritage Adviser also requested advice be sought from an independent heritage adviser regarding the demolition of the Local Heritage Place and the design of the new building." P17* *Even though an independent heritage adviser's opinion was sought, this needs to be viewed in the context that the advice was paid for by the Applicant (who wants an outcome justifying the house for demolition) rather than* ***the Council or an independent body paying for an objective assessment.***	
		The Applicant claims that as the building requires a lot of reconstruction for its ongoing use it is considered 'irredeemably beyond repair" "As the above works are a requirement for the on-going use of the building, and would erase most of the heritage value, it is considered the building is irredeemably beyond repair satisfying PO 6.1(b). It is therefore considered demolition of the building is warranted in the circumstances." (p24) ***However, even the independent heritage adviser claims that "any building can be repaired or re-constructed" (p58) and that it may be considered***	The 'repair' of the building is problematic due to significant sections being so structurally unsound that 're-building' of a significant proportion is required. The impact of this on the heritage values of the Place will be significant. Therefore, replicating the scale and positioning of the existing building was considered a viable solution.

		that the building is irredeemably beyond repair." *(p58-59). This is not a definitive response.*	
		The argument that ***replacing building material would have significant adverse impacts on the heritage value*** *has no merit given that many historical restoration projects use conservation methods that "match original materials to be repaired and* ***utilise traditional work methods"*** *(as per PO7.1). That is, it can be restored as other local heritage buildings are. Examples exist within the residential block itself, on Pridmore Tce, Stephens St and Druids Avenue and then further afield in Mt Barker including Dunn Mill.*	Agreed, conservation of heritage places can be done to conserve a Place's heritage value or cultural significance. However, it is important to first understand what that heritage value is. Article 1.2 in the Burra Charter states that: *1.2 Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.* ***Cultural significance is embodied in the place itself, its fabric, setting,*** *use, associations, meanings, records, related places and related objects.* In this case the building fabric and its setting are central to its cultural significance. If the heritage fabric is removed and replaced, this could be seen to diminish its cultural significance.
		There is a lot of discussion (p41-42) about the house being 'downgraded' in relation to heritage importance and speculation that if it was assessed against today's criteria it may not get heritage status. ***The fact remains that it was not removed from the Local Heritage Place register*** *and must be assessed against its currently listed status.* *Also, if it was assessed today* ***one could argue that it still meets the criteria due to its social and economic links with the Dunn family. Though the***	Agreed, this is why the assessment was done based on the Place being a LHP. There are currently 5 State Heritage Places and 3 Local Heritage Places on the register which recognise the role Dunn played in the history of South Australia and Mount Barker: • Bridgewater Mill (SHP 10589) • Mill Cottage (former home of John and Ann Dunn) (SHP14529)

		applicant has not proven that John Woodland *was not a notable local personality there is no doubt that the Dunn family were,* *and the Planning Code only requires an association with a notable local personality.*	• Eating House (former first flour mill built by John Dunn) (SHP11747) • Dunn Memorial Church Hall, Belltower & fence (LHP) • Mount Barker Uniting Church (former Dunn Memorial Church) (SHP13937) • Mill cottage (Dunn)(LHP) • Mill cottage (Dunn)(LHP) • Flinders Ranges Motel (former Dunn's Flour Mill)(SHP10195) The connection 46 Adelaide Road has with the Dunn family is tenuous. Its connection is simply through an employee of Dunn living there. Listing this house as a Local Heritage Place due to its connection to Dunn would be unlikely when places with a direct connection with Dunn are already on the register. Other than having worked for the Dunns for 35-40 years, ONAs research on Mr John Woodland failed to support him being 'notable' within Mount Barker.
		The Applicant also chooses to selectively focus on comments in support of their intention to demolish the heritage building. However, one could, conversely, also focus on the comments (from the heritage assessment) ***in support of retaining and restoring the building****, such as:*	The ONA heritage assessment considered all options in relation to the heritage value of the LHP, its condition as determined by the engineers report and the proposed replacement building. ONA acknowledges the building could be re-constructed with new materials and re-using any sound materials. The decision as to

		"Despite this, the appearance and scale of the dwelling could be considered to contribute to the residential streetscape of the section of Adelaide Road. Therefore, the broader context of the dwelling and its contribution to the historic area streetscape is a consideration when considering the heritage value of the place." (p42) *"Based on the above assessment, conservation of the building would be possible." (p49).* *The rationale given by ON Architecture (in their conclusion p58-59) that consideration should be given to removal of heritage property is again* ***not a definitive statement, but a suggestion only.***	whether the building can be demolished is that of the Council Planners, Council's heritage advisors and the CAP and should be based on balanced assessment of all aspects of the proposal, heritage being just one.
		The On Architecture Email asks: "Your report classes most aspects of the building as being in poor condition, if some patch repairs were done to address some of the issues, how long would you expect it to take for the repairs to last?" (p124) *The response from the engineers was that due to building movement, cracking will continue and be ongoing and that patch repairs won't last long.* ***This is surely not unusual in old buildings especially and would not be unique.*** *Restoration and conservation occurs in other listed buildings in similar or worse condition across the district.*	The question related to whether Burra Charter principles of doing as much as necessary and little as possible to maintain the building. The outcome of the questions was that significant intervention will be required to prevent continued movement even greater ongoing structural issues. The recommendation from the engineer was considered to have an adverse impact to the heritage values of the building fabric.
		The Heritage Report by Iris Iwanicki & Associates in 2015 identified the building's heritage value as ***contributing to the historic character of the Historic Conservation Area.*** *She commented that by changing its use from residential to commercial, it would give*	This comment relates to the condition of the building if structural repairs were done earlier and is an engineering related question.

		"the proposed development an opportunity to improve, conserve and maintain an existing contributory item." *She went on to say: "the rehabilitation of the existing listed building is possible.* ***Further structural analysis and architectural conservation advice from Council's heritage adviser should be sought on conservation methods of the contributory item prior to finalizing the application documentation****. I am of the opinion that fundamental matters for attention in order to maintain the heritage value of the place in any development of the site, include:"* *She then lists recommendations for the building's restoration (p150-151) including major repair works such as repairing existing structural defects to walls and verandah.* *However, the renovations referred to in 2022 were only superficial:* *"The dwelling was moderately renovated in 2022 for the current owners to live in it." (p38)* *"Patch repairs of the cracking was undertaken in 2022. "(p43)* *In fact, were the recommendations from the 2015 heritage report ever fully implemented?* *Was it the intention of the owners to do minimal restoration and let the building deteriorate?* *In fact, Iris Iwanicki was under the impression that the owner was going to "carry out repairs and restoration of the existing building …." (p148). Though minor repairs were carried out, restoration works were not.*	

		Importantly, she uses words like 'conserve' and 'retain' but if not possible then 'replace, reinstate, replicating profile of existing' to 'retain the character".	
		The current planning system encourages the 'adaptive reuse' of heritage places while acknowledging they pose challenges and require significant upgrade. However, importantly the planning system supports the ***reuse of old buildings for modern uses****.*	Agreed. Adaptive re-use of old buildings is a great way to restore and maintain them.
		The Local Heritage Place at 46 Adelaide Road contributes to ***the social and architectural heritage*** *of Mt Barker in a Historic Area Overlay within proximity to other heritage listed buildings. As such, the building should* ***be restored in full and form part of the development.***	It is agreed that the LHP contributes to the architectural heritage of Mount Barker. It is unclear however how it contributes to its 'social' heritage. Yes, in normal circumstances LHPs should be restored. However, as the heritage assessment and interpretation of engineering advice has established, in this instance removal and replacement is worthy of consideration.
Richard Fishlock	Oppose	*The proposed development falls within a Historic Conservation Area and would entail the destruction of a Heritage Building, (46 Adelaide Rd) and the demolition of two other dwellings (44 & 48 Adelaide Rd.) which all fall within the scope of the same Development Application.* *Historically the area bounded by Adelaide Rd, Druids Ave & Pridmore Tce was predominantly residential with the exception of an Iron Foundry, the site of which is now occupied by a tyre retailer and a lawn mower shop (52 & 54 Adelaide Rd.).*	The building is a representation of inter-war residential buildings. However, it is not a good example of this era due to its condition. As the heritage survey and reports on the building have discovered the heritage status of the building is tenuous. It is agreed that in normal circumstances the heritage status of a building should be respected.

		Although the house at 46 Adelaide Rd may not be as historic as other properties in the immediate area, ***it is representative of the era in which it was built and has been assessed as being worthy of preservation as indicated by its heritage status.*** ***The Heritage status of this house must be respected,*** *and it should not be treated as simply a nuisance which may now be demolished for quick financial gain.*	
		The planned replacement commercial facility would be quite alien in its proposed location.	There is no statement to really support this comment. The planned replacement may be considered to adequately address the surrounding streetscape and the buildings it is replacing and is consistent with other commercial businesses on Adelaide Road.
		Although it is generally advocated that 'All Development Applications are assessed on their merits' it is an undeniable fact that if this application was to succeed it would set a ***dangerous precedent for future applications to further erode this and other Heritage Precincts*** *and their associated heritage assets.* *It is a fact that should nos.' 44, 46 and 48 Adelaide Rd be demolished and replaced with an alien building style, then it might be expected that* ***50 Adelaide Rd would follow shortly after.*** *This property is already owned by a prospective 'property developer'.*	It is agreed there is a risk of this case setting a precedent for other cases of demolition. However, every development proposal for a heritage listed place should be done on a case by case basis and not based on president. The LHP at 50 Adelaide Road and 2 Pridmore Terrace would require the same vigour in assessing any future development proposals for re-development or refusal.

		Further along the eastern side of Adeliade Rd. the owner of ***2 Pridmore Terrace would then almost certainly apply to "redevelop" this property.*** *This property was purchased in recent years by a prominent local businessman who is currently renting out the property while systematically denuding the surrounding land and allowing the property to deteriorate.* *Sadly, this is a common tactic of many property developers. Thus, we can expect that the demolition of 44,46 & 48 Adelaide Rd will be the catalyst to 'redevelop' the entire eastern side of Adelaide Rd between Druids Ave & Pridmore Tce.* *This would lead to the extinction of the heritage value of this area.*	
		The Applicant emphasises the poor state of repair of the Heritage building and this state of neglect is used to justify demolition. *The Applicant states that underpinning of the walls of the cottage would be necessary and makes an impressive claim that piles of 5 metres depth would be required to achieve a remedy.* *However, these are claims only, not supported by any detailed engineering analysis of soil composition, weight of walls or any other substantiated evidence. In fact it is mostly unsubstantiated assumptions of "worst possible outcome" presumably hoping that such claims*	NA These comments relate to the validity of the Engineers report.

		might be accepted as fact and give weight to the argument for demolition.	
		Underpinning of buildings does not have to be as invasive or disruptive to the building as suggested by the Applicant. There are alternatives such as grouting of the underlying sub soil which may offer a suitable outcome. The only way to be certain though is for a serious, rather than superficial inspection and detailed analysis to establish the cause and then determine a suitable remedy, which should be appropriately costed without the bias always being towards demolition. *A wide range of such remedial measures are routinely employed with success in the renovation of old buildings. If it was not for such activities, there would be very few colonial era buildings left in the state !*	NA As above. This questions the approach recommended by the engineer. The heritage assessment was based the recommendations in the engineering report provided.
		There is ***no reason to believe that this Heritage building cannot be renovated and repurposed****. And no testable evidence has been supplied to the contrary. It is a sad fact that the Applicant has been more concerned with justification for demolition rather than giving any serious consideration to restoration.*	It is acknowledged that the building could be re-built and re-purposed. However, the impact on its heritage value would be significant. This is why a balanced assessment has been done to establish that demolition may be a valid approach.
Sally Harding	Oppose	Concerns relate to sound, visual screening and construction. No heritage concerns.	NA
Dianne Van Eck	Oppose	*The Applicant states that 46 Adelaide Rd is in such bad condition it is beyond repair, but this is untrue. It only requires some imagination and investment to restore it to a beautiful heritage building.* ***Restoration is possible***	When considering how to care for a heritage listed building, we first establish why it is heritage listed in the place, what are its heritage values? These should be the primary

		and it has been achieved on other buildings in much worse condition. There are many examples of this type of building in the district and Adelaide and we show some of these at Appendix C. ***These examples show that buildings which are in very poor condition can be restored to become best practice examples of innovative design whilst retaining their heritage character.*** *We believe any such development could become a feature for this proposed development.*	considerations when determining how to restore or develop a Place. The method used to restore a Place should be determined on a case-by-case basis with guidance from experts such as engineers and consideration of the principles outlined in the Burra Charter. It is agreed that re-construction of the building would be possible. However, the cultural significance of this LHP relate primarily to its contribution to the streetscape and its building fabric. Due to the structural condition, a significant proportion of the building fabric would require replacement. The impact to its heritage values would be significant. Therefore, replacement with a similar building is a valid option.
		Appendix examples Dunn Mill	ONA are not aware of how this building was restored. However, it is a State Heritage Place and its heritage value relates to its representation of manufacturing and processing – flour and tannery. It has heritage value to the entire State and its restoration should have protected these heritage values.
		Appendix Stirling Cottage	The Pise cottage in Stirling is a State Heritage Place. It is listed due to being a well preserved example of an early (c 1850s) pise cottage which retains many original features, including shingle roof, pise walls and external joinery. The

			2022/23 restoration of the cottage involved significant intervention including construction of footings under 3 of the external walls and the interior walls. Despite this, the pise walls, shingles and external joinery were able to be retained and repaired insitu. Rebuilding was not necessary, and the cultural significance was successfully protected. Therefore, in this instance while restoration was very difficult it was possible.
		This precinct along Adelaide Road is within a Heritage Area Overlay to protect it from further destruction and to ensure its ongoing inclusion in Mt Barker's heritage character. *This* ***building at No 46 could be included creatively in a new development.*** *We are not suggesting just a façade be retained but include* ***retaining the whole building into this new development as a feature****. Has the applicant or developer considered this option? Has Council advised that this could occur?*	Some aspects of the building including the rear toilet and laundry are later additions and would not be considered to contribute in any way to the heritage values of the LHP. In addition, they are in very poor condition and would certainly require full rebuilding. The façade and side walls could be rebuilt and incorporated into the development. However, this would impact their heritage value as much of the building fabric will require replacement.
		Most buildings can be repaired, but as the applicant does not want to make the effort they are ***pushing the fact it is beyond repair*** *when in reality this could be questioned by Council. If Council, who say they care about heritage, could have spoken to the owners during this time about the upkeep of their heritage property, it might have been in a better state now.*	ONA cannot comment on how council manage maintenance of heritage places. However, we acknowledge that the expectation that council can require heritage owners to upkeep their buildings is unrealistic. The assertion that the building is beyond repair is supported by the Engineers report. The heritage assessment of the proposal supports

			that the existing heritage value of the Place is low and replacement may be a valid option.
		We believe if the owner had ***looked after the heritage building in the first place*** *it would not have fallen into this state of 'disrepair'. If one was cynical, one could call this a strategy specifically designed to reach this exact conclusion.* ***This sets a dangerous precedent re local heritage buildings.*** *We are concerned that this decision sets a dangerous precedent for our district and puts at risk other buildings on this road, particularly no 50 Adelaide Rd, where we have written a similar letter to the CEO in April, 2024.*	The owner has attempted to maintain the building. However, the building has continued to move, and it has been established that structural replacement of large sections of the building is necessary. It is agreed there is a risk of this case setting a precedent for other cases of demolition. However, every development proposal for a heritage listed place should be done on a case by case basis and not based on president. The LHP at 50 Adelaide Road would require the same vigour in assessing any future development proposals for re-development or refusal.
Carol Bailey	Oppose	***We are losing our local heritage dwelling by dwelling and piece by piece*** *– even to the extent of council hiring a 'heritage consultant' who doubtless is required to earn a consultation fee by approving development rather than making a stand to protect existing heritage. To say the cottage is 'beyond repair' is just as easy as the order to destroy existing trees which provide shade and amenity to the area. Its about time council rethought its duty to protect what little heritage items remain and uphold its stated mandate to increase the 'green canopy' in the district and in particular in Mount barker?* ***Please reconsider repurposing this local***	Mount Barker has many heritage listed buildings. Removal of those with proven heritage value would be difficult within the existing Planning and Design Code. The façade and side walls could be rebuilt and repurposed into the development. However, this would impact their heritage value as much of the building fabric will require replacement.

		heritage item and retaining the original building *with the assistance of one of the excellent heritage architects living in our midst.*	

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GRIEVE GILLETT ARCHITECTS

MT BARKER DISTRICT COUNCIL – HERITAGE ADVISORY NOTE

Development Number	23010819
Heritage Listing	The subject site is within the Historic Area Overlay (Druids Avenue Historic Area MtB3). The site contains a Local Heritage Place: • 46 Adelaide Road (Cottage; All facades, verandah, roof and walls supporting the roof) The land is also directly adjacent the following Local Heritage Places: • 50 Adelaide Rd (ID 16125 – Cottage, all facades, verandah, roof and walls supporting the roof); • 1 Druids Ave (ID 18627 – House, external form and materials of the stone cottage). • Druids Ave (ID 16193 – Avenue of 46 English Oak Trees located approximately 0.5 to 2 metres from kerb. All such trees with a trunk diameter exceeding 300mm at ground level); • 42 Adelaide Rd (ID 16188 – Former primary school, two buildings, all facades, roofs and walls supporting the roofs). • 43 Adelaide Rd (ID 18547 – House, Oakfield (McFarlane), Rendered walls with hipped slate roof, timber framed openings with timber doors & timber-framed double-hung sash windows with colonial glazing bars, rendered red brick chimneys with coursing to top and concave CGI return verandah with timber posts & railings, and cast-iron lace brackets).
Address	44-48 Adelaide Road, Mount Barker
Heritage Value Assessment	The 1997 District Council of Mount Barker Interim Mount Barker and Nairne townships Heritage Register identified that the dwelling met the following Local Heritage Place criteria in Section 23 of the Development Plan (1993): - (a) it displays historical and social themes that are of importance to the local area - (b) it displays design characteristics and construction techniques of significance to the local area In 2004 an updated heritage survey undertaken by Heritage Online found that the Place should be removed from the Local Heritage Register and be downgraded to a Contributory building only. This was not undertaken at the time.
Previous Advice	Preliminary discussions / meetings with applicants throughout 2024

GRIEVE GILLETT ARCHITECTS

MT BARKER DISTRICT COUNCIL – HERITAGE ADVISORY NOTE

Description of Proposal	- Demolition of all existing buildings and structures across the three allotments, including the Local Heritage Place at 46 Adelaide Road, - the construction of a two storey consulting room building, - the removal of two Regulated Trees and - associated fencing, retaining, carparking, signage and landscaping From Beyond Ink Planning Report: The building will have a total height of 9.6 metres and 1170.9 square metres in size. The building will comprise four separate tenancies, with one tenancy occupying the ground level and three tenancies located on the lower level. The total floor area is approximately 1568 square metres. Within the four tenancies there will be 15 consulting rooms. The design is of solid brick form with sections of metal sheet cladding and a mixture of hipped and gable Colorbond sheet metal roofing. From the Adelaide Road or southwest elevation, there are two external gable elements with a central hipped roof form. Roof pitch is 23 degrees. A verandah extends around the majority of the front façade. Extruded brick detail is proposed on the gable walls. Aluminium windows are proposed on each elevation. Colours and materials include a combination of 'Flinders' brick, a warm earthy tone with 'Monument' roof sheeting and window frames. Awnings are to be in 'Basalt'.
Heritage Advice	The assessment of the proposal is undertaken in two parts. **Demolition of the Local Heritage Place** Generally the demolition of a Local Heritage Place is not supported, unless it can be demonstrated that Performance Outcome 6.1 can be met: PO 6.1: Local Heritage Places are not demolished, destroyed or removed in total or in part unless: - a. the portion of the Local Heritage Place to be demolished, destroyed or removed is excluded from the extent of listing that is of heritage value, or - b. the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is irredeemably beyond repair. The application includes a Structural Engineering Report and a Heritage Impact Statement. Both make statements relating to the condition of the dwelling, including: - Overall, it is my opinion that the Residence (including the original portion and the subsequent additions) is in poor condition. Despite the recent 2021 renovations, building movement has occurred since that time. Ongoing movement of the Building can be expected, with further cracking also expected and existing cracking expected to grow. Regular and ongoing maintenance & remediation will be required.

GRIEVE GILLETT ARCHITECTS

MT BARKER DISTRICT COUNCIL – HERITAGE ADVISORY NOTE

	- The poor performance of the Building's footing system can be considered as the proximate cause of the poor, long term, performance of the Building. - The performance of other components of the Building (such as walls & flooring) are reliant upon the adequate performance of the footings, however, as the footings are underperforming, this has led to the poor performance of the other components. - These other defects within the Building, such as the significant uneven floor levels are difficult to remediate, unless the entire flooring and its framing is removed, and new compliant floor framing installed. Sub floor cross ventilation is also required, with a 400mm clearance to the ground surface from any framing. Inspection access points are also required - (Remedial Engineering Consulting (SA) Report) - …Based on the above assessment, conservation of the building would be possible. Aspects such as the original windows and some walls may be restored. However, due to the structural condition of the building and recommendations from the engineer, removal and replacement of a significant proportion of building fabric would be unavoidable. The form and setting of the resulting building could be replicated, but very little authentic original fabric would remain. The heritage integrity of the building will be nearly entirely lost. - (On Architecture Heritage Impact Statement) Based on the above statements and supporting information contained in the reports, the demolition of the Local Heritage Place is considered supportable. **New development of two storey consulting rooms** The proposed new building has been designed to reflect the former character of the locality, namely relatively low, domestic scaled buildings. Noting that Adelaide Road has a relatively mixed character and is increasingly a commercial precinct, the proposed consulting room use is not incompatible, and the design and siting of the building has regard to both the historic and current context of the Historic Area. The building is set down within the site, presenting to Adelaide Road as a single storey volume, with the second storey located under as the topography of the site allows. The proposed materials comprise solid brick with sections of metal sheet cladding and a mixture of hipped and gable Colorbond sheet metal roofing ('Flinders' brick, with 'Monument' roof sheeting and window frames and 'Basalt' awnings. '

GRIEVE GILLETT ARCHITECTS

MT BARKER DISTRICT COUNCIL – HERITAGE ADVISORY NOTE

	There are two external gable elements with a central hipped roof form. The roof pitch is 23 degrees. A verandah extends around the majority of the front façade. Windows are generally vertically proportioned. The proposed design of the new building is responsive in scale, form and materiality to the Historic Area context and is generally supported. Colorbond 'Monument' is not supported for large surface areas within the HAO, and the roof colour should be reselected accordingly.

6. REVIEW OF ASSESSMENT MANAGER DECISIONS

Nil.

7. INFORMATION REPORTS

7.1. Mount Barker District Council Council Assessment Panel Annual Report 2024

MOUNT BARKER
DISTRICT COUNCIL

Mount Barker District Council

Council Assessment Panel

Annual Report 2024

February 2025

1. Purpose

The Mount Barker Council Assessment Panel (CAP) has been established pursuant to section 82 and 83 of the *Planning, Development and Infrastructure Act 2016*.

The CAP is the relevant authority for Performance Assessed Development applications that are publicly notified, subject to delegations.

The CAP undertakes meetings and decision making in accordance with;

1) The CAP Meeting Procedures (Updated November 2023)
2) The CAP Terms of Reference (Updated December 2022)
3) Review of the Decision of Assessment Manager (Updated March 2021)
4) Council Assessment Panel Code of Conduct (September 2017)

The CAP Terms of Reference requires the CAP to report annually to Council on the decisions it has made under delegation.

This report provides an overview of the performance of CAP during 2024 reporting period between 1 January 2024 and 31 December 2024 in terms of attendance at meetings, the number and type of decisions made, details relating to public notification and the number of appeals.

It should be noted some figures in this report rely on the PlanSA reporting system which is subject to ongoing improvements.

2. Governance Matters

Throughout the reporting period the following governance matters were addressed;

- Council Assessment Panel (CAP) Deputy Council Member Appointment – October 6 December 2026
- Council Assessment Panel (CAP) – Independent member Re-Appointment – 1 October 2026
- Assessment Manager Andy Humphries resignation and Assessment Manager appointment of Andrew Houlihan from 6 May 2024.

3. Panel Composition

A Council Assessment Panel must include a minimum of three members and a maximum of five members. Each member must be accredited under the Accredited Professionals Scheme as Planning Level 2. One member of the panel may be an Elected Member who does not require any accreditation.

<u>Panel Members</u>
Presiding Member - Mark Adcock
Independent Members – Sally Roberts, Tom Gregory, Geoff Parsons, Cr Harry Seager
Deputy Council Member Cr Simon Westwood

4. Attendance of Panel Members

Throughout the reporting period eight (8) meetings of the CAP had been held with four (4) cancellations. All meetings were held within the Council Chambers, Mount Barker Homemaker Centre, 6 Dutton Road, Mount Baker. The attendance of Panel members at meetings throughout the reporting period is provided as follows:

Panel Member	Meetings Eligible to Attend	Meetings Attendance
Mark Adcock	8	7
Sally Roberts	8	8
Tom Gregory	8	7
Geoff Parsons	8	8
Cr Harry Seager	8	8
Deputy Council Member Sally Harding	0	0
Deputy Council Member Simon Westwood	0	0

5. CAP Decisions

During the reporting period a total of ten (10) Development Application were presented to the CAP for planning consent, one (1) Environment, Resources and Development Court appeal compromise, and one (1) Appeal of an Assessment Manager Decision.

Applications Determined by CAP			
Meeting	Approved	Refused	Total Decisions
January			
February	1		1
March			
April	2		2
May	1		1
June	1		1
July	1	1	2
August			
September	1		1
October	1		1
November			
December	1		1

The CAP supported all recommendations made by staff subject to alterations by way of Reserved Matters, Conditions and Notes.

6. Public Notification

Year	Applications Publically Notified	Development Applications Determined by CAP
2024	64	10
2023	63	18
2022	42	18

7. Planning Decision

Year	DA's Submitted (Planning and Land Division Consent)	Planning Consents Granted
2024	1443	1098
2023	1358	1029
2022	1401	1038

8. Appeals Initiated

One (1) appeal was lodged in the reporting period and one appeal compromise was placed before the Panel as follows;

Meeting	Appeal Type	Development Application	Panel Decision
February	ERD Court	23013912	Compromise
October	Review of Assessment Manager Decision	24002524	Affirmed Decision of Assessment Manger

One (1) development application was refused by the Panel in 2023 and was appealed by the applicant as follows:

a. 31 Venables Street, Macclesfield (DA 23013912)

Partial demolition of Local Heritage Place (Macclesfield Hotel & Shed - ID 18398) - retrospective demolition of former stable building (shed) and construction of an outbuilding comprising storage areas and undercover outdoor area to facilitate expansion of the outdoor dining area of the existing hotel, and the associated filling of the land.

Compromise proposal accepted by the CAP at February meeting and granted consent via Environment, Resources and Development Court Order 4 March 2024.

One decision of the Assessment Manager was appealed in 2024 as follows;

b. 28 Brooks Road, Mount Barker (DA 24002524)

Demolition of existing verandah, change of use to tourist accommodation and alterations to existing building (disused dairy). Associated site works and infrastructure including rainwater tanks, on-site wastewater system and car parking.

The CAP affirmed the Decision of the Assessment Manager.

9. Judicial reviews

No judicial reviews were undertaken against Mount Barker District Council or elsewhere in the State.

10. Assessment Manager

All Panels must appoint an accredited Assessment Manager to manage the staff and operations of the panel as well as providing expert advice to panel members.

The Assessment Manager is the relevant authority for Deemed to Satisfy and Performance Assessed Development forms of development where no public notification is required or otherwise delegated.

On the 5 May 2024 Andy Humphries resigned from his position as Assessment Manager. The Panel acknowledged and thanked Mr Humphries for his facilitation and support of the CAP functions.

Andrew Houlihan Manager City Development has been appointed as the Assessment Manager to 6 May 2029.

11. Conclusion

The Mount Barker Council Assessment Panel has functioned efficiently and effectively during the reporting period. The Panel has operated in accordance with the Terms of Reference and Meeting Procedures without complaint, having made many decisions on a number of complex development application.

I thank the Panel and relevant Council staff for their knowledge and expertise across both development assessment matters and related administrative and governance arrangement to support the CAP's continued success of its function and operation.

Andrew Houlihan
MANAGER CITY DEVELOPMENT (ASSESSMENT MANAGER)

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8. CONFIDENTIAL REPORTS

Nil.

9. POLICY MATTERS ARISING FROM THIS AGENDA

Nil.

10. OTHER BUSINESS

Nil.

11. CLOSE