

CITY OF WEST TORRENS



Notice of Panel Meeting

Notice is Hereby Given that a Meeting of the
COUNCIL ASSESSMENT PANEL

will be held in the George Robertson Room, Civic Centre
165 Sir Donald Bradman Drive, Hilton
Public access will be via livestream only

on

TUESDAY, 18 JANUARY 2022
at 5.00pm

Representors and applicants eligible to be heard will be provided
with log-in details prior to the meeting.

Public access to the meeting will be livestream only. Access via the following internet
address: <https://www.westtorrens.sa.gov.au/livestream>

Hannah Bateman
Assessment Manager

City of West Torrens Disclaimer

Council Assessment Panel

Please note that the contents of this Council Assessment Panel Agenda have yet to be considered and deliberated by the Council Assessment Panel therefore the recommendations may be adjusted or changed by the Council Assessment Panel in the process of making the formal Council Assessment Panel decision.

Note: The plans contained in this Agenda are subject to copyright and should not be copied without authorisation.

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1 MEETING OPENED**1.1 Acknowledgement of Country****1.2 Evacuation Procedures****2 PRESENT****3 APOLOGIES****4 CONFIRMATION OF MINUTES****RECOMMENDATION**

That the Minutes of the meeting of the Council Assessment Panel held on 14 December 2021 be confirmed as a true and correct record.

5 DISCLOSURE STATEMENTS

In accordance with section 7 of the *Assessment Panel Members – Code of Conduct* the following information should be considered by Council Assessment Panel members prior to a meeting:

A member of a Council Assessment Panel who has a direct or indirect personal or pecuniary interest in a matter before the Council Assessment Panel (other than an indirect interest that exists in common with a substantial class of persons) –

- a. must, as soon as he or she becomes aware of his or her interest, disclose the nature and extent of the interest to the panel; and
- b. must not take part in any hearings conducted by the panel, or in any deliberations or decision of the panel, on the matter and must be absent from the meeting when any deliberations are taking place or decision is being made.

If an interest has been declared by any member of the panel, the Assessment Manager will record the nature of the interest in the minutes of meeting.

6 REPORTS OF THE ASSESSMENT MANAGER

6.1 TRANSITIONAL APPLICATIONS

6.1.1 11 Shaw Avenue, RICHMOND

Application No 211/349/2021

Appearing before the Panel via electronic platform will be:

Representor/s: **Tuan Kiet Ngo and Tuan Cuong Ngo** of 13 Shaw Avenue wish to appear in support of the representation.

Glenn and Susan Martin of 10A Shaw Avenue wish to appear in support of the representation.

Paul and Susann Xerri of 9 Shaw Avenue wish to appear in support of the representation.

Applicant/s: **Garth Heynen** of Heynen Planning Consultants on behalf of **Gurmeet Singh**, the applicant, wishes to appear in response to the representations.

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Combined Application: Land division - Community Title; SCAP No. 211/C064/21, Create four (4) additional allotments and common property; and construction of a residential flat building comprising five (5) dwellings associated landscaping and combined retaining and fencing up to a height of 2.5 metres.
APPLICANT	Gurmeet Singh C/- SKS Surveys
LODGEMENT DATE	17 March 2021
ZONE	Residential
POLICY AREA	Policy Area 19 - Medium Density
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 2
REFERRALS	Internal <ul style="list-style-type: none"> • City Assets • City Operations • Waste Management External <ul style="list-style-type: none"> • State Commission Assessment Panel (SCAP) • South Australian Water Corporation (SA Water)
DEVELOPMENT PLAN VERSION	Consolidated 21 May 2020
DELEGATION	<ul style="list-style-type: none"> • The relevant application is for a merit, Category 2 or Category 3 form of development, representations have been received and one or more representors wish to be heard on their representation.
RECOMMENDATION	Support with reserved matters and conditions
AUTHOR	Phil Smith

BACKGROUND

The application was lodged prior to 19 March 2021 therefore subject to the transitional provisions in the *Planning, Development and Infrastructure Act 2016* (PDI Act) and to be assessed against the Development Plan in accordance with Regulation 11(2) of the *Planning, Development and Infrastructure (Transitional Provisions) Regulations 2017*.

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 11 Deposited Plan 4121 in the area named Richmond, Hundred of Adelaide, Volume 5716 Folio 139, more commonly known as 11 Shaw Avenue, Richmond.

The subject site is an irregular shape with an 18.29 metre (m) wide frontage to Shaw Avenue and a site area of approximately 880 square metres (m²).

It is noted that there are no encumbrances or Land Management Agreements on the Certificate of Title.

The site currently contains a dwelling and outbuildings. The site is relatively flat. There are no Regulated Trees on the subject site or on adjoining land that would be affected by the development.

The locality consists of a mixture of housing types, including detached, row and group dwellings, in addition to, residential flat buildings. This is largely typical in all directions leading from the subject site. A watercourse (creek) runs adjacent to the site's rear (northern boundary).

South Road is located approximately 560m to the east, Richmond Road approximately 650m to the south and Adelaide Airport 1.5km to the west.

The amenity of the locality is mixed. Residential land uses dominate, however there are a number of commercial premises located in close proximity of the site as well.

The subject land and locality are shown on the aerial imagery and maps below.

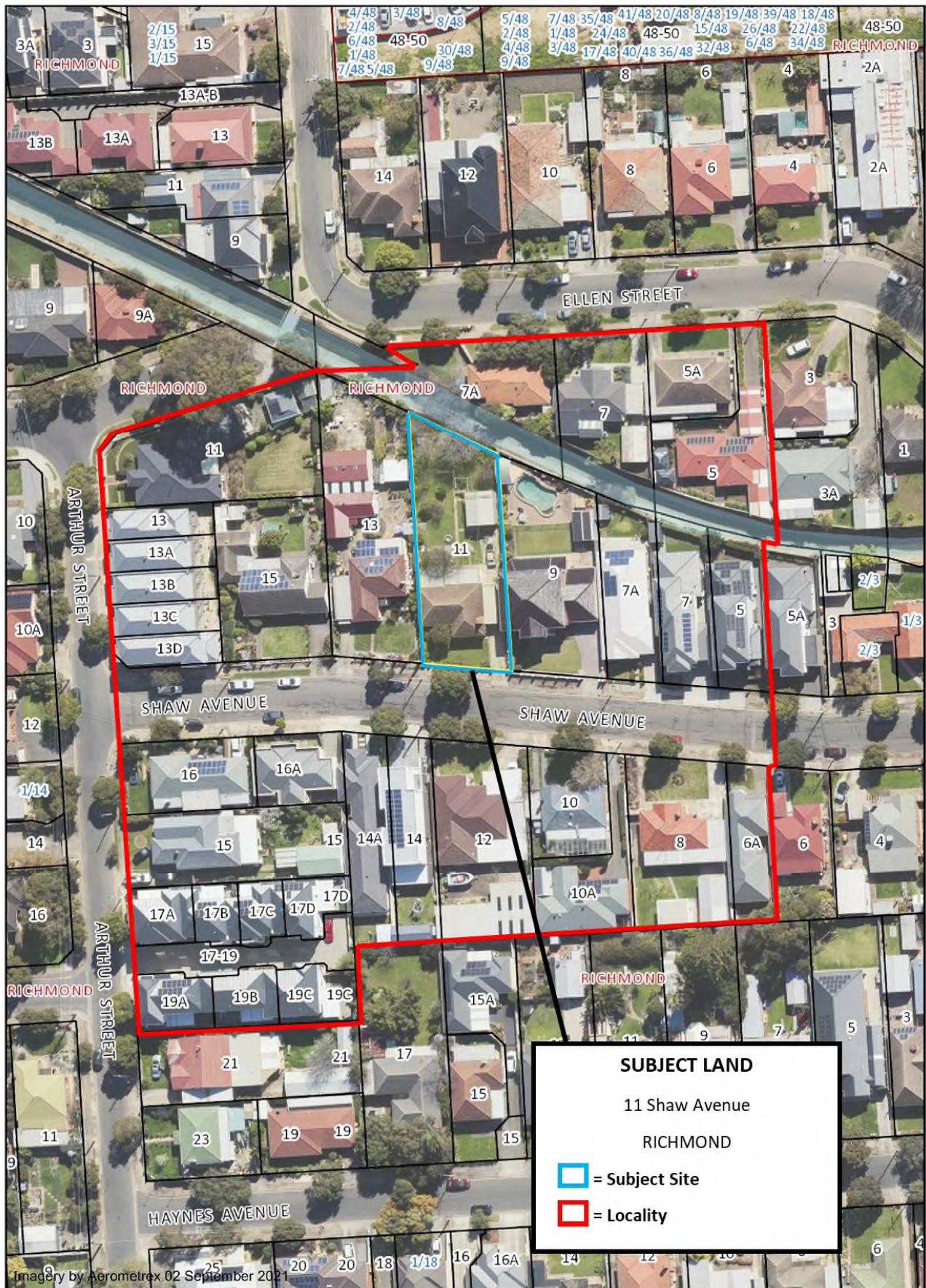




Figure 1 - Subject Site, 11 Shaw Avenue



Figure 2 - 17-19C Arthur Street



Figure 3 - 13-13D Arthur Street

RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/332/2016	Land Division - Community Title; DAC No 211/C067/16 (Unique ID 54305); Create three additional allotments; and Construction of a residential flat building comprising four (4) dwellings	Refused	30 January 2016

The above application was refused for not providing requested further information within the prescribed time.

PROPOSAL

The proposal comprises a combined Application: Land division - Community Title; SCAP No. 211/C064/21, Create four (4) additional allotments and common property; and construction of a residential flat building comprising five (5) dwellings and associated landscaping.

The application is further detailed as follows:

The application proposes a Community Title land division to create four additional allotments for residential purposes along with common property in the form of a shared driveway to provide vehicular access to the allotments. The size of the proposed allotments will be as follows:

- Lot 1: 136.16m² - (176m² - including common driveway)
- Lot 2: 108.27m² - (176m² - including common driveway)
- Lot 3: 108.27m² - (176m² - including common driveway)
- Lot 4: 108.27m² - (176m² - including common driveway)
- Lot 5: 186.27m² - (176m² - including common driveway)

Based on a total site area of 880m², it is estimated that the common property parcel will be approximately 232.63m² in area.

Dwellings 1-4 will be similar in design and layout, that is, they will be of a contemporary style using a range of materials and colours, and in fact each dwelling will feature the same building materials and colours. Detailing varies from Charcoal rendered cut outs, white pattern hebel, shale grey rendered hebel and Surfmeister Colorbond roof cladding, all adding visual interest and articulation to the dwellings.

More specifically, each dwelling will feature three bedrooms and bathroom on the upper level as well as a single carport and an open plan living area and kitchen area at ground level. Dwelling 5, more or less has similar floor plans, however also includes a balcony and study nook at upper level and a different footprint.

All dwellings will be provided with a ground level area of private open space which can be accessed from the living area.

The total floor area of the dwellings will range from approximately will range from 117.46m² up to 148.35m².

Landscaping is proposed across the site, with a number of tree, shrub and ground cover species proposed.

The relevant plans and documents are contained in **Attachment 2**.

PUBLIC NOTIFICATION

The application is a Category 2 form of development pursuant to Schedule 9 of the *Development Regulations 2008*.

Properties notified	14 properties were notified during the public notification process.
Representations	3 representations were received.
Persons wishing to be heard	<p>3 representors who wish to be heard.</p> <ul style="list-style-type: none"> • Tuan Kiet Ngo and Tuan Cuong Ngo of 13 Shaw Avenue • Glenn and Susan Martin of 10A Shaw Avenue • Paul and Susann Xerri of 9 Shaw Avenue
Summary of representations	<p>Concerns were raised regarding the following matters:</p> <ul style="list-style-type: none"> • Possible encroachment of the boundary fence onto the adjoining property • Possible overlooking • Setbacks • Number of dwellings proposed • Congestion in the street • Vehicle manoeuvring within the site • Increase in noise
Applicant's response to representations	<p>Summary of applicant's response:</p> <ul style="list-style-type: none"> • The development will resolve the fencing issue with a survey of the property boundaries • The proposed site areas are consistent with Medium Density Policy Area 19 • The noise associated with the residents is to be expected in a medium density area • On-street parking availability will cater for visitor parking requirements • Manoeuvrability within the site is considered to be acceptable • Obscured glazing will resolve overlooking issues on the east elevation

A copy of the representations and the applicant's response is contained in **Attachment 3**.

INTERNAL REFERRALS

Department	Comments
City Assets	<p>City Assets have taken into account in their assessment of the application, matters relating to finished floors levels (FFLs), verge interaction, stormwater, traffic and waste management matters, as follows:</p> <ul style="list-style-type: none"> In this location, the typical 10m offset from the centreline of the adjacent creek would be sought. Based on the applicant provided plan, the proposed development is 10m offset from centre of creek which is supportable. <p>The provided concept of retaining wall footings adjacent to the creek slip zone is acceptable.</p> <p>In accordance with the provided 'Site Drainage Plan' (AE, Ref: AJX2031.03-D, dated 16/09/2021) the FFLs of the proposed development (minimum) have been assessed as satisfying requirements in consideration of street and/or flood level information.</p> <ul style="list-style-type: none"> Redundant crossovers to be reinstated. Driveway dimensions not satisfied at entry for passing area. Vehicle manoeuvrability is unsatisfactory. Concern regarding visitor car parking provision. Stormwater management is acceptable. <p>Installation of a 3,000 litre rainwater tank (no detention element) is required for each dwelling. Rainwater tanks are to be plumbed to deliver recycled water to all toilets and the laundry cold water outlet (can also be connected to Hot Water Service if desired).</p> <p>A minimum of 90% of the dwellings roof area is to have its stormwater runoff directed to each rainwater tank.</p> <p>The Applicant has provided amended plans and additional information to address the outstanding issues identified above, and these issues are addressed in the assessment section of this report.</p>
City Operations (Street Trees)	<p>A site investigation together with the information provided has revealed that the location for the proposed crossover is supported.</p> <p>The proposed stormwater outlet will be required to maintain a minimum distance of 2.0m west of the existent Lophostemon street tree located 10.1m from the eastern boundary.</p>
Waste Management	<p>The Waste Management Officer has reviewed the application and has determined that there is sufficient verge space to present 10 bins for an individual waste service.</p> <p>Waste Management will support a standard waste service for each of the dwellings at this address.</p>

EXTERNAL REFERRALS

Department	Comments
SCAP	<ul style="list-style-type: none"> Requires that conditions of land division approval be included in relation to SA Water, payment to the Planning & Development Fund and the provision of a final plan for Land Division Certificate purposes.
SA Water	<ul style="list-style-type: none"> SA Water's financial requirements shall be met for the provision of water supply

A copy of the relevant referral response/s is contained in **Attachment 4**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more specifically, Policy Area 19 - Medium Density as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

Residential Zone - Desired Character	
<p><i>This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings.</i></p> <p><i>Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.</i></p> <p><i>Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a Historic Conservation Area.</i></p> <p><i>Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.</i></p>	
Objectives	1, 2, 3 & 4
Principles of Development Control	1, 5, 6, 7, 9, 10, 11, 12, 13 & 14

Medium Density Policy Area 19 - Desired Character	
<p><i>Allotments in this policy area will be at medium density, accommodating a range of dwelling types including semi-detached, row and group dwellings, as well as some residential flat buildings and some detached dwellings on small allotments. There will be a denser allotment pattern close to centre zones where it is desirable for more residents to live and take advantage of the variety of facilities focused on centre zones.</i></p> <p><i>New buildings will contribute to a highly varied streetscape. Buildings will be up to 2 storeys, except for allotments fronting Brooker Terrace, Marion Road and Henley Beach Road, and overlooking the Westside Bikeway, where buildings will be up to 3 storeys in height and provide a strong presence to streets. Garages and carports will be located behind the front facade of buildings.</i></p> <p><i>Development will be interspersed with landscaping, particularly behind the main road frontage, to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.</i></p>	
Objectives	1
Principles of Development Control	1, 2, 3 & 5

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
SITE AREA <i>Medium Density Policy Area 19</i> <i>PDC 5 (within 400m of centre)</i>	Within 400m of a Centre Zone: Residential Flat Building 150m ² (avg.)	108.27m ² - 186.27m ² 176m ² (avg including driveway) Satisfies
SITE FRONTAGE <i>Medium Density Policy Area 19</i> <i>PDC 5 (within 400m of centre)</i>	Within 400m of a Centre Zone: Residential Flat Building 15m (complete building)	18.29m Satisfies
SITE COVERAGE <i>Medium Density Policy Area 19</i> <i>PDC 3</i>	60% (max.)	45% Satisfies
PRIMARY STREET SETBACK <i>Medium Density Policy Area 19</i> <i>PDC 3</i>	3m (min.)	2.033m-3.174m Does Not Satisfy

SIDE SETBACKS <i>Residential Zone</i> <i>PDC 11</i>	Wall height <3m: 1m (min) Wall Height 3 - 6m: 2m (min) Wall height >6m: 2m + additional setback equal to the increase in wall height above 6m.	Ground floor Dwelling 1: 4.23m/5.5m Dwelling 2: bndry/bndry Dwelling 3: bndry/bndry Dwelling 4: bndry/bndry Dwelling 5: bndry/4.7m Upper level Dwelling 1: 3.6m/5.5m Dwelling 2: bndry/bndry Dwelling 3: bndry/bndry Dwelling 4: bndry/bndry Dwelling 5: bndry/3m Does Not Satisfy
REAR SETBACKS <i>Medium Density Policy Area 19</i> <i>PDC 3</i>	6m (min.)	1m - 4.6m Does Not Satisfy
BUILDING HEIGHT <i>Medium Density Policy Area 19</i> <i>PDC 3</i>	2 storeys or 8.5m	2 storeys or 7.4m Satisfies
INTERNAL FLOOR AREA <i>Residential Development</i> <i>PDC 9</i>	100m ² (min.)	117.46m ² - 148.35m ² Satisfies
OVERLOOKING <i>Residential Zone</i> <i>PDC 27</i>	All upper level balconies, terraces, decks and windows of habitable rooms, which overlook adjacent dwellings habitable room windows or Private Open Space should have either a sill height no less than 1.7m or permanent screens to a height of 1.7m above the finished floor level.	1.7m sill height or screen above the upper level finished floor level Satisfies
OVERSHADOWING <i>Residential Development</i> <i>PDC 10 & 11</i>	Ensure that a minimum of 3 hours of direct sunlight to north- facing windows to habitable rooms on subject and adjacent sites, between 9am and 5pm on 21 June. Ensure that a minimum of 2 hours of direct sunlight to ground-level open space between 9am and 5pm on 21 June.	Satisfies

STORAGE <i>Residential Development</i> PDC 31	8m ³ (min.)	>8m ³ Satisfies
CAR PARKING SPACES <i>Transportation and Access</i> PDC 34	2 car parking spaces required, 1 of which is covered plus an additional 0.25 spaces per dwelling	2 spaces provided for each dwelling, 10 spaces in total 11.25 spaces required Does Not Satisfy
LANDSCAPING <i>Landscaping, Fences and Walls</i> PDC 10	10% of the site should be landscaping (min)	23.2% Satisfies

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Land Use

Residential development in the form of residential flat buildings is envisaged within Medium Density Policy Area 19 as listed in PDC 1. Further, the Desired Character statements for both the Residential Zone and the Medium Density Policy Area envisage residential flat buildings. Therefore, the proposed land use is considered appropriate.

Desired Character & Pattern of Development

The locality mostly comprises detached dwellings, however some infill development is evident in the immediate locality. PDC 5 of the Medium Density Policy Area 19 seeks minimum site areas of 150m² for residential flat buildings as well as a minimum frontage of 15 metres to a public road.

In responding to PDC 5, it is noted that the proposed residential development will achieve an average site area of 176m² (inclusive of the common property) and will maintain a frontage of 18.29 metres to Shaw Avenue. On this basis, the proposed residential development is considered consistent with the intent of PDC 5 of the Policy Area.

The associated land division creates allotments that can appropriately accommodate dwellings that are generally in accordance with the provisions of the Development Plan as it relates to setbacks, on-site parking and provision of private open space. On this basis, the proposed site areas and allotment sizes are considered to be acceptable.

Built Form

The dwellings are considered to be of a high design standard and are enhanced by the variety of materials, colours and finishes incorporated into the design. On this basis, Objective 1 and PDC 1 of the Design and Appearance module and PDC 4 of the Residential module are satisfied. The variety of materials, colours and finishes of the proposed dwellings gives them a well-articulated appearance that permits the design to differentiate itself in a positive way from older, more conventional housing stock. Overall, it is considered that the proposed dwellings present well to the street and will make a positive contribution to the overall streetscape amenity.

In terms of the built form, it is noted that the dwellings satisfy the building height requirements with overall heights of 7.4m proposed and two storeys, therefore the building height does not present bulk and scale issues in this regard. On this basis, PDC 3 of Medium Density Policy Area 19 is satisfied.

The design of the proposed dwellings incorporates mostly pitched roofs at varying heights, which assists in reducing the visual bulk of the proposed dwellings while limiting overshadowing to adjoining properties to the west and east.

The provisions relating to built form are therefore considered to be satisfactorily addressed.

Noise

With respect to amenity, it was raised as an issue by the representors that five (5) dwellings would generate considerable noise of which impacts on adjoining properties.

With respect to the issue that has been raised, it is noted that Policy Area 19 envisages medium density dwelling development and the site has been developed with that intent. A resultant circumstance of a more densely developed site is an increase in noise, which is largely unavoidable.

PDCs 28 and 29 of the Residential Development module deals mostly with external noise sources, such as pool pumps and air conditioners, which was not necessarily raised by the representors.

Importantly, it should be noted that noise generated by people occupying dwellings falls outside the scope of the planning assessment of the application. Positioning of private open space is somewhat controllable however in this instance, the location proposed is optimal given that they have a northerly aspect and are accessible from habitable living areas.

Setbacks

Primary street setback

The front dwelling (Dwelling 1) is noted as having a reduced setback as a result of the slightly angled property boundary which is not considered to be clearly perceivable within the streetscape, otherwise the setback would be compliant.

Side setbacks

The side setbacks at ground floor level are mostly compliant with PDC 11 of the Residential Zone with the exception of boundary to boundary built form which is internal to the development and is considered to be acceptable. At upper level, Dwellings 2 -5 do not meet the 2m setback requirements with the shortfalls resulting from the boundary to boundary development. These are considered acceptable, given that these are also internal to the development and expected from a residential flat building.

Rear setbacks

The rear setbacks at ground floor level for each dwelling do not satisfy the 6m setback requirement under PDC 3 of Medium Density Policy Area 19 and also at upper level for all dwellings. There is a general shortfall of 2m at the upper levels which is applicable to Dwellings 2-4. As is quite common with residential flat buildings, rear setbacks often do not comply with the relevant provision to create a private open space area without losing too much developable land, whilst still striking a balance with built form impacts to adjoining properties. It is worth noting that a two storey detached dwelling could be developed on the land with 2m setbacks thus the proposed development represents a far less impactful outcome in terms of this setback.

Dwelling 1 effectively addresses Shaw Avenue thus has no rear setback as it abuts Dwelling 2, even though the front entry faces the common driveway. This is to be expected in a residential flat building and is considered to be acceptable. Dwelling 5 fronts the common driveway within the development but locates its private open space to the side adjacent to the creek embankment. The rear setback is the shallowest of the 5 dwellings, however it has limited impact as it is farthest removed from the adjacent dwelling to the west and on this basis is considered to be acceptable.

The use of a lightweight finish (render) assists in reducing the appearance of visual bulk insofar that the required setbacks are not satisfied and as the built form projects to each adjoining dwelling. The additional built form does not cast a significant additional amount of shadow, however it provides a more liveable dwelling for future occupants, therefore the reduced setbacks are not considered to be fatal to the application.

On this basis, it is considered that Residential Development module, PDCs 4, 10, 11 and 12 are satisfied.

On balance, it is considered that the upper level reduced setbacks from the rear boundary and side setbacks will not result in any inappropriate built form impacts. The setback impacts are therefore considered to be satisfactorily addressed.

Overlooking

All the proposed upper level windows have been appropriately screened or have a raised sill to a height of 1.7m above the finished floor level on all elevations. This is considered to satisfy PDC 27 of the Residential Development module.

While overlooking has been raised as an issue by representors, overall, there is unlikely to be any unreasonable impacts resulting from direct overlooking as the necessary treatments have been applied to all the respective windows and balconies of concern.

On this basis, overlooking matters are considered to be satisfactorily addressed.

Overshadowing

With respect to overshadowing, the development will have a north-south orientation and generous setbacks from the adjacent western and eastern allotments therefore the northern windows of adjoining dwellings and private open space will not be substantially affected by overshadowing.

Overshadowing will occur to each adjoining property during certain parts of the day only. For example, the dwelling directly adjoining to the west will only be affected during the morning hours, whereas the dwelling adjoining to the east will only be affected by shadows cast during the afternoon hours. On this basis, PDCs 11, 12 and 13 of the Residential Development module are satisfied. Adequate access to sunlight is still achieved.

On this basis, overshadowing matters are considered to be satisfactorily addressed.

Landscaping

In order to satisfy the Landscaping Fences and Walls module, PDC 4, 10% or 87.5m² is required to be landscaped and this is easily achieved. An area of 202.6m² has been set aside for landscaping.

A small number of plant and trees species, shrubs, and ground covers are proposed for the development including Dianella Emerald Fountain, Lomandra Lime Tuff, Melaleuca Snowstorm, Calistemon Harkness and Crepe Myrtle. These species are commonly planted, if not mostly native to Australia and are considered to be well suited for this development. A condition has been included in the recommendation to ensure the ongoing maintenance of the plantings.

However, the proposed development does not include an acceptable amount of landscaping which will soften the appearance of the buildings and the common driveway when viewed from Shaw Avenue. No substantial tree species are proposed other than two Callistemon Harkness trees (Bottle Brush) and a Crepe Myrtle, particularly in the front setback (one Bottle Brush), thus more substantial varieties will be requested by way of a Reserved Matter.

Each dwelling will feature a lawned area of private open space which will reduce the extent of hard paved surfaces.

Retaining walls with a maximum height of 0.3 metres will be located on the side boundaries and a 'good neighbour' Colorbond® fence ('Monument') will be erected between the proposed dwellings. The proposed retaining wall and fences are considered appropriate in the context of the locality and will not exceed 2.1m in height.

On the rear boundary, retaining walls with a maximum height of 700mm, therefore the combined retaining wall and fence height will be greater than 2.1m. This occurs as a result of the embankment of the creek that runs directly adjacent to the rear boundary. Additional fence height does not affect an adjoining neighbour therefore it is considered to be acceptable.

No front fencing is proposed.

Overall the Landscaping Fences and Walls module, PDC 1, 2, 3, 4 and 6 are achieved, subject to the inclusion of the reserved matter and condition.

Parking and Access

Some of the representors raised impacts on traffic, on-street car parking availability and on-site garage dimensions as concerns. The proposed development will provide a suitable number of on-site car parks to service the dwellings. This includes one undercover car park for each dwelling as well as a second uncovered space for each, thus according with PDC's 34 and 35 of the Transportation and Access module.

There is a shortfall of 1.25 spaces throughout the proposal, however this is not considered fatal to the application as no on-street spaces to the front of the subject site are lost as a result of the development. In addition, there is ample on-street car parking available in the Shaw Avenue.

Traffic manoeuvrability has been assessed by City Assets and they have raised concerns with this aspect, in particular the passing area and entering and exiting in a forward direction.

The original plans have been amended to achieve a 5m by 5.5m passing area for vehicles thus satisfying City Assets requirements.

Manoeuvrability into and out of parking spaces is considered to be resolved. Garage dimensions as indicated on the submitted plans have been assessed as satisfying minimum requirements. The nibs have been reduced adjacent to the garage doors and with aisle widths of 6.4m, there are no issues with entering and exiting the sites in a forward direction. Access and egress can be safely achieved thus satisfying PDC's 23 and 24 of the Transportation and Access module.

On this basis, parking and access issues have been satisfactorily met.

Waste Management

A Waste Management Plan was not required to demonstrate that there is enough space for bin presentation for rubbish collection. The application was referred to Council's Waste Management Team who determined that there was sufficient space in Council's verge to present 10 bins and that the development would be provided with Council's standard rubbish collection service.

Flood and Erosion Hazard

City Assets are satisfied that the proposed 10m setback of the ground floor of the residential flat building from the rear boundary is sufficient to mitigate any potential hazards associated with the proximity of the development to the creek line. Consequently it is considered unlikely that the development will compromise the stability of the creek bank or adversely affect water flows or erosion.

Stormwater Management

The City Assets team consider the proposed development to be acceptable from a stormwater management perspective. The required finished floor levels for the dwellings will be enforced by way of condition.

Additional requirements such as stormwater management measures being in place prior to occupancy, and provision of 3000 litre rainwater tanks for each dwelling have also been reinforced by way of condition. This satisfies Objectives 1, 2, 3 and 4 and PDCs 1, 5 and 6 of the Orderly Development Module and the PDC's 5, 7 and 10 of the Natural Resources module.

On this basis, it is considered that stormwater matters have been satisfactorily addressed.

SUMMARY

The proposed development seeks the creation of four additional allotments and five two-storey dwellings on a relatively large parcel of land at 11 Shaw Avenue, Richmond. The proposed average site area of 176m² is considered to be consistent with the intent of the Medium Density Policy Area 19 and the proposed built form will complement the emerging character of the locality.

While the proposed development does not fully satisfy the rear setback guidelines (particularly for the upper levels), the visual impact has been appropriately reduced and the potential for overlooking has been suitably minimised through design. In addition, it is anticipated that any overshadowing is unlikely to negatively impact the private open space or habitable rooms of adjoining properties to the east and west.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 21 May 2020 and warrants Development Plan Consent and Land Division Consent.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report and the application for consent to carry out development of land, resolves to GRANT Development Plan Consent and Land Division Consent for Application No. 211/349/2021 by Gurmeet Singh to undertake the Combined Application: Land division - Community Title; SCAP No. 211/C064/21, create four (4) additional allotments and common property; and construction of a residential flat building comprising five (5) dwellings associated landscaping and combined retaining and fencing up to a height of 2.5 metres at 11 Shaw Avenue, Richmond (CT 5716/139) subject to the following conditions of consent and reserved matters:

Reserved Matter/s:

The following information shall be submitted for further assessment and approval by the City of West Torrens as reserved matters under Section 33(3) of the *Development Act 1993*:

1. An amended landscape plan that shows two additional trees planted within the front setback of Dwelling 1 to soften the impacts of the dwelling to the streetscape.

Pursuant to Section 42(1) of the *Development Act 1993*, the Council reserves its decision on the form and substance of any further conditions of Development Plan Consent that it considers appropriate to impose in respect of the reserved matters outlined above.

Development Plan Consent Conditions:

1. Development is to take place in accordance with the plans prepared by Supreme Building Design to Development Application No. 211/349/2021 as follows:

Subdivision Plan Rev G, Site Plan Rev G, Landscaping Plan Rev G, Floor Plan Rev G, First Floor Plan Rev G, Elevations Rev G, all dated 25/11/2021
Letter prepared by Phil Weaver & Associates dated 09/12/21

Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. All stormwater design and construction shall be in accordance with Australian Standards and recognised engineering best practices to ensure that stormwater does not adversely affect any adjoining property or public road and, for this purpose, stormwater drainage will not at any time:

- a) Result in the entry of water into a building; or
- b) Affect the stability of a building; or
- c) Create unhealthy or dangerous conditions on the site or within the building; or
- d) Flow or discharge onto the land of an adjoining owner; or
- e) Flow across footpaths or public ways.

Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

3. No aboveground structure(s) such as letterboxes, service meters or similar are to be installed within the common driveway entrance and passing area.

Reason: To ensure that the common driveway is kept clear of obstructions.

4. Any retaining walls shall be designed to accepted engineering standards, and not of timber construction if retaining a difference in ground level exceeding 200mm.

Reason: To enhance the amenity of the site and the adjoining properties.

5. The following is required for each dwelling within the development and shall be installed prior to occupation:

- 3000L rainwater tanks are to be installed and plumbed to each dwelling to deliver recycled water all toilets and laundry cold water outlet (can also be connected to Hot Water Service if desired).
- A minimum of 90% of the dwelling roof area is to have its stormwater runoff directed to the rainwater tank.

Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

6. The stormwater connection through the road verge area is to be constructed of a shape and material to satisfy Council's standard requirements:

- 100 x 50 x 2mm RHS Galvanised Steel or
- 125 x 75 x 2mm RHS Galvanised Steel or
- Multiples of the above.

Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

7. The proposed stormwater outlet will be required to maintain a minimum distance of 2.0m west of the existent Lophostemon street tree located 10.1m from the Eastern boundary.

Reason: To protect the health and longevity of the nominated street tree.

8. All driveways, parking and manoeuvring areas shall be formed, surfaced with concrete, bitumen or paving, and be properly drained prior to occupation, and shall be maintained in reasonable condition at all times.

Reason: To provide safe and convenient parking and manoeuvring areas for users of the development.

9. All planting and landscaping shall incorporate an appropriate irrigation system and shall be completed within three (3) months of the commencement of the use of this development or the next planting season and be maintained in reasonable condition at all times. Any plants that become diseased or die will be replaced with a suitable species.

Reason: To enhance the amenity of the site and locality and reduce heat loading.

10. The upper level side and rear windows and balconies of all dwellings, except where facing a street (Dwelling 1 only), shall be provided fixed and obscured glass to a minimum height of 1.7 metres above the upper floor level to minimise the potential for overlooking of adjoining properties, prior to occupation of the dwellings. The glazing in these windows/balconies shall be maintained in reasonable condition at all times.

Reason: To maintain the level of privacy to residents of adjoining dwellings.

Land Division Consent Conditions Council Requirements

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application prepared by SKS Surveys Pty Ltd except where varied by any conditions listed below:

SKS Surveys Plan - Dated 17/03/2021 Rev 01

Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

SCAP Requirements

1. The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.

On receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non-standard fees.

The developer must inform potential purchasers of the community lots of the servicing arrangements and seek written agreement prior to settlement, as future alterations would be at full cost to the owner/applicant.

2. Payment of \$31044 into the Planning and Development Fund (4 allotment(s) @ \$7761/allotment).

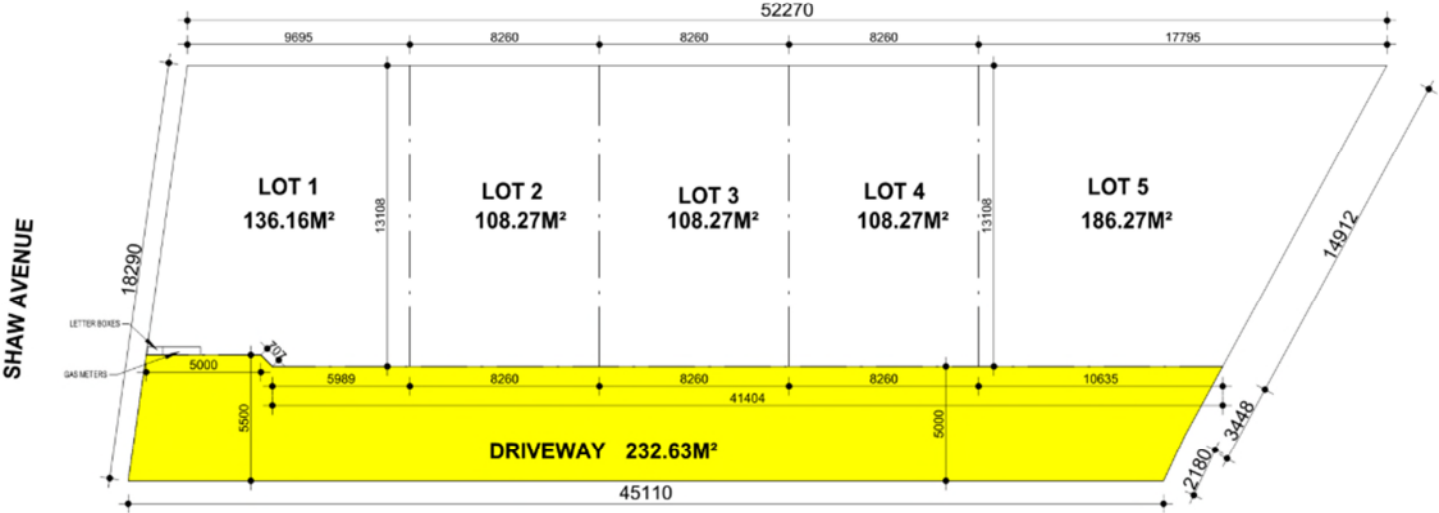
Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the Department of Planning, Transport and Infrastructure and marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, at Level 5, 50 Flinders Street, Adelaide.

3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel (SCAP) for Land Division Certificate purposes.

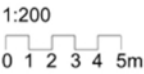
Attachments

1. **Relevant DP Provisions**
2. **Application Documentation**
3. **Representations and Response to Representations**
4. **Referral Responses**

General Section		
Crime Prevention	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2, 3, 6 & 7
Design and Appearance	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 9, 10, 11, 12, 13, 14, 15, 16 & 20
Energy Efficiency	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3 & 4
Hazards	<i>Objectives</i>	1, 2 & 4
	<i>Principles of Development Control</i>	4, 5, 6 & 7
Infrastructure	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1 & 5
Land Division	<i>Objectives</i>	1, 2, 3 & 4
	<i>Principles of Development Control</i>	1, 2, 4, 5, 6, 7, 8 & 9
Landscaping, Fences and Walls	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 4, & 6
Orderly and Sustainable Development	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1, 3, & 5
Residential Development	<i>Objectives</i>	1, 2, 3 & 4
	<i>Principles of Development Control</i>	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 27, 28, 29, 30 & 31
Transportation and Access	<i>Objectives</i>	2
	<i>Principles of Development Control</i>	23, 24, 34, 35, 36, 37, 40, 44 & 45,



SUBDIVISION PLAN - A2

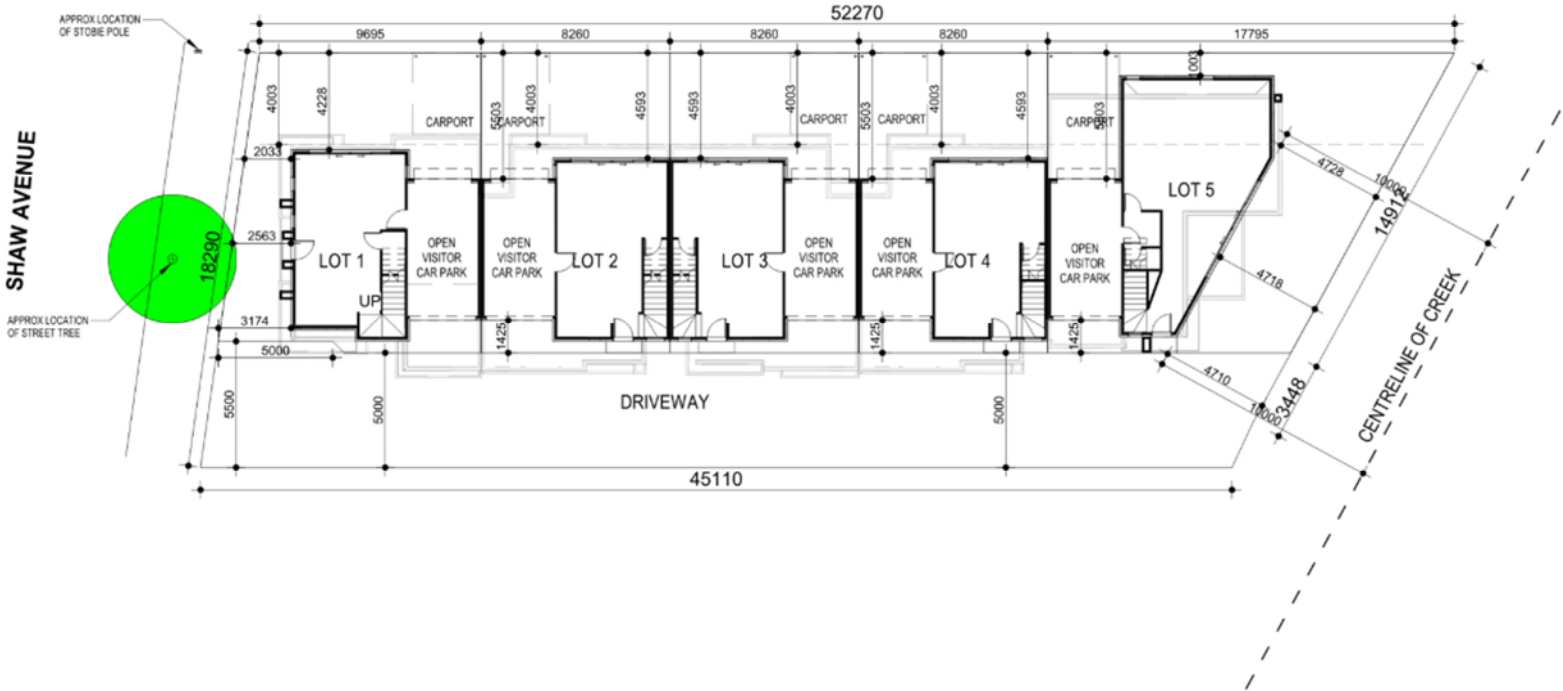


 <div>SUPREME building design</div> <div>0423 496 627 jeremy@supremebuildingdesign.com.au</div>	A	PLAN CHANGES, ELEVATIONS	19/08/21	CLIENT	DATE	DRAWN	<div>PLANNING CONSENT</div> <div>CONSTRUCTION: HEBEL VENEER</div> <div><small>Contractors are to verify all dimensions and levels on the drawing before commencing any work. Any discrepancies or contradictions will be reported to the designer immediately. Design dimensions will also be reported to the client. These plans shall be used in conjunction with all other relevant documentation in accordance with the relevant legislation and standards of practice.</small></div>
	B	ADJUST LANDSCAPING, ELEVATION CHANGES, OBSCURE WINDOWS	26/08/21	Mr & Mrs	16/03/21	J.D	
	C	ADJUSTED LANDSCAPING	02/09/21	ADDRESS	PROJECT NUMBER	SHEET NO	
	D	PLAN CHANGES	14/09/21	11 Shaw Ave,	6272	1 OF 6	
	E	FIRST FLOOR CHANGES, ELEVATIONS	15/09/21	RICHMOND			
	F	INTERNAL CHANGES	15/09/21				
	G	NOTED BALCONY & WINDOW OBSCURE GLASS, CARPORT & VISITOR PARK	25/11/21				

OVERALL SITE 880.36m²



LOT 1		LOT 2		LOT 3		LOT 4		LOT 5	
GF LIVING	41.76m ²	GF LIVING	40.46m ²	GF LIVING	40.46m ²	GF LIVING	40.46m ²	GF LIVING	60.03m ²
FF LIVING	77.74m ²	FF LIVING	77.00m ²	FF LIVING	77.00m ²	FF LIVING	77.00m ²	FF LIVING	88.32m ²
LIVING	119.50m ²	LIVING	117.46m ²	LIVING	117.46m ²	LIVING	117.46m ²	LIVING	148.35m ²
GARAGE	19.99m ²	GARAGE	19.99m ²	GARAGE	19.99m ²	GARAGE	19.99m ²	GARAGE	19.99m ²
ALFRESCO	m ²	ALFRESCO	m ²	ALFRESCO	m ²	ALFRESCO	m ²	ALFRESCO	m ²
PORCH	0.65m ²	PORCH	0.79m ²	PORCH	0.79m ²	PORCH	0.79m ²	PORCH	1.76m ²
BALCONY	m ²	BALCONY	m ²	BALCONY	m ²	BALCONY	m ²	BALCONY	9.23m ²
TOTAL	140.14m ²	TOTAL	138.24m ²	TOTAL	138.24m ²	TOTAL	138.24m ²	TOTAL	179.33m ²
LOT AREA	136.16m ²	LOT AREA	108.27m ²	LOT AREA	108.27m ²	LOT AREA	108.27m ²	LOT AREA	186.27m ²
POS	24.37m ²	POS	24.16m ²	POS	24.16m ²	POS	24.16m ²	POS	72.50m ²
SITE COV'G	62.40m ² 45.83%	SITE COV'G	61.24m ² 56.56%	SITE COV'G	61.24m ² 56.56%	SITE COV'G	61.24m ² 56.56%	SITE COV'G	81.78m ² 43.90%





SUPREME
building design

0423 496 627
jeremy@supremebuildingdesign.com.au

A	PLAN CHANGES, ELEVATIONS	19/08/21
B	ADJUST LANDSCAPING, ELEVATION CHANGES, OBSCURE WINDOWS	26/08/21
C	ADJUSTED LANDSCAPING	02/09/21
D	PLAN CHANGES	14/09/21
E	FIRST FLOOR CHANGES, ELEVATIONS	15/09/21
F	INTERNAL CHANGES	15/09/21
G	NOTED BALCONY & WINDOW OBSCURE GLASS, CARPORT & VISITOR PARK	25/11/21

CLIENT
Mr & Mrs
ADDRESS
11 Shaw Ave,
RICHMOND

DATE
16/03/21
PROJECT NUMBER
6272

DRAWN
J.D
SHEET NO
2 OF 6

SITE PLAN - A2

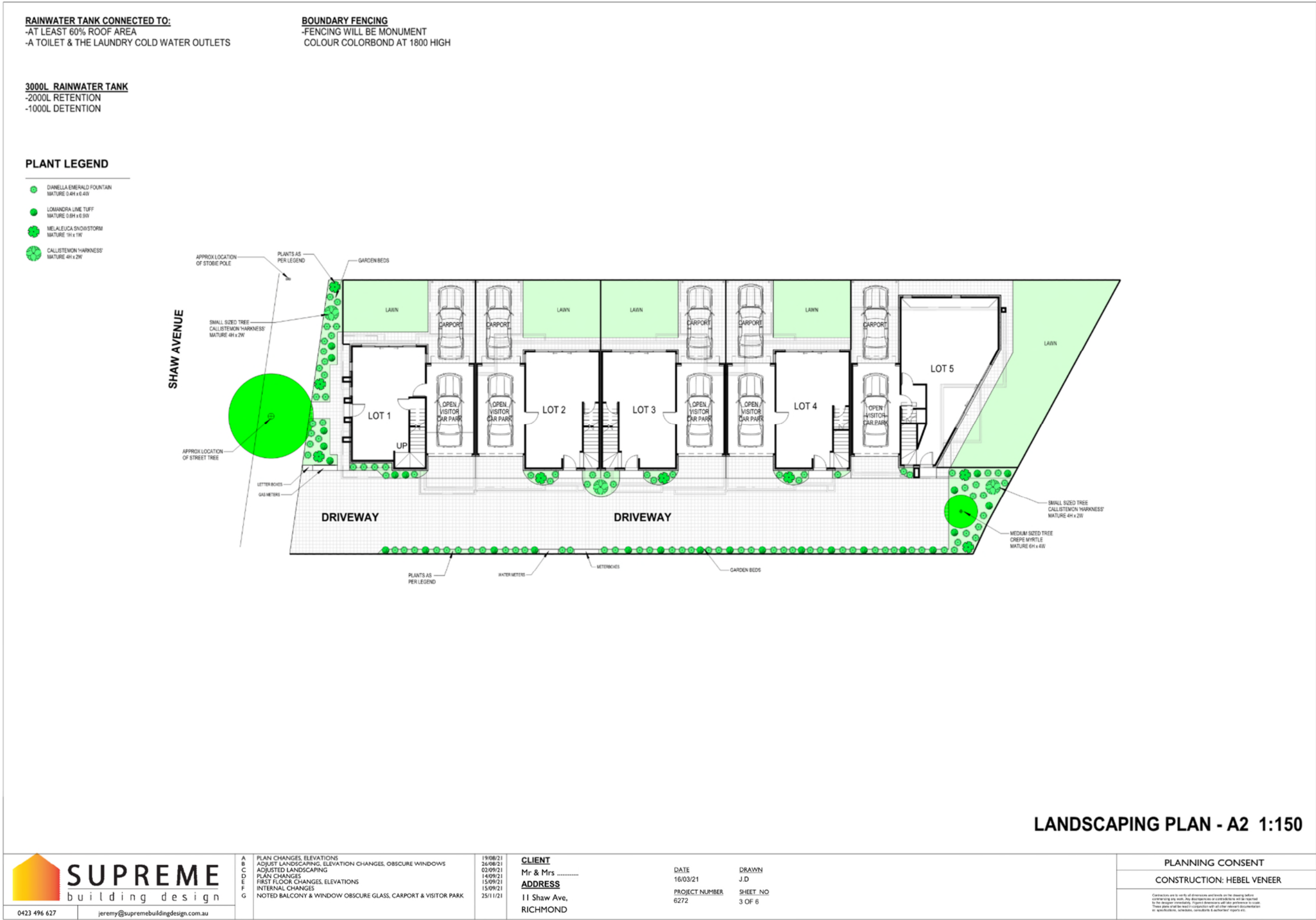
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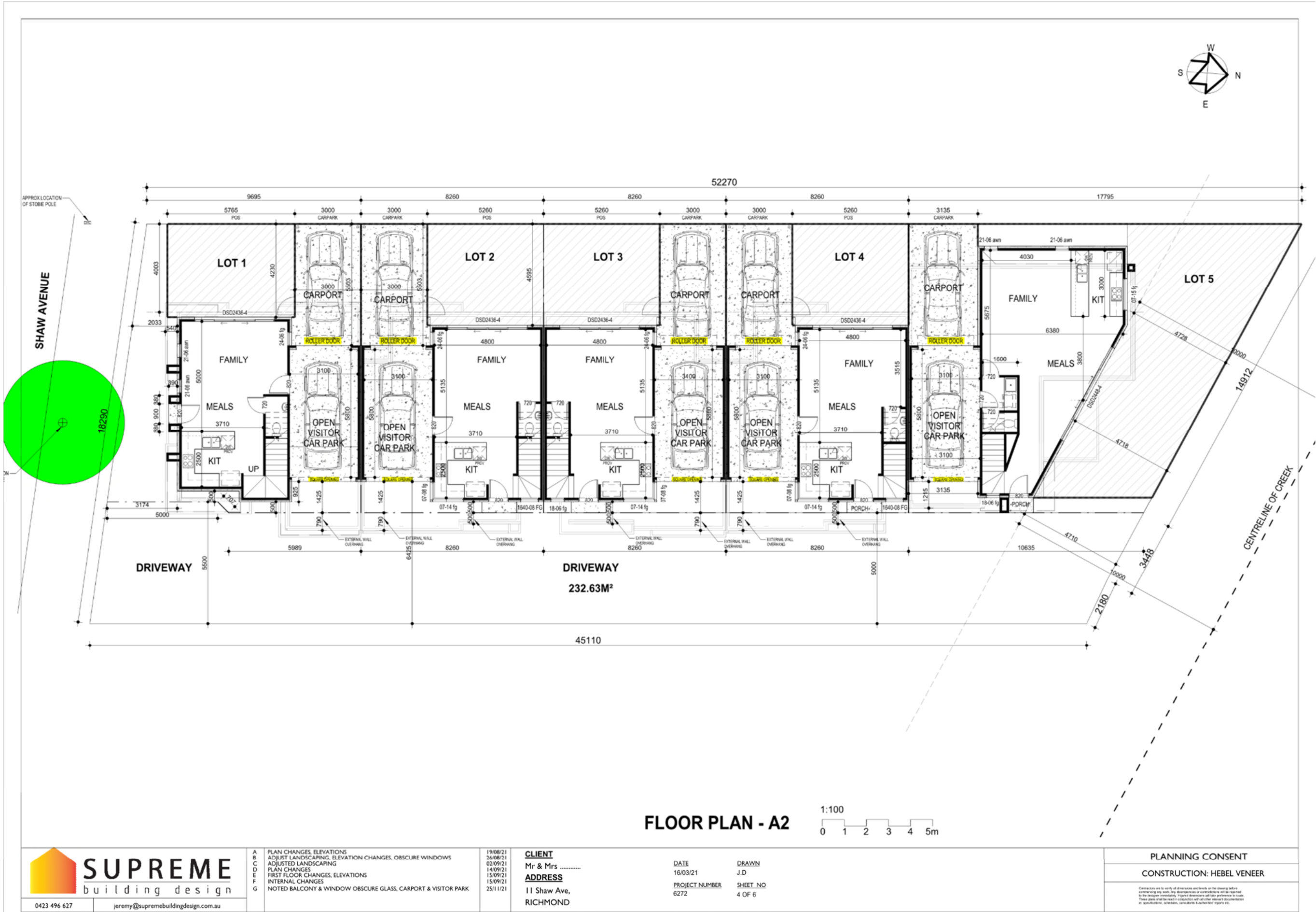
0 1 2 3 4 5m

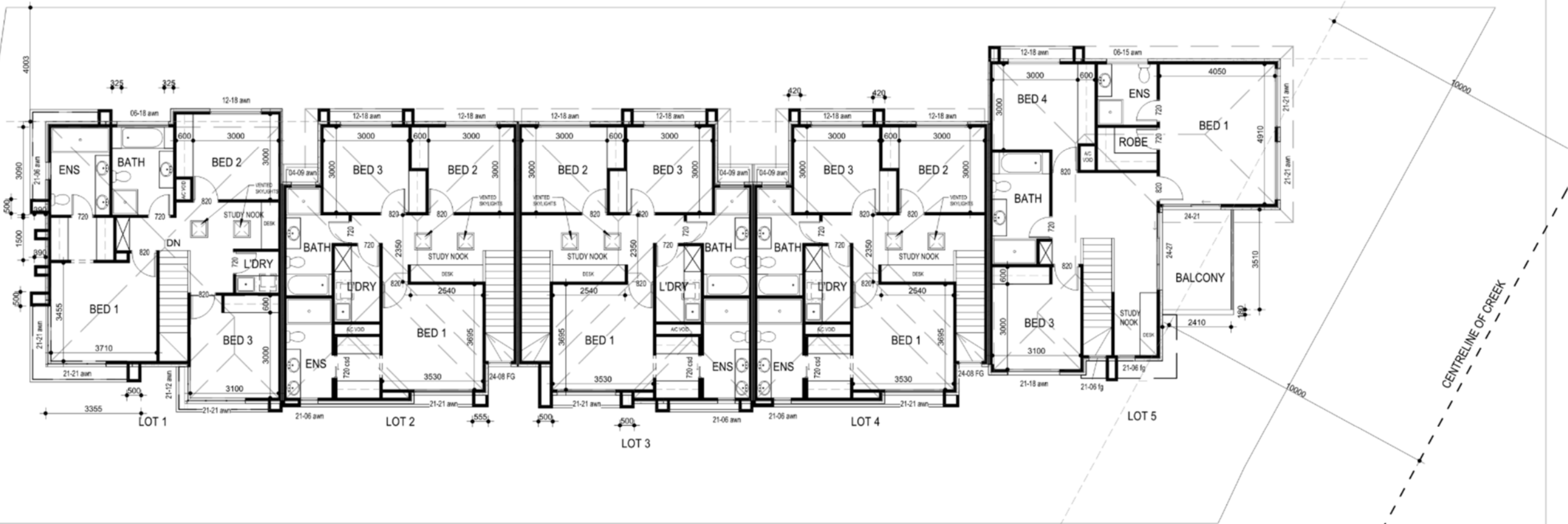
PLANNING CONSENT

CONSTRUCTION: HEBEL VENEER

Contractors are to verify all dimensions and levels on the drawing before commencing any work. Any discrepancies or contradictions are to be reported to the designer immediately. Figures & dimensions will take precedence to scale. These plans shall be used in conjunction with all other relevant documentation or specifications, schedules, conditions & addendum reports etc.







FIRST FLOOR PLAN - A2





SUPREME
building design

0423 496 627 jeremy@supremebuildingdesign.com.au

A
B
C
D
E
F
G

PLAN CHANGES, ELEVATIONS
ADJUST LANDSCAPING, ELEVATION CHANGES, OBSCURE WINDOWS
ADJUSTED LANDSCAPING
PLAN CHANGES
FIRST FLOOR CHANGES, ELEVATIONS
INTERNAL CHANGES
NOTED BALCONY & WINDOW OBSCURE GLASS, CARPORT & VISITOR PARK

19/08/21
26/08/21
02/09/21
14/09/21
15/09/21
15/09/21
25/11/21

CLIENT
Mr & Mrs
ADDRESS
11 Shaw Ave,
RICHMOND

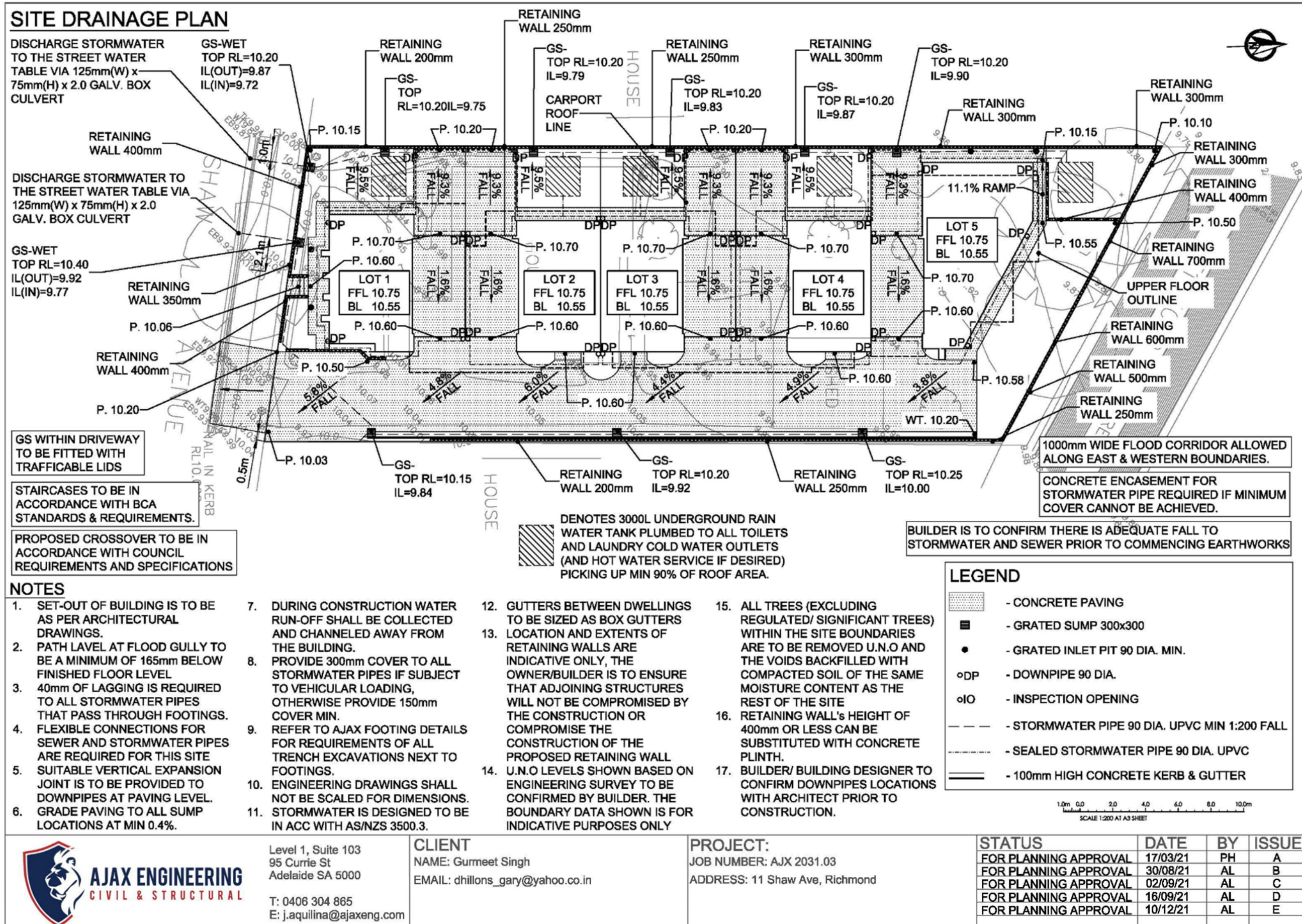
DATE
16/03/21
PROJECT NUMBER
6272

DRAWN
J.D
SHEET NO
5 OF 6

PLANNING CONSENT

CONSTRUCTION: HEBEL VENEER

Contractor and builder to verify all dimensions and levels on the drawing before commencing any work. Any discrepancies or omissions will be reported to the designer immediately. Revised drawings will also be provided to the client. These plans shall be read in conjunction with all other relevant documentation including specifications, schedules, variations & architect's report etc.





Product Register Search (CT 5716/139)
Date/Time 12/02/2021 10:41AM
Customer Reference
Order ID 20210212002593

REAL PROPERTY ACT, 1986



South Australia

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



Certificate of Title - Volume 5716 Folio 139

Parent Title(s) CT 1905/25

Creating Dealing(s) CONVERTED TITLE

Title Issued 03/12/1999

Edition 3

Edition Issued

02/09/2014

Estate Type

FEE SIMPLE

Registered Proprietor

PANAGIOTIS GONOS
OF UNIT 1 216 HENLEY BEACH ROAD TORRENSVILLE SA 5031

Description of Land

ALLOTMENT 11 DEPOSITED PLAN 4121
IN THE AREA NAMED RICHMOND
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
----------------	-------------

12177562	MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD.
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Notations

Dealings Affecting Title NIL

Priority Notices NIL

Notations on Plan NIL

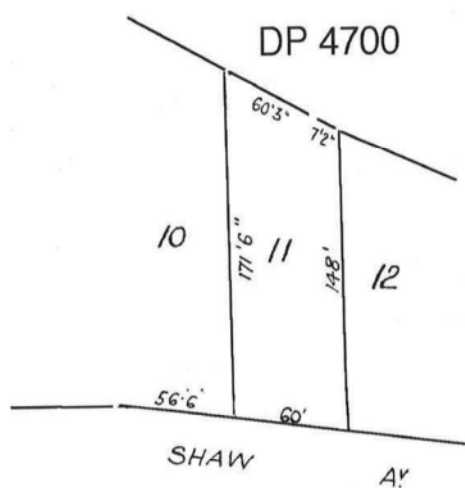
Registrar-General's Notes NIL

Administrative Interests NIL



Product
Date/Time
Customer Reference
Order ID

Register Search (CT 5716/139)
12/02/2021 10:41AM
20210212002593



80 40 0 80 FT

DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION
1 FOOT = 0.3048 METRES
1 INCH = 0.0254 METRES

py 47

**PHIL WEAVER & ASSOCIATES****Consultant Traffic Engineers**
ABN 67 093 665 680204 Young Street
Unley SA 5061**P: 08 8271 5999**
F: 08 8271 5666
E: mail@philweaver.com.au

File: 21-151

9 December 2021

Mr Garth Heynen
Heynen Planning Consultants
Suite 15
198 Greenhill Road
EASTWOOD SA 5063

Dear Garth,

PROPOSED RESIDENTIAL DEVELOPMENT – 11 SHAW AVENUE, RICHMOND – PARKING ASSESSMENT

I refer to our recent discussions with respect to a proposal to construct five residential dwellings on the subject land.

As requested, we have undertaken the following review of the adequacy of parking associated with the proposed development.

I understand that the planning application associated with the subject development was lodged with the City of West Torrens prior to the introduction of the SA Planning and Design Code. Consequently we have assessed the parking related aspects of the proposed development on the basis of the West Torrens Council Development Plan as consolidated 21 May 2020.

EXISTING SITUATION

The subject site is located on the northern side of Shaw Avenue, Richmond. Shaw Avenue is a local roadway with an overall length of approximately 250 metres linking Brooker Terrace (to the west) with Milner Road (to the east).

The subject site currently accommodates a detached residential dwelling.

The subject land is essentially trapezoidal in shape with a frontage to Shaw Avenue of approximately 18.4m.

A single-width vehicular crossover currently provides vehicular access into and out of site and is off-set approximately one metre from the eastern boundary of the site.

Shaw Avenue is a local roadway under the care and control of the West Torrens Council, with a speed limit of 50km/h. The kerb to kerb width of this roadway adjacent to the site is approximately 8m.

Kerbside parking on the northern side of Shaw Avenue, including the area directly in front of the subject land, is generally unrestricted. The only exception being a section of roadway at the eastern end of this roadway, extending from a position approximately midblock from 1 Shaw Avenue to the intersection with Milner Road, which is signposted with No Stopping Anytime restrictions.

Parking on the southern side of Shaw Avenue is generally unrestricted but is prohibited during periods of *football days and nights* occurring at Richmond Oval with a No Stopping restriction applying along the total length of the southern side of this roadway during such periods.

I calculate that there are currently opportunities to park approximately:-

- 19 cars along the northern side of Shaw Avenue, and
- 23 cars along the southern side of Shaw Avenue when the parking prohibitions do not apply.

On the above basis there is typically an opportunity to park up to 44 cars along the overall length of Shaw Avenue and at a minimum 19 cars when activities associated with football at Richmond Oval are occurring.

An inspection of the locality at 6.15 pm on Thursday 2 December 2021 identified only low levels of on-street parking along the full extent of Shaw Avenue namely 7 vehicles parked on the northern side of this roadway and 6 vehicles parked on the southern side of this roadway, i.e. only 13 cars in total parked along the entire length of this roadway.

An additional inspection of the locality at 2.30 pm on Saturday 4 December 2021 also identified only low levels of on-street parking along the full extent of Shaw Avenue namely 2 vehicles parked on the northern side of this roadway and 6 vehicles parked on the southern side of this roadway i.e. only 8 cars in total parked along the entire length of this roadway.

Hence, there was sufficient capacity to accommodate a further 31 cars on the Thursday and 36 cars on the Saturday along Shaw Avenue during these periods.

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



Figure 1: Subject site and surrounding locality

PROPOSED DEVELOPMENT

In summary the proposed development will provide: -

- 5 two-storey three-bedroom residential dwellings,
- A pair of stacked (tandem) car parking spaces for each dwelling, including a resident space to be located adjacent to the western boundary of the site and one uncovered space between this space and the car park aisle / driveway. The latter space would be available for use by residents but could also be used by visitors to a particular dwelling if not required for resident parking, and
- A shared driveway for use by all proposed dwellings.

PARKING ASSESSMENT

Table WeTo/2 - Off Street Vehicle Parking Requirements within the West Torrens Council Development Plan identifies car parking provisions for group dwellings and residential flat buildings which are relevant to the subject development as follows:-

- 2 car parking spaces per dwelling, one of which is covered plus an additional 0.25 car parking spaces per dwelling. It is understood that the latter requirement relates to provision for visitor parking.

On the above basis, the proposed development would require:-

- 2 on-site car parking spaces for use by each proposed dwelling for the use of residents; and
- 0.25 on-site car parking spaces per dwelling for use by visitors to each of the five dwellings.

Consequently, the proposed development would require the provision of 11 spaces comprising 10 resident car parking spaces and 1.25 visitor spaces (rounded down).

The above car parking requirements would be addressed by means of:-

- Two parking spaces which would be available for use by the occupants of each of the five dwellings (a total of 10 spaces), to be provided in the form of tandem parking adjacent to each residential dwelling; and
- The potential use of one on-street parallel parking space along the northern side of Shaw Avenue noting that there will remain an opportunity to continue to park up two cars directly in front of the subject property.

Essentially there should be no increase in on-site parking demand generated by the proposed development given that the resident parking demands will be fully met on-site and noting that visitors to the current dwelling would typically park on-street under current conditions.

It is anticipated that not all residents would require two on-site car parking spaces. Hence there would be an opportunity for visitors associated with a particular dwelling to use the second car parking space associated with that dwelling.

REPRESENTATIONS

I understand that three (3) representations were received by Council raising concerns in respect to the adequacy of on-site car parking associated with the subject development and consequently a potential for overflow car parking to occur on-street.

However, as identified above car parking requirements as per the relevant Council Development Plan associated with resident parking for each dwelling will be fully accommodated on site.

While the design does not specifically provide for visitor car parking on site, there is a requirement for only one visitor space. It is considered that the level of visitor car parking as required by the council Development Plan could be readily accommodated on-street even during periods when activities relating to football are occurring nearby.

As previously indicated there would also be an opportunity for visitors to use one of the two car parking spaces provided for a particular residential dwelling in the event that both spaces are not required for residential parking.

As identified above, the shortfall in on-site parking is equivalent to one visitor space. Consequently it is considered that there would be minimal change to the level of on-street car parking associated with the proposed development from that of the existing dwelling currently located on-site as it is anticipated that visitors to the existing dwelling would often choose to park on-street rather than within the driveway of the existing development.

SUMMARY AND CONCLUSIONS

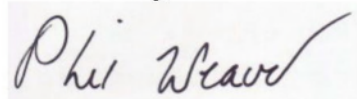
In summary, the proposed development will provide a total of 10 on-site car parking spaces potentially for use by residents in the form of stacked or tandem spaces. Hence the resident car parking requirements based upon the applicable Council Development Plan would be fully addressed by the proposed development.

However, it is likely that some residents would only require a single car parking space. On this basis there would be an opportunity for visitors to particular units to use the second car parking space provided directly adjacent to such dwellings.

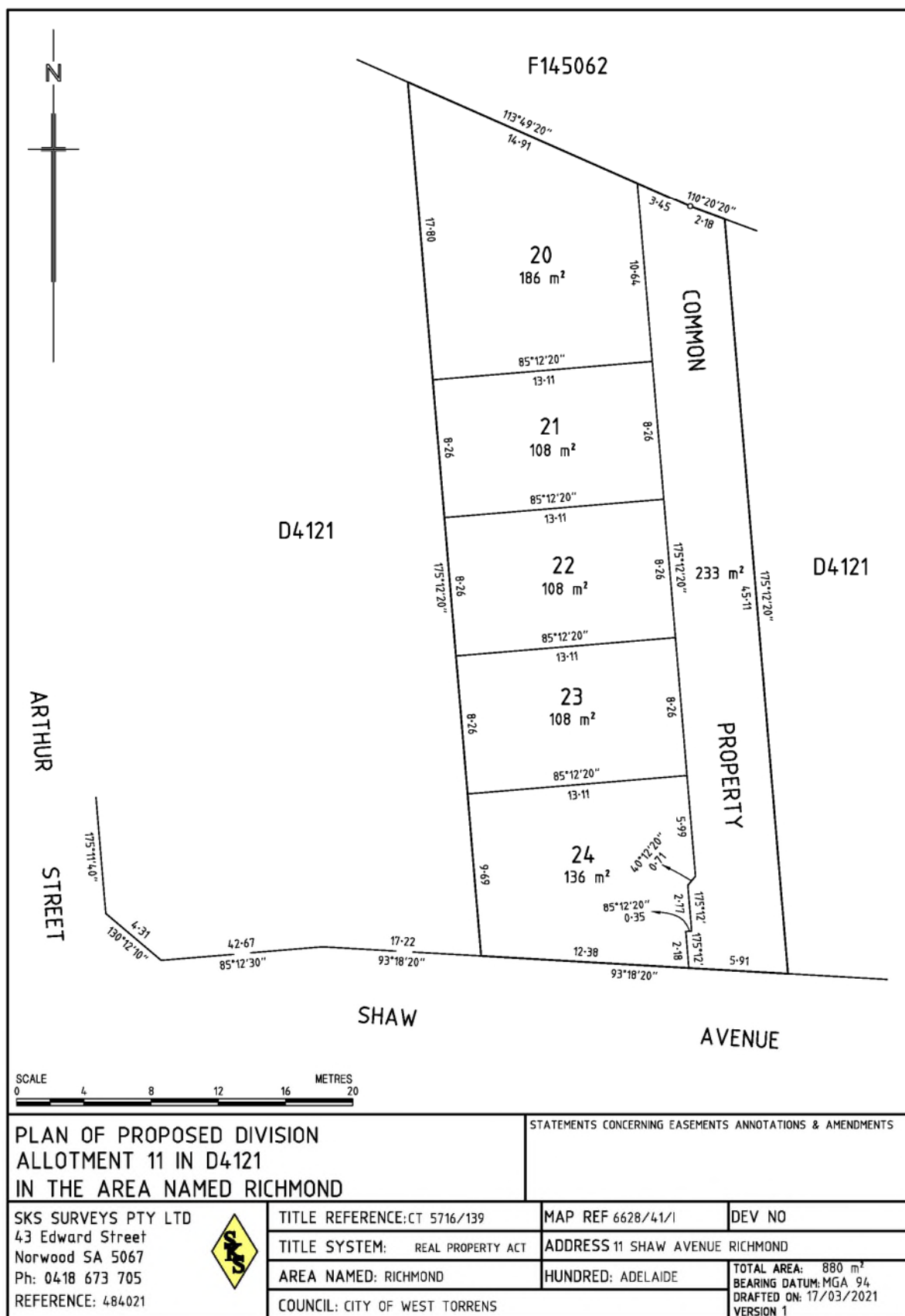
While, the requirement for one dedicated visitor space on site would not be specifically addressed by the subject development, I consider that the proposed development should not result in any significant increase in visitor car parking demand on Shaw Avenue given the expectation that visitors to the current dwelling would also typically park on-street.

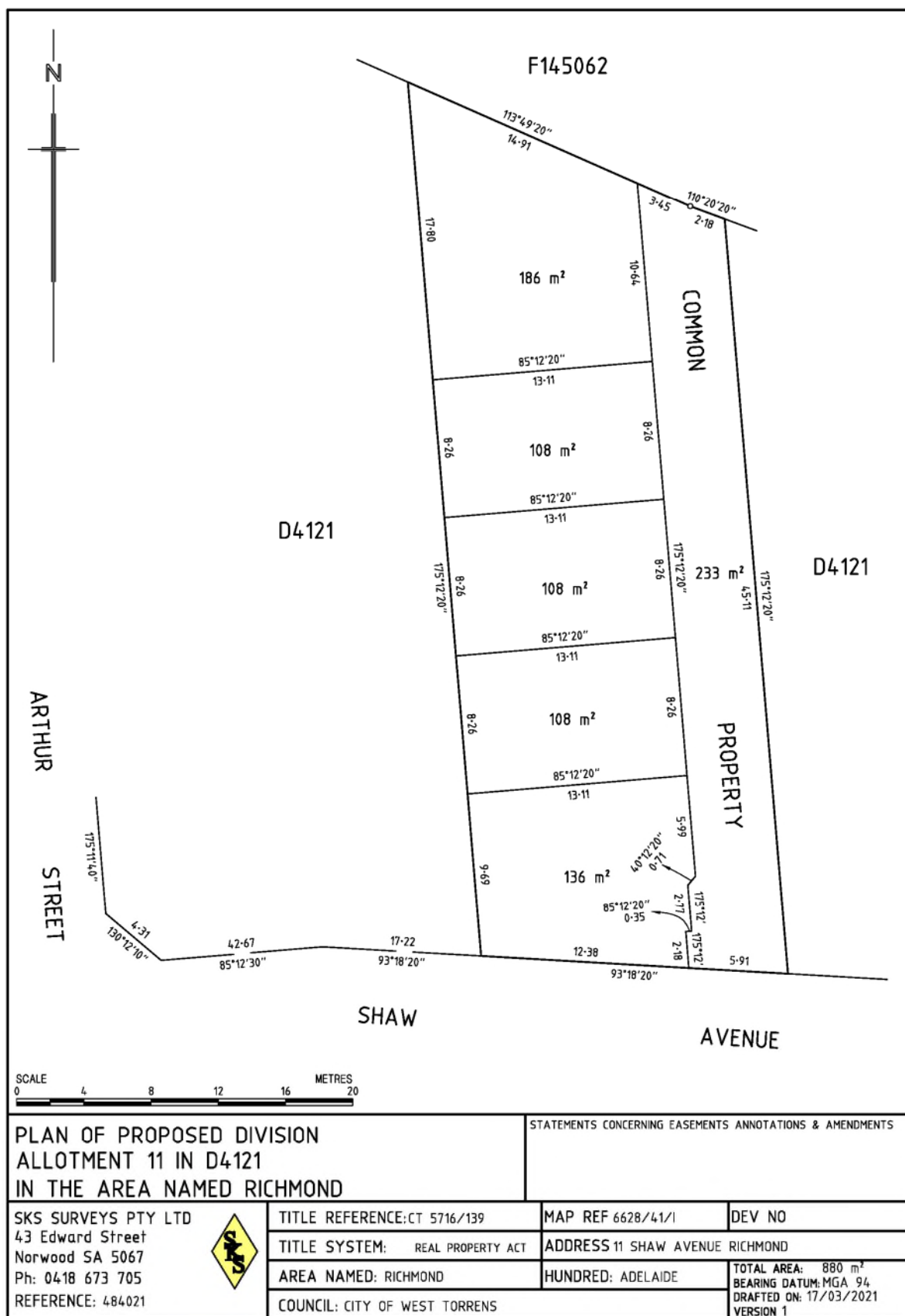
On the above basis I consider that an appropriate level of on-site car parking will be provided for the subject development and that the parking demand anticipated be generated by the subject development will not result in adverse parking impacts on the adjoining road network.

Yours sincerely,



Phil Weaver
Phil Weaver and Associates Pty Ltd





STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

DEVELOPMENT No. 211/349/2021
PROPERTY ADDRESS: 11 Shaw Avenue, RICHMOND SA 5033

YOUR FULL NAME	TUAN-KIET-NGO, TUAN-CUONG-NGO
YOUR ADDRESS	13 Shaw Ave Richmond SA 5033
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	(eg. Adjoining resident, owner of land in the vicinity etc.)
REASON/S FOR REPRESENTATION	
1. There is evidence that the fence belonging to 11 Shaw Ave. is encroaching on my land. 2. The building that will be built at 11 Shaw Ave. should consider my privacy. Windows may not be overlooked and the building may not be as close to my facility as possible, with prior notice, please. 3. I'm quite surprised, 11 Shaw Ave. will be built many allotments while there are no houses on Shaw Ave. that have such privileges except for the owner house.	
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)	

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO NOT WISH TO BE HEARD ☐

I DESIRE TO BE HEARD PERSONALLY ☒

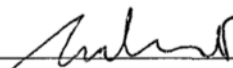
I DESIRE TO BE REPRESENTED BY ☐

(PLEASE SPECIFY)

SIGNED

DATE

19 Nov 2021



Responsible Officer: Phil Smith
Ends: Friday 19 November 2021

STATEMENT OF REPRESENTATION

Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

DEVELOPMENT No. 211/349/2021
PROPERTY ADDRESS: 11 Shaw Avenue, RICHMOND SA 5033

YOUR FULL NAME	GLENN CLIFFORD MARTIN (AND SUSAN MARGARET MARTIN)
YOUR ADDRESS	10A SHAW AVE RICHMOND SA 5033
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	owner of land in vicinity (eg. Adjoining resident, owner of land in the vicinity etc.)
REASON/S FOR REPRESENTATION	We consider the replacement of a single dwelling with 5 dwellings to be inappropriate. The space provided to access parking is inadequate and will result in vehicles being parked in the street which is already congested on particularly on football days.
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)	Reducing the number of dwellings to no more than 3. Increasing the width of driveway and parking areas

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐

I DESIRE TO BE HEARD PERSONALLY ☒

I DESIRE TO BE REPRESENTED BY _____ ☐

(PLEASE SPECIFY)

SIGNED

DATE

17/11/21

Responsible Officer: Phil Smith
Ends: Friday 19 November 2021

RECEIVED - CWT IM
18 NOV 2021

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

RECEIVED CSU WTCC
AM 8 9 10 11 12
PM 1 2 3 4 5
17 NOV 2021

DEVELOPMENT No. 211/349/2021
PROPERTY ADDRESS: 11 Shaw Avenue, RICHMOND SA 5033

YOUR FULL NAME	PAUL & SUSANN XERRI
YOUR ADDRESS	9 SHAW AVE RICHMOND 5033
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	Adjoining resident. (eg. Adjoining resident, owner of land in the vicinity etc.)
REASON/S FOR REPRESENTATION	Refer attached.
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)	

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐

I DESIRE TO BE HEARD PERSONALLY ☒

I DESIRE TO BE REPRESENTED BY _____
(PLEASE SPECIFY) ☐

SIGNED

DATE 17/11/21

Responsible Officer: Phil Smith
Ends: Friday 19 November 2021

Development Number: 21/349/2021 – Additional 4 Allotments & construction of 5 dwelling at 11 Shaw Ave, Richmond 5033

CONCERNS:

- Concerns about how many houses they are building next door on one block. At present there is only 1 house and they are proposing to build 5 very small row dwellings which does not appear to be consistent with the density of the area as per Plan SA (new law passed on 19/03/21).
- Increase in traffic and on street car parking (especially during football season when on street parking is at capacity). Plans show parking for 2 vehicles, however this is deceiving as 1 carpark appears to be in the back yard. With new row dwelling being built in the area, we have noticed that generally with these types of dwellings there is not enough space to even house a vehicle in the garage and being that the houses are so small, the garage is then converted to storage space. Therefore cars will be parked on the street for convenience.
- The increase in noise attributed to having 5 neighbours instead of 1 or 2.
- Privacy issues as the rear dwelling has an upstairs outdoor balcony area which will overlook our swimming pool in our backyard.
- As these types of dwelling have become more common in our area, we feel as long-time residents of Shaw Ave that our property values and that of other residents in the area have been affected and will further be affected by the above proposed development.

As the above application is under the previous laws and only in the early stages of planning consent, we trust that council will consider our concerns. Should the planning consent be approved the next stage will be Building consent which I have been advised will be under the new act. Therefore requesting that this representation will be heard and proper consideration been given to our concerns.

Paul & Susann Xerri
9 Shaw Ave
Richmond 5033



HEYNEN
PLANNING CONSULTANTS

T 08 8271 7944
Suite 15, 198 Greenhill Road
EASTWOOD SA 5063

ABN 54 159 265 022
ACN 159 265 022

10 December 2021

City of West Torrens
ATT: Phil Smith
165 Sir Donald Bradman Drive
HILTON SA 5033

By Email

Dear Phil

RE: 211/349/2021 – 11 SHAW AVENUE, RICHMOND

I understand that pursuant to Section 38 of the *Development Act* Council has undertaken public notification in relation to the proposed construction of a residential flat building comprising five dwellings and the division of land at 11 Shaw Avenue, Richmond.

I confirm that the applicant has requested my opinion on the items raised in the three representations received by Council. Consequently, I offer the following comments to assist the remainder of Councils assessment. Before I proceed with this, I confirm that the applicant has also considered the representations and subsequently amended the planning drawings (6 sheets), Supreme Building Design, Rev. G, dated 25/11/21 (as attached).

By way summary the amendments include:

- (a) addition of a 1700 mm privacy screen to the eastern elevation of the balcony associated with the Lot 5 dwelling;
- (b) confirmation of obscure glazing to the stairwell glazing for the Lot 2, 3, 4 and 5 dwellings; and
- (c) relocation of open sided carports (save for the roller door to the east elevation) to adjoin the western boundary, and creation of an open tandem car park adjoining the common driveway.

Accordingly, an updated Ajax Site Drainage Plan has been prepared which correlates with the amended carport arrangement.

Finally, the applicant has sought advice from Phil Weaver & Associates with respect to the adequacy of car parking. This advice of 9 December 2021 is provided herein.

RESPONSE TO THE REPRESENTATION

On review, some commonality between the representations exists and for brevity, the various items have been summarised and paraphrased in *Italics*, with my opinion following each topic. Before doing so, I note however the concern raised about a “loss of property value” does not “find voice” in the Development Plan and accordingly no planning issue arises which warrants a response.

I also note that one representation noted that an existing fence at 11 Shaw Avenue may encroach on the land at 13 Shaw Avenue, Richmond. If this is the case, the undertaking of the development is one way of resolving this query, noting particularly that the applicant will prepare a survey of the property boundaries to ensure that new boundary structures are correctly located, while demolition of all existing structures (including boundary fences as required) would resolve the concern as a consequence of the development. In my opinion, the representation will be resolved, as required, in due course.

I turn now to the relevant matters.

- o *Reduce the number of dwellings to more than 3*
- o *Surprised at the number of dwellings proposed*

Respectfully, comments regarding the number of dwellings and the suitability of the site for medium density housing fail to consider the context in which the development is now couched, that is Medium Density Policy Area 19 which anticipates (my underlining added)¹:

Residential Zone

Medium Density Policy Area 19 – Desired Character

Allotments in this policy area will be at medium density, accommodating a range of dwelling types including semi-detached, row and group dwellings, as well as some residential flat buildings and some detached dwellings on small allotments. There will be a denser allotment pattern close to centre zones where it is desirable for more residents to live and take advantage of the variety of facilities focused on centre zones.

In creating “additional opportunities for increasing residential densities” within the policy area this will naturally bring with it different types of built form solutions. That is, the application should not be judged against the original housing stock, but rather with an understanding that the built form will change over time (for example the 5 row dwellings located at 13 Arthur Street (corner of Shaw Avenue)).

I also note that PDC 1 of Policy Area 19 lists a residential flat building as an “envisaged” form of development, and to enable medium density development to occur PDC 5 seeks an average site area per dwelling of 150 m² for residential flat building type development.

In this regard, PDC 5 is the relevant provision to determine the preferred site areas in the Development Plan as the site is located within 380 m of a Neighbourhood Centre Zone (and 475 m from a Commercial Zone), while each of the zones experience a frequent public transport service. Additionally, the site is within 290 m of the Community Zone, which incorporates a large recreational space. That is, the site is one where the preference for a “denser allotment pattern” as per the Desired Character is sought as the site is “close to centre zone(s)” and accordingly, future residents will be able to “live and take advantage of the variety of facilities”.

The proposed average site area per dwelling equates to 176 m², and in this regard the development is also consistent with Medium Density Policy Area 19.

In my opinion the Development Plan enunciates clearly that Medium Density Policy Area 19 seeks an increase in the density of residential dwellings and that “more of the same”, or single storey low density housing, is not sought.

¹ I note that the Development Plan provides the relevant assessment criteria, and the Planning & Design Code is not pertinent to this matter as the application was lodged prior to 19 March 2021

I also note that the two storey nature of the proposed buildings is appropriate and consistent with the Desired Character sought by Medium Density Policy Area 19, see for example the following provision (my underlining added):

Residential Zone

Medium Density Policy Area 19 – Desired Character

New buildings will contribute to a highly varied streetscape. Buildings will be up to 2 storeys, except for allotments fronting Brooker Terrace, Marion Road and Henley Beach Road, and overlooking the Westside Bikeway, where buildings will be up to 3 storeys in height and provide a strong presence to streets.

In the circumstances, the proposed development advances the clear change anticipated from the longstanding pattern of development and, in my opinion, concerns raised regarding the number of dwellings are not supported by the Development Plan.

- o *Noise associated with 5 neighbours instead of 1 or 2*

In my opinion, the noise associated with the residents of the new dwellings is to be reasonably expected within the Residential Zone, noting again for example that Medium Density Policy Area 19 specifically seeks as follows (my underlining added):

Residential Zone – Medium Density Policy Area 19

Desired Character

Allotments in this policy area will be at medium density, accommodating a range of dwelling types including semi-detached, row and group dwellings, as well as some residential flat buildings and some detached dwellings on small allotments. There will be a denser allotment pattern close to centre zones where it is desirable for more residents to live and take advantage of the variety of facilities focused on centre zones.

- o *Increase width of the driveway and parking areas*
- o *Lack of on site parking and further congestion of the street*

In relation to access and maneuverability I understand that the Council has assessed and considered this item prior to the application proceeding to public notification. It is understood that the development will provide safe and convenient access/egress for vehicle movements.

Turning to the supply of car parking, the advice from Mr Weaver concludes as follows:

“In summary, the proposed development will provide a total of 10 on-site car parking spaces potentially for use by residents in the form of stacked or tandem spaces. Hence the resident car parking requirements based upon the applicable Council Development Plan would be fully addressed by the proposed development.”

and

“While, the requirement for one dedicated visitor space on site would not be specifically addressed by the subject development, I consider that the proposed development should not result in any significant increase in visitor car parking demand on Shaw Avenue given the expectation that visitors to the current dwelling would also typically park on-street.”

Put simply, the on street visitor car parking demand remains neutral, while the proposed development maintains a sufficient frontage width for the parking of two vehicles on street. In my opinion, the representations are resolved in this regard.

o *The development may cause overlooking*

In the first instance, I note that the clarification of obscure glazing to the east facing stairwells and the privacy screen added to the east elevation of the balcony of the Lot 5 dwelling directly address the comments from 9 Shaw Avenue.

I note also that the western elevation includes window sills of at least 1700 mm above FFL, while obscure glazing is proposed for glazing below the 1700 mm "level". On review of the Development Plan, the development is consistent with the following provisions:

General Section – Residential Development

PDC 27 Except for buildings of 3 or more storeys, upper level windows, balconies, terraces and decks that overlook habitable room windows or private open space of dwellings should maximise visual privacy through the use of measures such as sill heights of not less than 1.7 metres or permanent screens having a height of 1.7 metres above finished floor level.

Accordingly, I am of the view that the proposed development resolves the concerns of the representors.

SUMMARY

Having considered the representations and the amended planning drawings I am of the view that the proposed development displays substantial planning merit. Furthermore, the tandem parking and availability of open on-site car parking for visitors (in the event that the occupiers of the modest dwellings do not own two vehicles) is an improvement to the proposed development (further refinement of the application as a consequence of public notification).

I understand that this application will be considered by the Council Assessment Panel. Should the opportunity arise to speak before the CAP, the applicant (or representative) has expressed a desire to do so.

Yours faithfully



Garth Heynen, MPIA
BA Planning, Grad Dip Regional & Urban Planning, Grad Dip Property

cc. Mr G Singh, by email
SKS Surveys, by email



Memo

To Phil Smith
From Nick Teoh
Date 09-Apr-2021
Subject 211/349/2021 11 Shaw Avenue, RICHMOND SA 5033

Dear Phil Smith

The following Waste Management comments are provided with regards to the assessment of the above develop application:

Waste Management

Assessment of 11 Shaw Avenue, Richmond indicates sufficient verge space to present 10 bins for an individual waste service.

Waste Management will support a standard waste service for each of the dwellings at this address.

Kind regards

Nick Teoh
Team Leader Waste Management

Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/349/2021

Assessing Officer:	Phil Smith
Site Address:	11 Shaw Avenue, RICHMOND SA 5033
Certificate of Title:	CT-5716/139
Description of Development	Combined Application: Land division - Community Title; SCAP No. 211/C064/21 , Create four(4) additional allotments; and construction of a residential flat building comprising five(5) dwellings

TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

- ☐ Site drainage and stormwater disposal
- ☐ Required FFL
- ☐ On-site vehicle parking and manoeuvrability
- ☐ New Crossover
- ☐ Your advice is also sought on other aspects of the proposal as follows:

.....
.....

PLANNING OFFICER - Phil Smith

DATE 27 April, 2021



Memo

To Phil Smith
From Richard Tan
Date 9-Dec-2021
Subject 211/349/2021, 11 Shaw Avenue, RICHMOND SA 5033

Phil Smith,

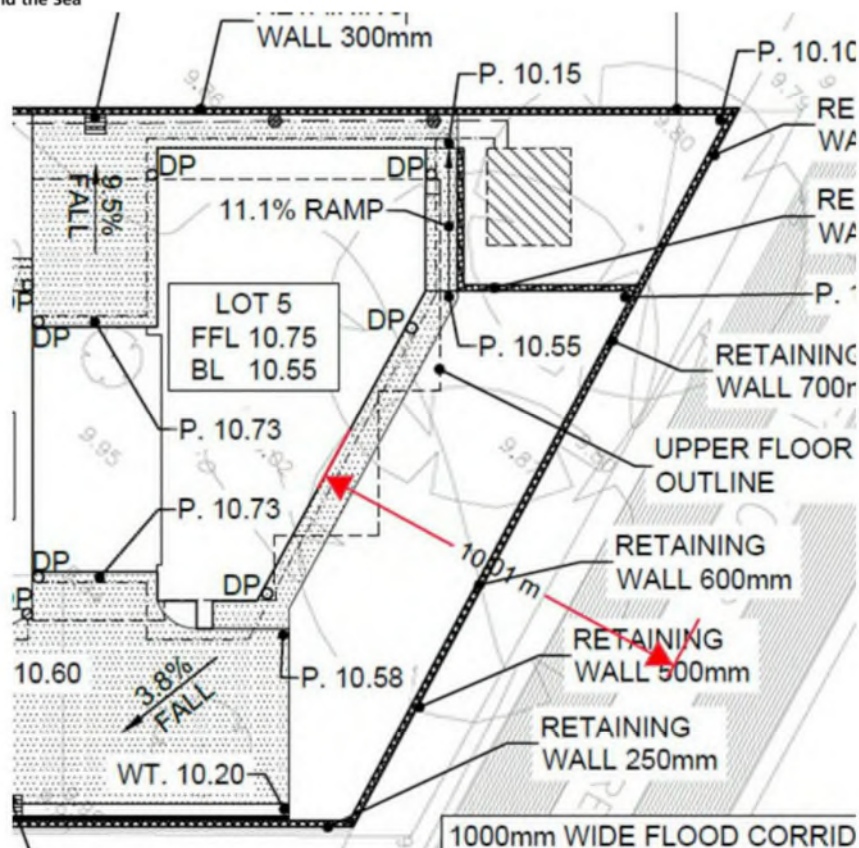
The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 Watercourse Impacts

- 1.1 For proposed developments adjacent to major watercourses, there are two typical considerations which Council's City Assets Department seek to be addressed within the planning assessment process.

Firstly, the offset of any new substantial structure should be sufficiently separated from the creek banks to prevent the potential for creek erosion and movement from impacting the structures. In this location, the typical 10m offset from the centreline of the adjacent creek would be sort.

Based on the applicant provided plan, the proposed development is 10m offset from centre of creek which is supportable.



Secondly, consideration needs to be given to the potential impacts and stabilised of any structures or retaining proposed to be constructed on or within proximity of the creek and its banks.

The provided concept of retaining wall footings adjacent to the creek slip zone is acceptable.

2.0 Flood Consideration – Finished Floor Level (FFL) Requirement – In Excess of 500mm Zone

2.1 This development is located predominately in excess of '500mm' area of flood effect as nominated in Council's Development Plan within the Keswick and Brown Hill Creek flood plain mapping.

In accordance with the provided 'Site Drainage Plan' (AE, Ref: AJX2031.03-D, dated 16/09/2021) the FFLs of the proposed development (minimum) have been assessed as satisfying minimum requirements (minimum) in consideration of street and/or flood level information.



- 2.2** In the 'In Excess of 500mm' anticipated flood depth zone, it is typically requested that a minimum 1000mm wide flood corridor be provided on one side boundary and a minimum 2000mm wide flood corridor be provided on the opposite boundary. However, in this case, given that the flood depth in excess of 500mm is just a localised area, hence City Assets will support a reduced flood corridor of 1000mm on all side boundaries.

To preserve the ability for flood flows to move through this site, it will also be required that the flood flow corridors indicated above and the general site levels be maintained within 200mm of the existing natural site levels. The only exception to this being the works necessary to provide access into the garage, although the servicing of such access locations must not be permitted to impact on the critical flow corridors.

The civil plan has indicated that a 1000mm wide flood corridor will be provided on Eastern and Western boundary, however, I noted that the fence between the dwellings along the Western side may block the flood flow. In this case, a small opening (1m wide) may be provided to allow flood flow. The levels within the flood corridor along the Western boundary should also be maintained within 200mm of the existing natural site levels.

It would consequently be requested that as part of the application detailed information on the proposed site levels also be provided and include details of ramps and building access.

3.0 Verge Interaction

- 3.1** In association with new development, driveways and stormwater connections through the road verge need to be located and shaped such that they appropriately interact with and accommodate existing verge features in front of the subject and adjacent properties. Any new driveway access shall be constructed as near as practicable to 90 degrees to the kerb alignment (unless specifically approved otherwise) and must be situated wholly within the property frontage.

New driveways and stormwater connections are typically desired to be located a minimum 1.0 metre offset from other existing or proposed driveways, stormwater connections, stobie poles, street lights, side entry pits and pram ramps, etc. (as measured at the kerb line, except for driveway separation which will be measured from property boundary). An absolute minimum offset of 0.5m from new crossovers



and stormwater connections to other existing road verge elements is acceptable in cases where space is limited.

These new features are also desired to be located a minimum of 2.0 metres from existing street trees, although a lesser offset may be acceptable in some circumstances. If an offset less than the desired 2.0 metres is proposed or if it is requested for the street tree to be removed, then assessment for the suitability of such will be necessary from Council's Technical Officer (Arboriculture).

3.1.1 Proposed crossover is currently 0.5m offset from property boundary

3.1.2 Proposed stormwater connection location is supportable

3.2 The shape and material of stormwater connection through the road verge area has been assessed as satisfying minimum requirements

3.3 No further assessment provided. Item still considered outstanding.

It is noted that the existing crossover will be made redundant. This crossover should be reinstated to vertical kerb prior to the completion of any building works at the applicant's expense. It should also be indicated on revised plans that any redundant crossovers will be reinstated.

It is recommended that revised plans showing the reinstatement of redundant crossovers be provided to Council.

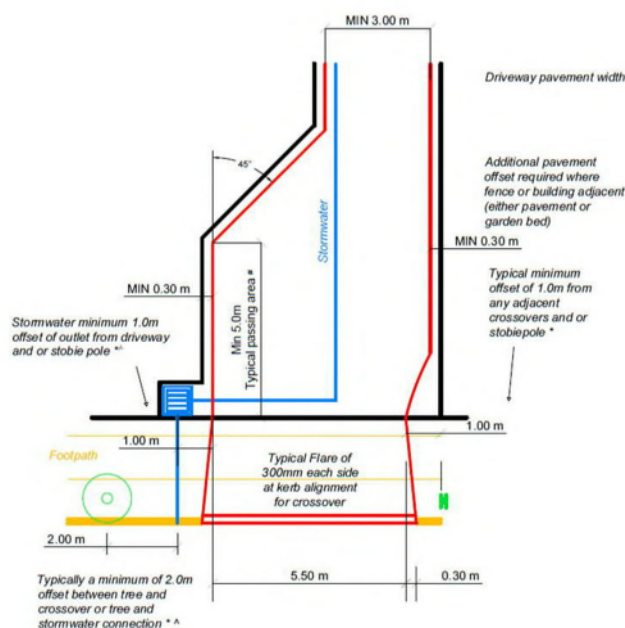
4.0 Traffic Requirements

4.1 No further assessment provided. Item still considered outstanding.

As the access driveway will service more than one property at the rear, the driveway corridor to the site will require widening to a minimum of 5.5m wide pavement width (+ 300mm offset from fences/walls/boundary) for the first 5.0m into the site to permit the passing of entering and exiting traffic. The proposed driveway shortfall of this requirements. Please refer to the attached sketch for a typical layout.



ACCESS ARRANGEMENT SERVICING REAR CAR PARK OFF LOW VOLUME ROAD



NOTES:

- * Distance as measured along alignment of front property boundary
- ^ Must be deemed to comply by Council's Technical Officer (Amenity)
- ^ No aboveground structure(s) such as letterboxes, service meters or similar are to be installed within the common driveway entrance and passing area.
- Stormwater connection through the road verge area to be constructed of shape and material to satisfy Council's standard requirements.
 - 100 x 50 x 2mm RHS Galvanised Steel or
 - 125 x 75 x 2mm RHS Galvanised Steel or
 - Multiples of the above.

Please note that the 300mm offset on either side of the 5.5m wide driveway access can be pavement or landscape. To satisfy landscape requirements this offset in some cases may be larger than 300mm.

It is recommended that the driveway servicing the rear of the subject site be revised to the required dimensions indicated above. Revised plans showing a driveway that satisfies the above provisions should be provided to Council.

4.2 It is also important to ensure that the functionality of this driveway entrance and passing area is not compromised by the ultimate installation of letterboxes, above ground service metres or similar.



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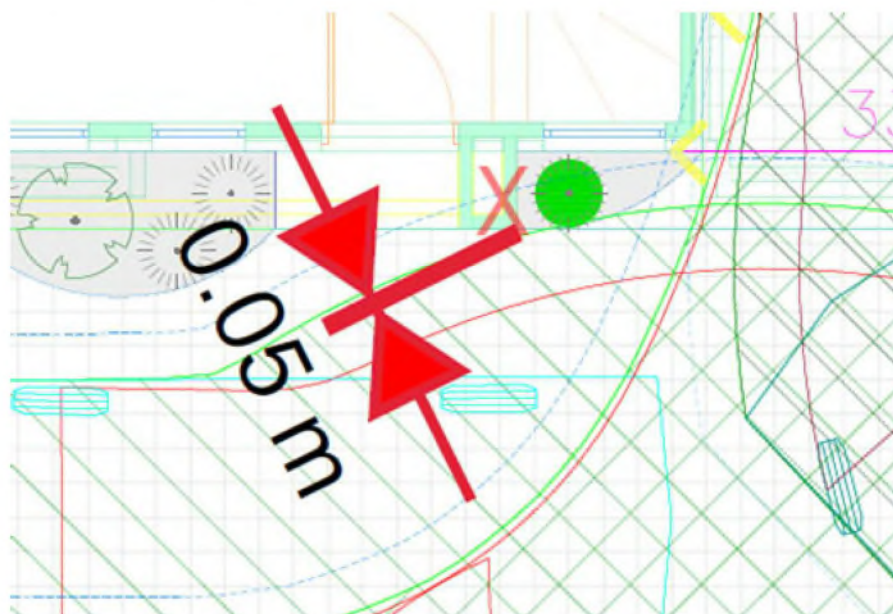
The letterboxes and service meters are within the driveway passing area and should be relocated.

It is recommended that any approval associated with this development included a condition of similar wording to the following:

"No aboveground structure(s) such as letterboxes, service meters or similar are to be installed within the common driveway entrance and passing area."

- 4.3** Elements of the vehicle manoeuvrability within this development appear to be unsatisfactory in consideration of the requirements of the relevant parking standards.

The provided vehicle manoeuvrability has indicated that the vehicle is too close to the building which will not be acceptable. Typically there should be at least 0.2m offset. This is also likely the same scenario for vehicle accessing to Lot 1 and 3.



In the revision of the traffic manoeuvrability design, it is required that information be provided to clearly demonstrate that satisfactory access can be provided to the garages.

It is recommended that the applicant seek advice from someone suitably experienced in traffic design, to assist them in producing a vehicle manoeuvrability design for this site which complies with the Australian



Standard requirements, preferably through the use of either “AutoTrack” or “AutoTURN” demonstration. Reports and drawings should then be submitted to Council.

- 4.4** The garage dimension as indicated on 'Floor Plan' (SPD, Ref: 6272-2/3, dated 16/3/2021) have been assessed as satisfying minimum requirements.

- 4.5** No further assessment provided. Item still considered outstanding.

It is understood that for group and flat dwellings it is recommended that there should be a provision of an on-site visitor car parking spaces at a rate of 0.25 spaces per dwelling. As there are 5 proposed dwellings there would be the expectation of one on site visitor car park. The current proposal does not allow for this.

It is recommended that revised plans showing the provision of this additional visitor parking space be provided to Council.

5.0 Waste Management

- 5.1** Due to the nature of this application, it is recommended that further assessment from Council's Waste Management Team is required.

Although there is sufficient space for presentation of 10 bins, however, this has exceeded the number of maximum bins to be presented on verge.

It is recommended that further assessment from Council's Waste Management Team is required.

6.0 Stormwater

- 6.1** Provided information, 'Site Drainage Plan' (AE, Ref: AJX2031.03-A, dated 17/03/2021), would indicated that the applicant has chosen to adopt the 'Alternate' approach for desired stormwater management for this site.

This approach providing a good consideration of stormwater detention, stormwater volume reduction, stormwater quality improvement and stormwater re-use within each dwelling.

It is recommended that any approval associated with this development included a condition of similar wording to the following:



City of West Torrens

Between the City and the Sea

- **All stormwater management measures for a dwelling, including harvest tanks and supply mechanisms, must be installed and operation prior to occupancy of that dwelling.**
- **Rainwater tank plumbed to deliver recycled water to all toilets and laundry cold water outlet. (Can also be connected to Hot Water Service if desired).**
- **A minimum of 90 percent of the roof area of each dwelling must be plumbed to direct stormwater runoff to the rainwater tank for that dwelling.**

Regards
Richard Tan
Civil Engineer

Arboricultural Assessment of Street Trees

Development Application No: **211/349/2021**

REFERRAL DUE DATE: 15 April 2021.

Assessing Officer: **Phil Smith**
Site Address: **11 Shaw Avenue, RICHMOND SA 5033**
Certificate of Title: **CT-5716/139**
Description of Development **Combined Application: Land division - Community Title; SCAP No. 211/C064/21 , Create four(4) additional allotments; and construction of a residential flat building comprising five(5) dwellings**

TO THE TECHNICAL OFFICER – CITY ASSETS

Please provide your comments in relation to:

- ☐ The removal of or impact upon the Street Tree
- ☐ Species of Tree:
- ☐ Your advice is also sought on other aspects of the proposal as follows:

PLANNING OFFICER - Phil Smith

DATE 30 March 2021

FROM THE TECHNICAL OFFICER

I have examined the plans as requested and provide comments as follow.

As with all development applications it must be proven beyond reasonable doubt that all alternatives have been explored so not to hinder the progress of any street tree(s).

Any proposed development that does not consider "AS4970 Protection of Trees on Development Sites", is likely to require revision until all plans accurately correspond with the specific tree information detailed in this standard.

Verge interaction must consider all services that cross council land including stormwater outlets (and other) which will need to be maintained a minimum of 2.0m from any existing street tree (unless existing or otherwise negotiated). All services must be indicated /documented on appropriate plans for Council assessment and approval.

A site investigation together with the information provided has revealed that for the proposed development at 11 Shaw Street Richmond, City Operations in this instance will support the proposed crossover.

However the proposed stormwater outlet will be required to maintain a minimum distance of 2.0m west of the existent Lophostemon street tree located 10.1m from the Eastern boundary

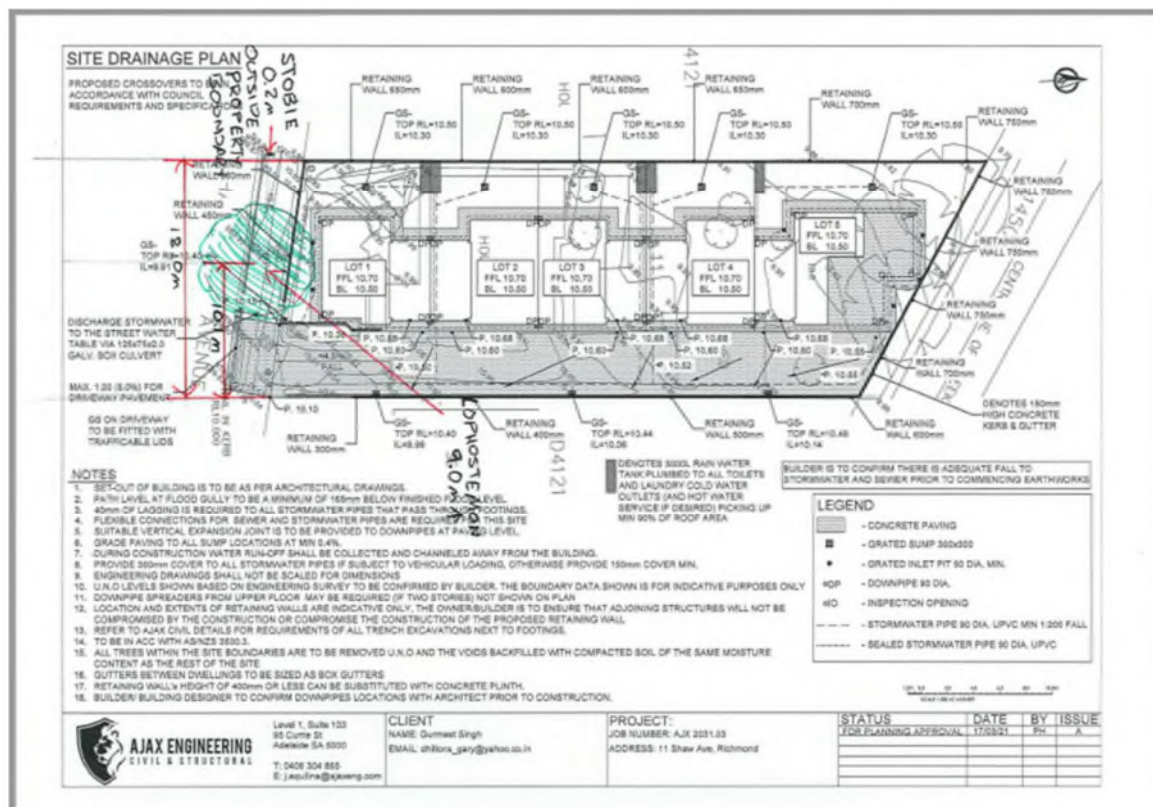
Please note, under no circumstances is any individuals other than council staff permitted to interfere with a street tree. If pruning etc. is required, council must be notified via the appropriate customer request, and council staff will perform all works associated with the community asset.

Final crossover locations will be confirmed once appropriate documentation has been received from the applicant and they have submitted "an application to construct a vehicle crossing place(s) across council land".

Raoul Brideoake
Technical Support Officer Arboriculture (Acting)
165 Sir Donald Bradman Drive
Hilton SA 5033

Telephone: 8416 6333

DATE: 07/04/2021







Contact Planning Services
Telephone 7109 7016
Email dldpt@pdclearanceletters@sa.gov.au



19 March 2021

The Chief Executive Officer
City of West Torrens

Dear Sir/Madam

**Re: Proposed Application No. 211/C064/21 (ID 71030)
for Land Division
(Community Title Plan) by Mr Gurmeet Singh**

In accordance with Section 33 of the Development Act 1993 and Regulation 29 (1) of the Development Regulations 2008, and further to my advice dated 18 March 2021, I advise that the State Commission Assessment Panel (SCAP) has consulted with SA Water Corporation (only) regarding this land division application. A copy of their response has been uploaded in EDALA for your consideration. The Commission has no further comment to make on this application, however there may be local planning issues which Council should consider prior to making its decision.

I further advise that the State Commission Assessment Panel has the following requirements under Section 33(1)(d) of the Development Act 1993 which must be included as conditions of land division approval on Council's Decision Notification (should such approval be granted).

1. The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.
On receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non standard fees.
The developer must inform potential purchasers of the community lots of the servicing arrangements and seek written agreement prior to settlement, as future alterations would be at full cost to the owner/applicant.
2. Payment of \$31044 into the Planning and Development Fund (4 allotment(s) @ \$7761/allotment).
Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the Department of Planning, Transport and Infrastructure and marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, at Level 5, 50 Flinders Street, Adelaide.
3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel (SCAP) for Land Division Certificate purposes.

The SA Water Corporation will, in due course, correspond directly with the applicant/agent regarding this land division proposal.

PURSUANT TO REGULATION 60(4)(b)(ii), SHOULD THIS APPLICATION BE APPROVED, COUNCIL MUST PROVIDE THE STATE COMMISSION ASSESSMENT PANEL WITH:

- (a) the date on which any existing building(s) on the site were erected (if known),
- (b) the postal address of the site

It is recommended that this information be incorporated into the Decision Notification Form.

PLEASE UPLOAD THE DECISION NOTIFICATION FORM (VIA EDALA) FOLLOWING

COUNCIL'S DECISION.

Yours faithfully

Yours faithfully

A handwritten signature in blue ink, reading "Prokic B.", is centered within a light gray rectangular box.

Biljana Prokic
Land Division Coordinator - Planning Services
as delegate of
STATE COMMISSION ASSESSMENT PANEL



19 March 2021

Our Ref: H0112384

The Chairman
State Commission Assessment Panel
50 Flinders St
ADELAIDE SA 5000

Dear Sir/Madam

PROPOSED LAND DIVISION APPLICATION NO: 211/C064/21 AT RICHMOND

In response to the abovementioned proposal, I advise that pursuant to Section 33 of the Development Act it is necessary for the developer to satisfy this Corporation's requirements, which are listed below.

The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.

On receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non standard fees.

The developer must inform potential purchasers of the community lots of the servicing arrangements and seek written agreement prior to settlement, as future alterations would be at full cost to the owner/applicant.

Yours faithfully

Kylie Day

for MANAGER LAND DEVELOPMENT & CONNECTIONS

SA Water
Level 6, 250 Victoria Square
ADELAIDE SA 5000
Ph (08) 7424 1119
Inquiries Kylie Day
Telephone 74241119

6.2 PDI ACT APPLICATIONS

6.2.1 180 Henley Beach Road, TORRENSVILLE

Application No 21012531

Appearing before the Panel via electronic platform will be:

Representors: **David O'Loughlin** of 3 Prospect Road, Prospects wishes to appear in support of the representation.

Applicant: **Julie Jansen** of MasterPlan wishes to appear in response to the representations.

DEVELOPMENT APPLICATION DETAILS

DEVELOPMENT NUMBER	21012531
APPLICANT	Dan Smedley of Studio - S2 Architects
ADDRESS	180 Henley Beach Road, TORRENSVILLE
NATURE OF DEVELOPMENT	Staged approval - alterations and additions to existing hotel including new balcony/verandah over footpath, signage, internal fitout, additional retail and outdoor area alterations - Stage 1. Eastern bar, outdoor area, mezzanine and retail expansion, Stage 2. Remainder of works.
ZONING INFORMATION	<p>Zones</p> <ul style="list-style-type: none"> Urban Corridor (Main Street) <p>Overlays</p> <ul style="list-style-type: none"> Urban Transport Routes Aircraft Noise Exposure Airport Building Heights (Regulated) Advertising Near Signalised Intersections Affordable Housing Building Near Airfields Design Historic Area Heritage Adjacency Hazards (Flooding - Evidence Required) Local Heritage Place Noise and Air Emissions Prescribed Wells Area <p>Technical Numeric Variations (TNVs)</p> <ul style="list-style-type: none"> Maximum Building Height (Metres) (Maximum building height is 16.5m) Maximum Building Height (Levels) (Maximum building height is 4 levels) Minimum Primary Street Setback (Minimum primary street setback is 0m) Building Envelope (Development should be constructed within a building envelope provided by a 30 degree plane, measured 3m above natural ground at the boundary of an allotment)
LODGEMENT DATE	22 June 2021
RELEVANT AUTHORITY	Council Assessment Panel

PLANNING & DESIGN CODE VERSION	2021.8
CATEGORY OF DEVELOPMENT	Code Assessed - Performance Assessed
NOTIFICATION	Yes
REFERRALS STATUTORY	Nil
REFERRALS NON-STATUTORY	<ul style="list-style-type: none"> • Heritage Advisor • City Assets • City Operations
DELEGATION	CAP <ul style="list-style-type: none"> • A representor has lodged a valid representation and wishes to be heard
RECOMMENDING OFFICER	Phil Smith
RECOMMENDATION	Approval with conditions

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotments 101, 102, 103, 104, 105 Deposited Plan 618 in the area named Torrensville, Hundred of Adelaide, Volume 5130 Folio 338, Volume 5139 Folio 14, Volume 5130 Folio 386 and Volume 5130 Folio 66, more commonly known as 180 Henley Beach Road, Torrensville. The subject site is irregular in shape, with a primary frontage to Henley Beach Road of 61 metres, a secondary frontage to Jervois Street of 61m, resulting in an overall site area of approximately 3488m².

The Hotel Royal is listed as a Local Heritage Place in the Planning and Design Code. The Local Heritage Place listing states: "The Royal Hotel; External form of hotel based on 1880s structure. 1996 Heritage Survey Ref. Pages 16-117" and meets the following two local heritage 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.

There are no easements, encumbrances or Land Management Agreements on the Certificate of Title.

The locality is commercial in nature with commercial uses located on both the north and south sides of Henley Beach Road. These uses include a number of restaurants, a chemist, hair salon, shops and a café amongst others.

The wider locality is commercial along Henley Beach Road, with residential land uses further to the north and south.

The amenity within the immediate locality is considered to be heavily commercial, given the wide range of business type land uses found nearby.

The subject land and locality are shown on the aerial imagery and maps below.





Figure 1 - Subject Site, 180 Henley Beach Road Torrensville



Figure 2 - Subject Site, 180 Henley Beach Road Torrensville viewed from Jervois Street



Figure 3 - Subject Site, 180 Henley Beach Road Torrensville viewed from Jervois Street

PROPOSAL

The proposal comprises a staged approval - Alterations and additions to existing hotel including new balcony/verandah over footpath, signage, internal fitout, additional retail and outdoor area alterations - Stage 1. Eastern bar, outdoor area, mezzanine and retail expansion, Stage 2. Remainder of works.

Land uses currently include - Gaming Room, Function Rooms, Retail, Dining, Outdoor Dining, Bars and Offices.

The application is described in further detail as follows:

- Construction of a balcony above the existing verandah to front both Henley Beach Road and Jervois Street;
- The gaming room to remain as is;
- Functions rooms are to be expanded to utilise the upper floor and the new balcony;
- Retail is to be expanded into the existing bar;
- The existing dining and bar areas are to be upgraded;
- New outdoor dining is to replace existing retail storage;
- A new bar and outdoor spaces (mezzanine and downstairs) are to replace existing outdoor area;
- Offices are to remain as is;
- Small font signage to be placed on the verandah fascia on both street frontages;
- All the alterations are proposed within the current footprint of the existing building.

It is intended to keep the hotel operational as much as possible during the construction of the works. Approvals will therefore be applied for in the following stages. 1. Eastern bar, outdoor area, mezzanine and retail expansion, 2. Remainder of works.

The number of occupants will be unchanged by the proposed alterations.

The existing car parks to the north of the new Outdoor Dining will be rearranged to provide space with the revised entry location and 2 additional car parks will be added before the entry of the Drive-Thru.

The tree to the north of the new outdoor dining is proposed to be removed to allow space for the new construction. The street tree on the corner of Henley Beach Road and Jervois Street is proposed to be removed to allow the awning and balcony to extend to edge of the road kerb. Neither of these trees are regulated.

For the purposes of an assessment the proposal is broken down into elements. Each element will have an assessment pathway as set out in the Planning and Design Code.

Elements	Application Category
Balcony	Performance Assessed
Signage	Performance Assessed
Alterations	Performance Assessed

The relevant plans and documents are contained in **Attachment 2**.

PUBLIC NOTIFICATION

The application required public notification because it was performance assessed and not exempt from notification by *Table 5 - Procedural Matters* of the Urban Corridor (Main Street) Zone in the Planning and Design Code (The Code).

Properties notified	53 properties were notified during the public notification process.
Representations	Five (5) representations were received.
Persons wishing to be heard	One (1) representor wishes to be heard. <ul style="list-style-type: none"> David O'Loughlin of 3 Prospect Road, Prospect
Summary of representations	Concerns were raised regarding the following matters: <ul style="list-style-type: none"> Negative impact on the historic art deco value of the local heritage item Noise created would be disturbing for neighbours

Applicant's response to representations	<p>Summary of applicant's response:</p> <ul style="list-style-type: none"> • Two of the five representations are from the locality and one of these is in support • Amendments have been made to the proposal in response to the representations • Patron noise was not subject of extensive representations from adjoining residents • 1800mm high glass balustrade and acoustic absorbing material on the ceiling of this area in response to concerns • The hotel seeks to maintain proposed hours for this area of 12 midnight • The hotel is listed for its social and community importance, not the art deco façade • The hotel has been upgraded many times and current appearance dates from the 1930s • Signage and corner design features are to be retained and remain visible
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A copy of the representations and the applicant's response is contained in **Attachment 3**.

INTERNAL REFERRALS

Department	Comments
Heritage	<ul style="list-style-type: none"> • The Heritage Advisor supports the proposal and considers that the heritage value of the hotel will not be detrimentally affected. • 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.
City Assets	<ul style="list-style-type: none"> • As City Operations has supported the street tree to be removed, City Assets is supportive for the existing street light to be relocated at applicant's expense. • Three additional spaces should be provided.
City Operations	<ul style="list-style-type: none"> • City Operations supports the removal of the <i>Glenditsia triacanthos</i> (Honey Locust) street tree in Jervois Street.

EXTERNAL REFERRALS

Nil

RELEVANT PLANNING & DESIGN CODE PROVISIONS

The subject land is located within the Urban Corridor Zone as described in the Code. The subject land is also affected a series of Overlays and Technical Numeric Variations (TNVs). The relevant Code extracts are contained in **Attachment 1**.

ASSESSMENT

In assessing the merits or otherwise of the application, only those quantitative requirements that do not meet the Code requirements will be discussed along with the respective qualitative provisions. The proposed development is therefore discussed under the following sub headings:

Land Use

The subject land is an existing commercial premises. The proposal seeks to undertake alterations and additions and the construction of a verandah to the front and side elevations of the existing hotel. The proposed verandah is not identified as an envisaged form of development within the Urban Corridor Zone (Main Street) however, given that upper level balconies are a common design feature of many Adelaide Hotels, the verandah is considered appropriate. The alterations and additions are mostly internal and are also considered to be appropriate for the same reasons. The outdoor dining area has been shifted more central to the premises and the retail use is an extension of the existing bottle shop into the bar area. It is considered that additional car parking is not required for the retail extension as this space(s) are already factored into the parking requirements for the hotel.

Built Form

The applicant has given careful consideration to the contextual elements of the existing building and to that end, took on board comments provided from Council's Heritage Advisor when designing the proposed changes to the hotel's façade. In particular, the art deco design was retained as much as possible and proposed changes are supported by Council's Heritage Advisor.

While there are a number of internal changes, these are mostly cosmetic, or allow for a more functional and efficient layout of the premises and do not raise any concerns from a planning assessment standpoint. The proposed balcony requires a Council street tree to be removed and a light pole shifted. City Operations and City Assets have indicated no issues with either. City Assets have identified a requirement for 3 additional parking spaces. Given that there is no increase to patron numbers, it is considered that additional car parking is not required.

The part of the proposal that is of the greatest significance is the proposed balcony. As noted in the Heritage Advisor's comments, the proposed balcony ties in well with the appearance of the building, noting that this design feature is common among similar institutions throughout Adelaide. The balcony does not dominate the existing building nor does it detract from its appearance. To that end, PO's 1.1, 1.2, 1.3, of the Design module are satisfied.

The incorporation of balconies on two street frontages assists with passive surveillance, thus PO's 2.1, 2.3, 2.4, 2.5 and 11.1 are satisfied.

Heritage

The existing building is identified as a Local Heritage Place in the Planning and Design Code and therefore the application was referred to Council's Heritage Advisor for comment. The impact of the proposed development on the local heritage value was raised as a concern by the representors.

The Heritage Advisor has confirmed that the proposed development is supportable from a heritage perspective. The proposal has been designed to a high standard and celebrates the Art Deco features of the hotel and is respectful of the external form of hotel based on 1880s structure. Other heritage referral comments include:

- The Heritage Value of the Place is not diminished by the proposal.
- The proposal involves construction of a balcony structure over the public footpath which is consistent with the existing balcony.
- The proposed balcony is relatively open in its design and is typical of the verandah and balcony structures often seen with prominent two storey hotel building.
- The 1860's façade has been altered previously to Art Deco and the proposal is respectful of both eras. The two storey Local Heritage Place will remain visible and prominent.
- 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.

In that regard, key PO's 1.1 and 2.1 of the Historic Area Overlay and PO's 1.1-1.6 of the Local Heritage Place Overlay are satisfied, as noted by the Heritage Advisor.

Furthermore, the Thebarton Heritage Review 1996, prepared McDougall Vines Architects, which informed the local heritage listing describes in the Statement of Heritage Value that the Royal Hotel is a typical example of the social facilities that hotels provided for the local community. Effectively, the review placed more heritage emphasis on the hotel's role as a community place than its design. In fact, the art deco design is not mentioned in the review.

The proposal's impact on the art deco design was raised as an issue by representors, in fact considerable emphasis was placed on the impact to the art deco design by the representor who seeks to be heard by the Panel. Given the Heritage Advisor supports the proposal and the heritage value of the premises is more community based than design based, it is considered that the applicant has satisfactorily demonstrated that the proposal will not detract from the heritage value of the building.

Signage

Two signs are proposed to be affixed to the verandah fascia, one on each streetscape and depicting 'Royal Hotel' are proposed. The font chosen by the Heritage Advisor is supported and the signs relatively unobtrusive in nature. The signs clearly indicate the nature of the business and will not result in any visual clutter or distraction to motorists. On this basis, the signs satisfy PO's 1.1, 1.2, 1.5, 2.1 and 5.6.

Noise and Air Emissions Overlay/Interface between Land Uses

Concern was raised by representors in relation to the potential noise generated by patrons on the balconies. This is not considered to be an issue as the balconies are located well away from residential properties (approximately 50m to the closest dwelling), the balconies are to be fitted with 1.8m high glass balustrades, sealed to provide an acoustic barrier and any noise is likely to be drowned out by noise emanating from Henley Beach Road. The outdoor area to the north is bricked in and this will act as a suitable noise barrier. In this regard, PO's 2.1, 4.1, 4.5 and 4.6 of the Interface between Land Uses module are satisfied.

Furthermore, hours of operation are not changing as a result of this development nor is the number of patrons, thus there will be no additional impacts in this regard.

SUMMARY

Having considered all the relevant provisions of the Planning and Design Code, the proposal is considered to be not seriously at variance with the Planning and Design Code Version 2021.8 dated 1 July 2021.

The development satisfactorily accords with the relevant provisions of the Planning Code, in particular, the policies found with the Historic Area Overlay and the Local Heritage Place Overlay.

The application has the support of Council's Heritage Advisor, City Assets and City Operations.

The prescribed heritage value of the hotel, namely the value placed on the hotel as a community place has been determined to be unaffected by the proposal.

The issue of noise by patrons on the balcony has not been raised as an issue by the closest adjoining property owners and likely is lost in the noise of traffic in the adjoining arterial road, Henley Beach Road.

On balance, the proposal reasonably satisfies the relevant provisions of the Planning and Design Code Version 2021.8 and therefore the application warrants the granting of Planning Consent, subject to specified conditions.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107 (2)(c) of the *Planning Development and Infrastructure Act 2016*, and having undertaken an assessment of the applicant against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code Version 2021.8.
2. Application No. 21012531 by Dan Smedley of Studio - S2 Architects to carry out a Staged approval - Alterations and additions to existing hotel including new balcony/verandah over footpath, signage, internal fitout, additional retail and outdoor area alterations - Stage 1. Eastern bar, outdoor area, mezzanine and retail expansion, Stage 2. Remainder of works at 180 Henley Beach Road Torrensville (CT-5130/338, CT-5139/14, CT-5130/386, CT-5130/66) is GRANTED Planning Consent subject to the following conditions of consent:

Planning Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application except where varied by any conditions listed below:
 - Cover Letter, prepared by Studio S2 Architects;
 - Elevations, prepared by Studio S2 Architects, Revision 4, dated 7 November 2021;
 - First Floor Plan, prepared by Studio S2 Architects, Revision 3, dated 7 November 2021;
 - First floor demolition plan, prepared by Studio S2 Architects, Revision 3, dated 7 November 2021.
2. All stormwater design and construction shall be in accordance with Australian Standards and recognised engineering best practices to ensure that stormwater does not adversely affect any adjoining property or public road and, for this purpose, stormwater drainage shall not at any time:
 - a) Result in the entry of water into a building;
 - b) Affect the stability of a building;
 - c) Create unhealthy or dangerous conditions on the site or within the building;
 - d) Flow or discharge onto the land of an adjoining owner;
 - e) Flow across footpaths or public ways; or
 - f) Discharge to the adjacent creek.
3. The external materials and finishes shall match/be complementary to those of the associated hotel.

Attachments

1. **Code Provisions**
2. **Application Documents**
3. **Representations and Response to Representations**
4. **Referral Responses**

180 HENLEY BEACH RD TORRENSVILLE SA 5031**Address:**Click to view a detailed interactive [SAILIS](#) in SAILIS

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

**Property Zoning Details****Local Variation (TNV)**Maximum Building Height (Metres) (*Maximum building height is 16.5m*)Maximum Building Height (Levels) (*Maximum building height is 4 levels*)Minimum Primary Street Setback (*No minimum primary street setback*)Minimum Primary Street Setback (*Minimum primary street setback is 2m*)Building Envelope (*Development should be constructed within a building envelope provided by a 30 degree plane, measured 3m above natural ground at the boundary of an allotment*)**Overlay**

Aircraft Noise Exposure (ANEF 20)

Aircraft Noise Exposure (ANEF 25)

Airport Building Heights (Regulated) (*All structures over 15 metres*)

Advertising Near Signalised Intersections

Affordable Housing

Building Near Airfields

Design

Historic Area (*WeTo6*)

Heritage Adjacency

Hazards (Flooding - Evidence Required)

Local Heritage Place

Noise and Air Emissions

Prescribed Wells Area

Regulated and Significant Tree

Traffic Generating Development

Urban Transport Routes

Zone

Urban Corridor (Main Street)

Development Pathways

- Urban Corridor (Main Street)

1. Accepted Development

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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.

- Water tank (underground)

2. Code Assessed - Deemed to Satisfy

Means that the development type requires consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

- Consulting room
- Office
- Shop

3. Code Assessed - Performance Assessed

Performance Assessed development types listed below are those for which the Code identifies relevant policies.

Additional development types that are not listed as Accepted, Deemed to Satisfy or Restricted default to a Performance assessed Pathway. Please contact your local council for more information.

- Advertisement
- Consulting room
- Demolition
- Dwelling
- Dwelling or residential flat building undertaken by:
 - (a) the South Australian Housing Trust either individually or jointly with other persons or bodies
 - or
 - (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.
- Licensed Premises
- Office
- Residential flat building
- Shop
- Student Accommodation
- Tourist accommodation
- Tree-damaging activity

4. Impact Assessed - Restricted

Means that the development type requires approval. Classes of development that are classified as Restricted are listed in Table 4 of the relevant Zones.

Property Policy Information for above selection

Part 2 - Zones and Sub Zones

Urban Corridor (Main Street) Zone

Assessment Provisions (AP)

Desired Outcome	
DO 1	A safe, walkable and vibrant shopping, entertainment and commercial main street precinct with an active day and evening economy supported by medium density residential development.
DO 2	<p>Built form positively contributing to:</p> <ul style="list-style-type: none"> (a) a streetscape that is visually interesting at human-scale comprising articulated buildings with a high level of fenestration and balconies oriented towards the street (b) a fine-grain public realm comprising buildings with active frontages that are designed to reinforce the

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	street rhythm, that consider the facades, articulation and massing of existing buildings and any spaces between them, and provide narrow tenancy footprints at ground level.
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Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>A vibrant mix of land uses adding to the vitality of the area and extending activities outside shop hours including restaurants, educational, community and cultural facilities and visitor and residential accommodation.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> (a) Advertisement (b) Consulting Room (c) Dwelling (d) Hotel (e) Educational Establishment (f) Licensed Premises (g) Office (h) Pre-school (i) Residential Flat Building (j) Retirement Facility (k) Shop (l) Student Accommodation (m) Supported Accommodation (n) Tourist Accommodation
<p>PO 1.2</p> <p>Retail, office, entertainment and recreation related uses that provide a range of goods and services to the local community and the surrounding district.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>Ground floor uses contribute to a safe, active and vibrant main street.</p>	<p>DTS/DPF 1.3</p> <p>Shop, office, or consulting room uses located on the ground floor level of buildings fronting the primary road corridor.</p>
<p>PO 1.4</p> <p>Dwellings developed in conjunction with non-residential uses to support business, entertainment and recreational activities that contribute to making the main street locality and pedestrian thoroughfares safe, walkable, comfortable, pleasant and vibrant places.</p>	<p>DTS/DPF 1.4</p> <p>Dwellings developed in conjunction with non-residential uses, and sited:</p> <ul style="list-style-type: none"> (a) at upper levels of buildings with non-residential uses located at ground level or (b) behind non-residential uses on the same allotment.
<p>PO 1.5</p> <p>Development of diverse medium density accommodation options either as part of a mixed use development or wholly residential development.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>

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<p>PO 1.6</p> <p>Land uses promote movement and activity during daylight and evening hours, including restaurants, educational, health, community and cultural facilities, and visitor and residential accommodation.</p>	<p>DTS/DPF 1.6</p> <p>None are applicable.</p>
<p>PO 1.7</p> <p>Changes in the use of land encourage the efficient reuse of commercial premises to maintain and enhance vibrancy within activity centres.</p>	<p>DTS/DPF 1.7</p> <p>A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:</p> <ul style="list-style-type: none"> (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses; (b) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, areas used for the storage and collection of refuse are sited at least 10 metres from the site of a dwelling (other than a dwelling directly associated with the proposed shop) (c) if the proposed change of use is for a shop that primarily involves heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any neighbourhood-type zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions (d) if the change in use involves a gross leasable floor area greater than 250m² and has direct frontage to an arterial road, it achieves either (i) or (ii): <ul style="list-style-type: none"> (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared (e) off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number, except in any of the following circumstances: <ul style="list-style-type: none"> (i) the building is a local heritage place (ii) the required contribution will be made into a relevant car parking offset scheme (other than where a relevant contribution has previously been made); or (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Built Form and Character	

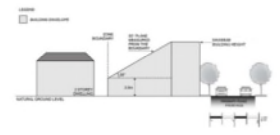
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<p>PO 2.1</p> <p>Buildings sensitively frame the main street and public spaces, provide overall visual relief from building height and mass, and maintain a human scale for pedestrians.</p>	<p>DTS/DPF 2.1</p> <p>Buildings:</p> <ul style="list-style-type: none"> (a) include a clearly defined podium or street wall with a maximum building height of 2 building levels or 8m, or higher where it matches the existing street wall of adjoining buildings (b) have levels above the defined podium or street wall setback a minimum of 2m from that wall.
<p>PO 2.2</p> <p>Buildings and structures designed to complement and respond to the established fine-grained main street character by:</p> <ul style="list-style-type: none"> (a) ensuring the verandah profile and materials of construction are consistent with and positively respond to adjacent traditional main street buildings (b) complementing the traditional shop-front elements, such as narrow buildings and tenancy footprints, with frequently repeated frontages, and clear-glazed narrow shop front displays above raised display levels [base stall boards] and recessed entries. 	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Buildings designed to create visual connection between the public realm and ground level interior, to ensure an active interface with the main street and maximise passive surveillance.</p>	<p>DTS/DPF 2.3</p> <p>The ground floor primary frontage of buildings provides at least 60% of the street frontage as an entry / foyer or display window to a shop or other community or commercial use that provides pedestrian interest and activation.</p>
<p>PO 2.4</p> <p>Buildings provide a high amenity pedestrian environment by providing shelter and shade over footpaths.</p>	<p>DTS/DPF 2.4</p> <p>Buildings that provide a continuity of verandahs, canopies, awnings or other pedestrian shelters to contribute to pedestrian comfort.</p>
<p>PO 2.5</p> <p>Buildings are adaptable and flexible to accommodate a range of residential and non-residential land uses on the ground floor.</p>	<p>DTS/DPF 2.5</p> <p>The ground floor of buildings contains a minimum floor to ceiling height of 3.5m.</p>
<p>PO 2.6</p> <p>Buildings sited on the primary street boundary to achieve a continuity of built form frontage to the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate but vibrant spaces.</p>	<p>DTS/DPF 2.6</p> <p>Buildings with a 0m setback from the primary street boundary, with the exception of minor setbacks to accommodate outdoor dining areas.</p>
<p>PO 2.7</p> <p>Buildings with no setback from the secondary street boundary to contribute to a consistent established streetscape.</p>	<p>DTS/DPF 2.7</p> <p>Buildings with a 0m setback from the secondary street boundary.</p>
<p>PO 2.8</p> <p>Buildings with no side boundaries setback to achieve a continuity of street façade to the main street.</p>	<p>DTS/DPF 2.8</p> <p>Buildings with a 0m setback from the side boundary.</p>
<p>PO 2.9</p> <p>Buildings set back from rear boundaries (other than street boundaries) to minimise negative impacts on neighbouring properties, including access to natural sunlight and ventilation.</p>	<p>DTS/DPF 2.9</p> <p>Buildings setback from rear boundaries as follows:</p> <ul style="list-style-type: none"> (a) 5m or more where the subject land directly abuts

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	<div>an allotment of a different zone or</div> <div>(b) 3m or more in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.</div>				
<div>PO 2.10</div> <div>Buildings set back from street boundaries (in the case of rear access ways) to provide adequate manoeuvrability for vehicles.</div>	<div>DTS/DPF 2.10</div> <div>Buildings setback from the rear access way:</div> <div>(a) no requirement where the access way is not less than 6.5m wide or</div> <div>(b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide.</div>				
Building Height					
<div>PO 3.1</div> <div>Building height is consistent with the form expressed in the Maximum Building Height (Levels) Technical and Numeric Variation layer and the Maximum Building Height (Metres) Technical and Numeric Variation layer and otherwise positively responds to the local context including the site's frontage, depth, and adjacent primary corridor or street width.</div>	<div>DTS/DPF 3.1</div> <div>Except where a Concept Plan specifies otherwise, development does not exceed the following building height(s):</div> <table><tr><td>Maximum Building Height (Levels)</td></tr><tr><td>Maximum building height is 4 levels</td></tr><tr><td>Maximum Building Height (Metres)</td></tr><tr><td>Maximum building height is 16.5m</td></tr></table> <div>In relation to DTS/DPF 3.1, in instances where:</div> <div>(a) more than one value is returned in the same field, refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> or <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development</div> <div>(b) only one value is returned (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other</div> <div>(c) no value is returned (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.</div>	Maximum Building Height (Levels)	Maximum building height is 4 levels	Maximum Building Height (Metres)	Maximum building height is 16.5m
Maximum Building Height (Levels)					
Maximum building height is 4 levels					
Maximum Building Height (Metres)					
Maximum building height is 16.5m					
<div>PO 3.2</div> <div>Buildings designed to achieve optimal height and floor space yields, and maintain traditional main street form.</div>	<div>DTS/DPF 3.2</div> <div>New development is not less than the following building height:</div> <div>In relation to DTS/DPF 3.2, in instances where:</div> <div>(a) more than one value is returned in the same field, refer to the <i>Minimum Building Height (Levels) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development</div> <div>(b) no value is returned (i.e. there is a blank field), then there is no minimum building height and DTS/DPF 3.2 is met.</div>				
Interface Height					
<div>PO 4.1</div> <div>Buildings mitigate impacts of building massing on residential</div>	<div>DTS/DPF 4.1</div> <table><tr><td>Interface Height</td></tr></table>	Interface Height			
Interface Height					

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development within a neighbourhood-type zone.	<p>Buildings constructed within a building envelope provided by a 30 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram:</p> 
<p>PO 4.2</p> <p>Buildings on an allotment fronting a road that is not the primary corridor (ie a State maintained road) and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
Significant Development Sites	
<p>PO 5.1</p> <p>Consolidation of significant development sites (a site with a frontage over 25m to a primary road corridor and over 1500m² in area, which may include one or more allotments) to achieve increased development yield, provided that off-site impacts can be managed and broader community benefit is achieved in terms of design quality, community services, affordable housing provision, or sustainability features.</p>	<p>DTS/DPF 5.1</p> <p>Development on significant development sites (a site with a frontage over 25m to a primary road corridor and over 1500m² in area, which may include one or more allotments) up to 30% above the maximum building height specified in DTS/DPF 3.1 (rounded to the nearest whole number) where it:</p> <ul style="list-style-type: none"> (a) incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and context that positively contributes to the character of the local area (b) includes more than 15% of dwellings as affordable housing or (c) includes at least: <ul style="list-style-type: none"> (i) three of the following: <ul style="list-style-type: none"> A. high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street B. high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site C. active uses are located on the public street frontages of the building, with any above ground car parking located behind D. a range of dwelling types that includes at least 10% of 3+ bedroom apartments; E. a child care centre. (ii) three of the following: <ul style="list-style-type: none"> A. a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance; B. living landscaped vertical surfaces of at least 50m² supported by services that ensure ongoing maintenance C. passive heating and cooling design

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	<p>elements including solar shading integrated into the building</p> <p>D. higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings.</p>
<p>PO 5.2</p> <p>Development on a significant development site (a site with a frontage over 25m to a primary road corridor and over 1500m² in area, which may include one or more allotments) designed to minimise impacts on residential uses in adjacent zones with regard to intensity of use, overshadowing, massing and building proportions.</p>	<p>DTS/DPF 5.2</p> <p>Development on a significant development site (a site with a frontage over 25m to a primary road corridor and over 1500m² in area, which may include one or more allotments) that:</p> <ul style="list-style-type: none"> (a) is constructed within the zone's Interface Building Height provision as specified DTS/DPF 4.1 (b) locates non-residential activities and higher density elements towards the primary road corridor (c) locates taller building elements towards the primary road corridor.
Movement, parking and access	
<p>PO 6.1</p> <p>Development does not result in additional crossovers on the main street, except where rationalising existing crossovers on consolidated sites and is designed to minimise conflicts with pedestrians and cyclists and minimise disruption to the continuity of built form.</p>	<p>DTS/DPF 6.1</p> <p>Vehicular access to be provided:</p> <ul style="list-style-type: none"> (a) via side streets or rear lanes provided there is no negative impact on residential amenity within the zone and in adjacent zones <p style="text-align: center;">or</p> <ul style="list-style-type: none"> (b) where it consolidates or replaces existing crossovers.
<p>PO 6.2</p> <p>Development is designed to ensure car parking is located to avoid negative impacts on the main street rhythm and activation.</p>	<p>DTS/DPF 6.2</p> <p>Vehicle parking garages located behind buildings away from the primary main street frontage.</p>
Advertisements	
<p>PO 7.1</p> <p>Advertisements are sited and designed to achieve an overall consistency of appearance along individual street frontages.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
<p>PO 7.2</p> <p>Freestanding advertisements:</p> <ul style="list-style-type: none"> (a) identify the associated business(es) (b) are of a size that is commensurate with the scale of the centre and the street frontage (c) avoid visual clutter (d) positively respond to the context without dominating the locality (e) are sited and designed to not detract from the main street character. 	<p>DTS/DPF 7.2</p> <p>Freestanding advertisements:</p> <ul style="list-style-type: none"> (a) do not exceed 8m in height, the adjacent building wall height, or the zone's height allowance (whichever is the lesser) (b) do not have a sign face that exceeds 6m² per side.
Concept Plans	
<p>PO 8.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of</p>	<p>DTS/DPF 8.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p>

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the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	<p>In relation to DTS/DPF 8.1, in instances where:</p> <ul style="list-style-type: none"> (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.
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Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

A class of development listed in Column A is excluded from notification provided that it does not fall within a corresponding exclusion prescribed in Column B. In instances where development falls within multiple classes within Column A, each clause is to be read independently such that if a development is excluded from notification by any clause, it is, for the purposes of notification excluded irrespective of any other clause.

Class of Development (Column A)	Exceptions (Column B)
1. A kind of development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	<p>Except any of the following:</p> <ul style="list-style-type: none"> 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
<p>3. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) deck (d) dwelling (e) fence (f) office (g) residential flat building (h) retaining wall (i) shade sail (j) shop (k) solar photovoltaic panels (roof mounted) (l) water tank. 	<p>Except development that:</p> <ul style="list-style-type: none"> 1. exceeds the maximum building height specified in Urban Corridor (Main Street) DTS/DPF 3.1 or 2. does not satisfy Urban Corridor (Main Street) DTS/DPF 4.1 or 3. involves the construction of a building of 4 or more building levels and the site of the development is: <ul style="list-style-type: none"> (a) adjacent land to a neighbourhood-type zone and (b) adjoins an allotment containing an existing low-rise building used for residential purposes.

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4. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) replacement building (c) tree damaging activity.	None specified.
5. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
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 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).

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Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Advertisement or advertising hoarding that: <ul style="list-style-type: none"> (a) is within 100m of a: <ul style="list-style-type: none"> (i) signalised intersection or (ii) signalised pedestrian crossing and (b) will: <ul style="list-style-type: none"> (i) be internally illuminated or (ii) incorporate a moving or changing display or message or (iii) incorporate a flashing light. 	Commissioner of Highways.	To provide expert technical assessment on potential risks relating to pedestrian and road safety which may arise from advertisements near intersections.	Development of a class to which Schedule 9 clause 3 item 21 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Affordable Housing Overlay**Assessment Provisions (AP)**

Desired Outcome	
DO 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.

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			2017 applies.
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Aircraft Noise Exposure Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development sensitive to aircraft noise is designed and located to manage noise intrusion to reduce land use conflict and protect human health.

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 Buildings that accommodate activities sensitive to aircraft noise are designed and located to minimise aircraft noise intrusion and provide appropriate interior acoustic amenity.	DTS/DPF 1.1 Buildings accommodating sensitive receivers are not located within an area having an ANEF value of 30 or more.
Built Form	
PO 2.1 Additions to buildings involving the addition or extension of habitable rooms are designed and located to minimise aircraft noise intrusion and provide appropriate interior acoustic amenity.	DTS/DPF 2.1 Dwelling additions involving the addition or extension of habitable rooms: (a) do not result in an increase in the total floor area of the existing dwelling by greater than 50 percent (b) do not occur in areas having an ANEF value of 30 or more.
Land Division	
PO 3.1 Land division does not increase the number of allotments used for sensitive receivers in areas adversely affected by aircraft noise to mitigate community exposure to potential adverse environmental and amenity impacts generated by aircraft movements.	DTS/DPF 3.1 Land division: (a) within an area having an ANEF value of less than 30 or (b) within an area having an ANEF value of 30 or more and: (i) does not result in any additional allotments or (ii) none of the allotments will accommodate a sensitive receiver.

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Procedural Matters (PM) - Referrals

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

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

Airport Building Heights (Regulated) Overlay**Assessment Provisions (AP)**

Desired Outcome	
DO 1	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operation of a certified or registered aerodrome.	DTS/DPF 1.1 Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas. In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with a certified or registered aerodrome.	DTS/DPF 1.2 Development does not include exhaust stacks.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
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	(g) wetland (h) wildlife sanctuary.
PO 1.3 Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.	DTS/DPF 1.3 The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.

Procedural Matters (PM) - Referrals

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

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

Design Overlay**Assessment Provisions (AP)**

Desired Outcome	
DO 1	Development positively contributes to the liveability, durability and sustainability of the built environment through high-quality design.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Medium to high rise buildings and state significant development demonstrate high quality design.	DTS/DPF 1.1 None are applicable.

Procedural Matters (PM)

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

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	street boundary where there is no kerb
Environmental Protection	
PO 2.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building.	DTS/DPF 2.1 Development does not involve the storage of hazardous materials.

Procedural Matters (PM) - Referrals

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

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

Heritage Adjacency Overlay**Assessment Provisions (AP)**

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.

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Procedural Matters (PM) - Referrals

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

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

Historic Area Overlay**Assessment Provisions (AP)**

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	DTS/DPF 2.1

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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.	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	DTS/DPF 4.4 None are applicable.

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with the 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

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Statement#	Statement	
Historic Areas affecting City of West Torrens		
WeTo6	Urban Corridor (High Street) Historic Area Statement (WeTo6)	
	<p>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.</p> <p>These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area.</p> <p>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.</p>	
	Eras, themes and context	1890s - 1920s.
	Allotments, subdivision and built form patterns	Linear pattern of development along Henley Beach Road. Medium density site areas. Narrow/deep tenancies. Continuous shopfronts. Fine grained.
	Architectural styles, detailing and built form features	Predominantly ornate parapeted, glazed shopfronts. Pedimented parapets. Hidden roof forms. Elaborate parapet treatments. Traditional verandahs. Ornamental timber verandah posts. Additions are generally located to the rear of the building.
	Building height	Predominantly single storey. Two storey on corner allotments.
	Materials	Rendered masonry. Stone. Masonry. Brick. Timber shopfronts. Corrugated pre-coloured or galvanised iron sheeting. Pressed Metal. Timber verandahs. Materials, finishes and colours associated with of original eras and styles.
	Fencing	<i>[Not stated]</i>
	Setting, landscaping, streetscape and public realm features	Commercial Strip. Continuous shopfronts. No setback to front boundary. Verandahs over footpath. Tree lined streets. Intimate and engaging public interface
	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
None	None	None	None

Local Heritage Place Overlay

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Assessment Provisions (AP)

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	DTS/DPF 2.1 None are applicable.

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sited to be unobtrusive, not conceal or obstruct heritage elements and detailing, or dominate the Local Heritage Place or its setting.	
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	DTS/DPF 6.1

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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.	None are applicable.
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

Noise and Air Emissions Overlay**Assessment Provisions (AP)**

Desired Outcome	
DO 1	Community health and amenity is protected from adverse impacts of noise and air emissions.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
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Siting and Design	
<p>PO 1.1</p> <p>Sensitive receivers adjoining high noise and/or air pollution sources are designed and sited to shield sensitive receivers from the emission source using measures such as:</p> <ul style="list-style-type: none"> (a) placing buildings containing non-sensitive receivers (such as retail and commercial) between the emission source and sensitive receivers (b) within individual buildings, placing rooms more sensitive to air quality and noise impacts (such as living rooms and bedrooms) further away from the emission source (c) providing appropriate separation or erecting noise attenuation barriers, provided the requirements for safety, urban design and access can be met (d) the use of building design elements such as podiums and jutting, deep or enclosed balconies (including with solid balustrades). 	<p>DTS/DPF 1.1</p> <p>Sensitive receivers satisfy all of the following:</p> <ul style="list-style-type: none"> (a) do not adjoin a: <ul style="list-style-type: none"> (i) Designated Road: Type A (ii) Designated Road Corridor: Type B (iii) Designated Road: Type R (iv) Train Corridor (v) Tram Corridor (b) adjoining development incorporating music includes noise attenuation measures to achieve a noise level in any bedroom exposed to music noise (L10) less than: <ul style="list-style-type: none"> (i) 8 dB above the level of background noise (L90,15 min) in any octave band of the sound spectrum; and (ii) 5 dB(A) above the level of background noise (LA90,15 min) for the overall (sum of all octave bands) A-weighted levels.
<p>PO 1.2</p> <p>Development incorporating a sensitive receiver adjoining high air pollution sources use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants.</p>	<p>DTS/DPF 1.2</p> <p>Sensitive receivers do not adjoin any of the following:</p> <ul style="list-style-type: none"> (a) Designated Road: Type A (b) Designated Road: Type B (c) Designated Road: Type R (d) Train Corridor (e) Tram Corridor.
<p>PO 1.3</p> <p>Development incorporating a sensitive receiver adjoining high noise and/or air pollution sources locates private open space (including ground level courtyards and balconies), common open space and outdoor play areas within educational establishments and pre-schools away from the emission source.</p>	<p>DTS/DPF 1.3</p> <p>Open space associated with a sensitive receiver is not adjoining any of the following:</p> <ul style="list-style-type: none"> (a) Designated Road: Type A (b) Designated Road: Type B (c) Designated Road: Type R (d) Train Corridor (e) Tram Corridor (f) Development incorporating music.

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

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Procedural Matters (PM) - Referrals

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

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

Traffic Generating Development Overlay**Assessment Provisions (AP)**

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
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: <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more.
PO 1.2 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: <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments

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	<ul style="list-style-type: none"> (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more.
<p>PO 1.3</p> <p>Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.</p>	<p>DTS/DPF 1.3</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more.


Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>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:</p> <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more. 	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)**

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

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Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

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

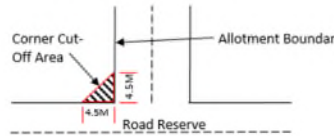
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

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

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	<p>(f) if located above a canopy:</p> <ul style="list-style-type: none"> (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. <p>(g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure</p> <p>(h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building</p> <p>(i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.</p>
<p>PO 1.2</p> <p>Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.</p>	<p>DTS/DPF 1.2</p> <p>Where development comprises an advertising hoarding, the supporting structure is:</p> <ul style="list-style-type: none"> (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
<p>PO 1.3</p> <p>Advertising does not encroach on public land or the land of an adjacent allotment.</p>	<p>DTS/DPF 1.3</p> <p>Advertisements and/or advertising hoardings are contained within the boundaries of the site.</p>
<p>PO 1.4</p> <p>Where possible, advertisements on public land are integrated with existing structures and infrastructure.</p>	<p>DTS/DPF 1.4</p> <p>Advertisements on public land that meet at least one of the following:</p> <ul style="list-style-type: none"> (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
<p>PO 1.5</p> <p>Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
Proliferation of Advertisements	
<p>PO 2.1</p> <p>Proliferation of advertisements is minimised to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 2.1</p> <p>No more than one freestanding advertisement is displayed per occupancy.</p>
<p>PO 2.2</p> <p>Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 2.2</p> <p>Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.</p>
<p>PO 2.3</p> <p>Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 2.3</p> <p>Advertisements satisfy all of the following:</p> <ul style="list-style-type: none"> (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building

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	<p>facade to which they are attached</p> <p>(c) do not result in more than one sign per occupancy that is not flush with a wall.</p>
Advertising Content	
<p>PO 3.1</p> <p>Advertisements are limited to information relating to the lawful use of land they are located on to assist is the ready identification of the activity or activities on the land and avoids unrelated content that contributes to visual clutter and untidiness.</p>	<p>DTS/DPF 3.1</p> <p>Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.</p>
Amenity Impacts	
<p>PO 4.1</p> <p>Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.</p>	<p>DTS/DPF 4.1</p> <p>Advertisements do not incorporate any illumination.</p>
Safety	
<p>PO 5.1</p> <p>Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.</p>	<p>DTS/DPF 5.1</p> <p>Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.</p>
<p>PO 5.2</p> <p>Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.</p>	<p>DTS/DPF 5.2</p> <p>No advertisement illumination is proposed.</p>
<p>PO 5.3</p> <p>Advertisements and/or advertising hoardings do not create a hazard to drivers by:</p> <ul style="list-style-type: none"> (a) being liable to interpretation by drivers as an official traffic sign or signal (b) obscuring or impairing drivers' view of official traffic signs or signals (c) obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings. 	<p>DTS/DPF 5.3</p> <p>Advertisements satisfy all of the following:</p> <ul style="list-style-type: none"> (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 
<p>PO 5.4</p> <p>Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.</p>	<p>DTS/DPF 5.4</p> <p>Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.</p>
<p>PO 5.5</p> <p>Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.</p>	<p>DTS/DPF 5.5</p> <p>Where the advertisement or advertising hoarding is:</p> <ul style="list-style-type: none"> (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb (b) on an unkerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal

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	<p>(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:</p> <p>(a) 110 km/h road - 14m</p> <p>(b) 100 km/h road - 13m</p> <p>(c) 90 km/h road - 10m</p> <p>(d) 70 or 80 km/h road - 8.5m.</p>
<p>PO 5.6</p> <p>Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.</p>	<p>DTS/DPF 5.6</p> <p>Advertising:</p> <p>(a) is not illuminated</p> <p>(b) does not incorporate a moving or changing display or message</p> <p>(c) does not incorporate a flashing light(s).</p>

Animal Keeping and Horse Keeping

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
<p>PO 1.1</p> <p>Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or the amenity of the locality.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Animal keeping and horse keeping is located and managed to minimise the potential transmission of disease to other operations where animals are kept.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
Horse Keeping	
<p>PO 2.1</p> <p>Water from stable wash-down areas is directed to appropriate</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>

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

Clearance from Overhead Powerlines

Assessment Provisions (AP)

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

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

Design

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Assessment Provisions (AP)

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

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

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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.

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PO 4.2	DTS/DPF 4.2
Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	None are applicable.
PO 4.3	DTS/DPF 4.3
Buildings incorporate climate-responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	None are applicable.
Water Sensitive Design	
PO 5.1	DTS/DPF 5.1
Development is sited and designed to maintain natural hydrological systems without negatively impacting:	None are applicable.
<ul style="list-style-type: none"> (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs. 	
On-site Waste Treatment Systems	
PO 6.1	DTS/DPF 6.1
Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	<p>Effluent disposal drainage areas do not:</p> <ul style="list-style-type: none"> (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
PO 7.1	DTS/DPF 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:	None are applicable.
<ul style="list-style-type: none"> (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure. 	
PO 7.2	DTS/DPF 7.2
Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	None are applicable.
PO 7.3	DTS/DPF 7.3

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Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	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)	DTS/DPF 8.4 None are applicable.

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avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.	
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 habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
All Residential development	
Front elevations and passive surveillance	

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PO 11.1 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 11.1 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m ² facing the primary street.
PO 11.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 11.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.
Outlook and amenity	
PO 12.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 12.1 A living room of a dwelling incorporates a window with an outlook towards the street frontage or private open space, public open space, or waterfront areas.
PO 12.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 12.2 None are applicable.
Ancillary Development	
PO 13.1 Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.	DTS/DPF 13.1 Ancillary buildings: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m ² (c) are not constructed, added to or altered so that any part is situated: (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

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	<p>and</p> <p>(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent</p> <p>(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</p> <p>(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p> <p>(h) have a wall height or post height not exceeding 3m above natural ground level</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:</p> <p>(i) a total area as determined by the following table:</p> <table border="1"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td><150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>201-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </tbody> </table> <p>(ii) the amount of existing soft landscaping prior to the development occurring.</p>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	201-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										
<p>PO 13.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision or car parking requirements and do not result in over-development of the site.</p>	<p>DTS/DPF 13.2</p> <p>Ancillary buildings and structures do not result in:</p> <p>(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space</p> <p>(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.</p>										
<p>PO 13.3</p> <p>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.</p>	<p>DTS/DPF 13.3</p> <p>The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:</p> <p>(a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment</p>										

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	<p>or</p> <p>(b) located at least 12m from the nearest habitable room located on an adjoining allotment.</p>
Garage appearance	
<p>PO 14.1</p> <p>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>	<p>DTS/DPF 14.1</p> <p>Garages and carports facing a street:</p> <ul style="list-style-type: none"> (a) are situated so that no part of the garage or carport 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	
<p>PO 15.1</p> <p>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</p>	<p>DTS/DPF 15.1</p> <p>None are applicable</p>
Dwelling additions	
<p>PO 16.1</p> <p>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.</p>	<p>DTS / DPF 16.1</p> <p>Dwelling additions:</p> <ul style="list-style-type: none"> (a) are not constructed, added to or altered so that any part is situated closer to a public street (b) do not result in: <ul style="list-style-type: none"> (i) excavation exceeding a vertical height of 1m (ii) filling exceeding a vertical height of 1m (iii) a total combined excavation and filling vertical height of 2m or more (iv) less Private Open Space than specified in Design Table 1 - Private Open Space (v) less on-site parking than specified in Transport Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas (vi) upper level windows facing side or rear boundaries unless: <ul style="list-style-type: none"> A. they are permanently obscured to a height of 1.5m above finished floor level that is fixed or not capable of being opened more than 200mm or B. have sill heights greater than or equal to 1.5m above finished floor level or C. incorporate screening to a height of 1.5m above finished floor level (vii) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height

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	<p>of:</p> <ul style="list-style-type: none"> A. 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land B. 1.7m above finished floor level in all other cases.
Private Open Space	
<p>PO 17.1</p> <p>Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.</p>	<p>DTS/DPF 17.1</p> <p>Private open space is provided in accordance with Design Table 1 - Private Open Space.</p>
Water Sensitive Design	
<p>PO 18.1</p> <p>Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.</p>	<p>DTS/DPF 18.1</p> <p>Residential development creating a common driveway / access that services 5 or more dwellings achieves the following stormwater runoff outcomes:</p> <ul style="list-style-type: none"> (a) 80 per cent reduction in average annual total suspended solids (b) 60 per cent reduction in average annual total phosphorus (c) 45 per cent reduction in average annual total nitrogen.
<p>PO 18.2</p> <p>Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.</p>	<p>DTS/DPF 18.2</p> <p>Development creating a common driveway / access that services 5 or more dwellings:</p> <ul style="list-style-type: none"> (a) maintains the pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 18.1% AEP 30-minute storm and the stormwater runoff time to peak is not increased or captures and retains the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an 18.1% AEP 30-minute storm; and (b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.
Car parking, access and manoeuvrability	
<p>PO 19.1</p> <p>Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.1</p> <p>Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):</p> <ul style="list-style-type: none"> (a) single width car parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m

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	<ul style="list-style-type: none"> (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
<p>PO 19.2</p> <p>Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
<p>PO 19.3</p> <p>Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.</p>	<p>DTS/DPF 19.3</p> <p>Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.</p>
<p>PO 19.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 19.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed: <ul style="list-style-type: none"> (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.
<p>PO 19.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 19.5</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1:4 on average (b) they are aligned relative to the street boundary so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the street boundary (c) if located to provide access from an alley, lane or right of way - the alley, land or right of way is at least 6.2m wide along the boundary of the allotment / site
<p>PO 19.6</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 19.6</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)

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	(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.										
Waste storage											
PO 20.1 Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	DTS/DPF 20.1 None are applicable.										
Design of Transportable Dwellings											
PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b): (a) are not transportable or (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.										
Group dwelling, residential flat buildings and battle-axe development											
Amenity											
PO 22.1 Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.	DTS/DPF 22.1 Dwellings have a minimum internal floor area in accordance with the following table: <table border="1"> <thead> <tr> <th>Number of bedrooms</th><th>Minimum internal floor area</th></tr> </thead> <tbody> <tr> <td>Studio</td><td>35m²</td></tr> <tr> <td>1 bedroom</td><td>50m²</td></tr> <tr> <td>2 bedroom</td><td>65m²</td></tr> <tr> <td>3+ bedrooms</td><td>80m² and any dwelling over 3 bedrooms provides an additional 15m² for every additional bedroom</td></tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	Studio	35m ²	1 bedroom	50m ²	2 bedroom	65m ²	3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom
Number of bedrooms	Minimum internal floor area										
Studio	35m ²										
1 bedroom	50m ²										
2 bedroom	65m ²										
3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom										
PO 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	DTS/DPF 22.4 Dwelling sites/allotments are not in the form of a battle-axe										

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respond to the existing neighbourhood context.	arrangement.
Communal Open Space	
<p>PO 23.1</p> <p>Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.</p>	<p>DTS/DPF 23.1</p> <p>None are applicable.</p>
<p>PO 23.2</p> <p>Communal open space is of sufficient size and dimensions to cater for group recreation.</p>	<p>DTS/DPF 23.2</p> <p>Communal open space incorporates a minimum dimension of 5 metres.</p>
<p>PO 23.3</p> <p>Communal open space is designed and sited to:</p> <ul style="list-style-type: none"> (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects. 	<p>DTS/DPF 23.3</p> <p>None are applicable.</p>
<p>PO 23.4</p> <p>Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.</p>	<p>DTS/DPF 23.4</p> <p>None are applicable.</p>
<p>PO 23.5</p> <p>Communal open space is designed and sited to:</p> <ul style="list-style-type: none"> (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance. 	<p>DTS/DPF 23.5</p> <p>None are applicable.</p>
Carparking, access and manoeuvrability	
<p>PO 24.1</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 24.1</p> <p>Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements:</p> <ul style="list-style-type: none"> (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.
<p>PO 24.2</p> <p>The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.</p>	<p>DTS/DPF 24.2</p> <p>Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.</p>
<p>PO 24.3</p> <p>Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.</p>	<p>DTS/DPF 24.3</p> <p>Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:</p>

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	<ul style="list-style-type: none"> (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
<p>PO 24.4</p> <p>Residential driveways in a battle-axe configuration are designed to allow safe and convenient movement.</p>	<p>DTS/DPF 24.4</p> <p>Where in a battle-axe configuration, a driveway servicing one dwelling has a minimum width of 3m.</p>
<p>PO 24.5</p> <p>Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.</p>	<p>DTS/DPF 24.5</p> <p>Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.</p>
<p>PO 24.6</p> <p>Dwellings are adequately separated from common driveways and manoeuvring areas.</p>	<p>DTS/DPF 24.6</p> <p>Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.</p>
Soft Landscaping	
<p>PO 25.1</p> <p>Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.</p>	<p>DTS/DPF 25.1</p> <p>Other than where located directly in front of a garage or a building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.</p>
<p>PO 25.2</p> <p>Soft landscaping is provided that improves the appearance of common driveways.</p>	<p>DTS/DPF 25.2</p> <p>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).</p>
Site Facilities / Waste Storage	
<p>PO 26.1</p> <p>Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.</p>	<p>DTS/DPF 26.1</p> <p>None are applicable.</p>
<p>PO 26.2</p> <p>Provision is made for suitable external clothes drying facilities.</p>	<p>DTS/DPF 26.2</p> <p>None are applicable.</p>
<p>PO 26.3</p> <p>Provision is made for suitable household waste and recyclable material storage facilities which are:</p> <ul style="list-style-type: none"> (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point. 	<p>DTS/DPF 26.3</p> <p>None are applicable.</p>

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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 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 29.1 None are applicable.
PO 29.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to:	DTS/DPF 29.4 None are applicable.

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<p>(a) be conveniently accessed by the dwellings which it services</p> <p>(b) have regard to acoustic, safety, security and wind effects.</p>	
<p>PO 29.5</p> <p>Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.</p>	<p>DTS/DPF 29.5</p> <p>None are applicable.</p>
<p>PO 29.6</p> <p>Communal open space is designed and sited to:</p> <p>(a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings</p> <p>(b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.</p>	<p>DTS/DPF 29.6</p> <p>None are applicable.</p>
Site Facilities / Waste Storage	
<p>PO 30.1</p> <p>Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.</p>	<p>DTS/DPF 30.1</p> <p>None are applicable.</p>
<p>PO 30.2</p> <p>Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.</p>	<p>DTS/DPF 30.2</p> <p>None are applicable.</p>
<p>PO 30.3</p> <p>Provision is made for suitable external clothes drying facilities.</p>	<p>DTS/DPF 28.3</p> <p>None are applicable.</p>
<p>PO 30.4</p> <p>Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.</p>	<p>DTS/DPF 30.4</p> <p>None are applicable.</p>
<p>PO 30.5</p> <p>Waste and recyclable material storage areas are located away from dwellings.</p>	<p>DTS/DPF 30.5</p> <p>Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.</p>
<p>PO 30.6</p> <p>Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.</p>	<p>DTS/DPF 30.6</p> <p>None are applicable.</p>
<p>PO 30.7</p> <p>Services including gas and water meters are conveniently located and screened from public view.</p>	<p>DTS/DPF 30.7</p> <p>None are applicable.</p>
All non-residential development	
Water Sensitive Design	
<p>PO 31.1</p>	<p>DTS/DPF 31.1</p>

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Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	None are applicable.
PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 32.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 32.1 None are applicable.

Table 1 - Private Open Space

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

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or a caravan and tourist park	
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Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively 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 Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
<p>PO 1.1</p> <p>Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p> <p>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:</p>	<p>DTS/DPF 1.4</p> <p>Development does not incorporate any structures that protrude beyond the roofline.</p>

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<p>(a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces</p> <p>(b) screening rooftop plant and equipment from view</p> <p>(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.</p>	
<p>PO 1.5</p> <p>The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
Safety	
<p>PO 2.1</p> <p>Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Development is designed to differentiate public, communal and private areas.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.</p>	<p>DTS/DPF 2.3</p> <p>None are applicable.</p>
<p>PO 2.4</p> <p>Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.</p>	<p>DTS/DPF 2.4</p> <p>None are applicable.</p>
<p>PO 2.5</p> <p>Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.</p>	<p>DTS/DPF 2.5</p> <p>None are applicable.</p>
Landscaping	
<p>PO 3.1</p> <p>Soft landscaping and tree planting are incorporated to:</p> <p>(a) minimise heat absorption and reflection</p> <p>(b) maximise shade and shelter</p> <p>(c) maximise stormwater infiltration</p> <p>(d) enhance the appearance of land and streetscapes.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
Environmental Performance	
<p>PO 4.1</p> <p>Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>

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PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design 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	DTS/DPF 7.3 None are applicable.

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provided between parking areas and the development.	
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 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.

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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: <ul style="list-style-type: none"> (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: <ul style="list-style-type: none"> (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: <ul style="list-style-type: none"> (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and	DTS/DPF 11.1 None are applicable.

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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.	
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)

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	<div>(c) habitable rooms of dwellings</div> <div>(d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.</div>																												
<div>PO 12.7</div> <div>Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.</div>	<div>DTS/DPF 12.7</div> <div>Entrances to multi-storey buildings are:</div> <div><div>(a) oriented towards the street</div><div>(b) clearly visible and easily identifiable from the street and vehicle parking areas</div><div>(c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses</div><div>(d) designed to provide shelter, a sense of personal address and transitional space around the entry</div><div>(e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors</div><div>(f) designed to avoid the creation of potential areas of entrapment.</div></div>																												
<div>PO 12.8</div> <div>Building services, plant and mechanical equipment are screened from the public realm.</div>	<div>DTS/DPF 12.8</div> <div>None are applicable.</div>																												
Landscaping																													
<div>PO 13.1</div> <div>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.</div>	<div>DTS/DPF 13.1</div> <div>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.</div>																												
<div>PO 13.2</div> <div>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.</div>	<div>DTS/DPF 13.2</div> <div>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.</div> <table><thead><tr><th>Site area</th><th>Minimum deep soil area</th><th>Minimum dimension</th><th>Tree / deep soil zones</th></tr></thead><tbody><tr><td><300 m²</td><td>10 m²</td><td>1.5m</td><td>1 small tree / 10 m²</td></tr><tr><td>300-1500 m²</td><td>7% site area</td><td>3m</td><td>1 medium tree / 30 m²</td></tr><tr><td>>1500 m²</td><td>7% site area</td><td>6m</td><td>1 large or medium tree / 60 m²</td></tr><tr><td colspan="4">Tree size and site area definitions</td></tr><tr><td>Small tree</td><td colspan="3">4-6m mature height and 2-4m canopy spread</td></tr><tr><td></td><td colspan="3"></td></tr></tbody></table>	Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones	<300 m ²	10 m ²	1.5m	1 small tree / 10 m ²	300-1500 m ²	7% site area	3m	1 medium tree / 30 m ²	>1500 m ²	7% site area	6m	1 large or medium tree / 60 m ²	Tree size and site area definitions				Small tree	4-6m mature height and 2-4m canopy spread						
Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones																										
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Tree size and site area definitions																													
Small tree	4-6m mature height and 2-4m canopy spread																												

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	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	

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	along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	DTS/DPF 15.2 None are applicable.
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	DTS/DPF 16.1 None are applicable.
All residential development	
Front elevations and passive surveillance	
PO 17.1 Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 17.1 Each dwelling with a frontage to a public street: (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	DTS/DPF 19.1

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<p>Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.</p>	<p>Ancillary buildings:</p> <ul style="list-style-type: none"> (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m² (c) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: <ul style="list-style-type: none"> (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: <ul style="list-style-type: none"> A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: <ul style="list-style-type: none"> (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less: <ul style="list-style-type: none"> (i) a total area as determined by the following table: <table border="1" data-bbox="938 1742 1370 1930"> <tr> <th data-bbox="938 1742 1214 1930">Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th data-bbox="1214 1742 1370 1930">Minimum percentage of site</th></tr> </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
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site		

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		<table><tr><td><150</td><td>10%</td></tr><tr><td>150-200</td><td>15%</td></tr><tr><td>201-450</td><td>20%</td></tr><tr><td>>450</td><td>25%</td></tr></table>	<150	10%	150-200	15%	201-450	20%	>450	25%
<150	10%									
150-200	15%									
201-450	20%									
>450	25%									
	(ii)	the amount of existing soft landscaping prior to the development occurring.								
PO 19.2	DTS/DPF 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.	Ancillary buildings and structures do not result in:	<ul style="list-style-type: none">(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.								
PO 19.3	DTS/DPF 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.	The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:	<ul style="list-style-type: none">(a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or(b) located at least 12m from the nearest habitable room located on an adjoining allotment.								
Residential Development - Low Rise										
External appearance										
PO 20.1	DTS/DPF 20.1									
Garaging is designed to not detract from the streetscape or appearance of a dwelling.	Garages and carports facing a street:	<ul style="list-style-type: none">(a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling(b) are set back at least 5.5m from the boundary of the primary street(c) have a garage door / opening width not exceeding 7m(d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.								
PO 20.2	DTS/DPF 20.2									
Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.	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:									

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	<ul style="list-style-type: none"> (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a single material or finish. 										
PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable										
Private Open Space											
PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.										
PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.										
Landscaping											
PO 22.1 Soft landscaping is incorporated into development to: <ul style="list-style-type: none"> (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes. 	DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): <ul style="list-style-type: none"> (a) a total area as determined by the following table: <table border="1"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td><150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>>200-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </tbody> </table>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	>200-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
>200-450	20%										
>450	25%										

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	(b) at least 30% of any land between the primary street boundary and the primary building line.
Car parking, access and manoeuvrability	
<p>PO 23.1</p> <p>Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 23.1</p> <p>Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):</p> <ul style="list-style-type: none"> (a) single width car parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
<p>PO 23.2</p> <p>Uncovered car parking space are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 23.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
<p>PO 23.3</p> <p>Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.</p>	<p>DTS/DPF 23.3</p> <p>Driveways and access points satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: <ul style="list-style-type: none"> (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
<p>PO 23.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 23.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner

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	<ul style="list-style-type: none"> (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 23.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 23.5</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site
<p>PO 23.6</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 23.6</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> (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	
<p>PO 24.1</p> <p>Provision is made for the convenient storage of waste bins in a location screened from public view.</p>	<p>DTS/DPF 24.1</p> <p>Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that:</p> <ul style="list-style-type: none"> (a) has a minimum area of 2m² with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	
<p>PO 25.1</p> <p>The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.</p>	<p>DTS/DPF 25.1</p> <p>Buildings satisfy (a) or (b):</p> <ul style="list-style-type: none"> (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.

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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 .

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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	DTS/DPF 31.1 Dwellings have a minimum internal floor area in accordance with

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amenity for occupants.	<p>the following table:</p> <table border="1"> <thead> <tr> <th>Number of bedrooms</th><th>Minimum internal floor area</th></tr> </thead> <tbody> <tr> <td>Studio</td><td>35m²</td></tr> <tr> <td>1 bedroom</td><td>50m²</td></tr> <tr> <td>2 bedroom</td><td>65m²</td></tr> <tr> <td>3+ bedrooms</td><td>80m² and any dwelling over 3 bedrooms provides an additional 15m² for every additional bedroom</td></tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	Studio	35m ²	1 bedroom	50m ²	2 bedroom	65m ²	3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom
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2 bedroom	65m ²										
3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom										
<p>PO 31.2</p> <p>The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.</p>	<p>DTS/DPF 31.2</p> <p>None are applicable.</p>										
<p>PO 31.3</p> <p>Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.</p>	<p>DTS/DPF 31.3</p> <p>None are applicable.</p>										
<p>PO 31.4</p> <p>Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.</p>	<p>DTS/DPF 31.4</p> <p>Dwelling sites/allotments are not in the form of a battle-axe arrangement.</p>										
Communal Open Space											
<p>PO 32.1</p> <p>Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.</p>	<p>DTS/DPF 32.1</p> <p>None are applicable.</p>										
<p>PO 32.2</p> <p>Communal open space is of sufficient size and dimensions to cater for group recreation.</p>	<p>DTS/DPF 32.2</p> <p>Communal open space incorporates a minimum dimension of 5 metres.</p>										
<p>PO 32.3</p> <p>Communal open space is designed and sited to:</p> <ul style="list-style-type: none"> (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects. 	<p>DTS/DPF 32.3</p> <p>None are applicable.</p>										
<p>PO 32.4</p> <p>Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.</p>	<p>DTS/DPF 32.4</p> <p>None are applicable.</p>										
<p>PO 32.5</p> <p>Communal open space is designed and sited to:</p> <ul style="list-style-type: none"> (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings 	<p>DTS/DPF 32.5</p> <p>None are applicable.</p>										

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(b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	
Car parking, access and manoeuvrability	
<p>PO 33.1</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 33.1</p> <p>Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements:</p> <ul style="list-style-type: none"> (a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
<p>PO 33.2</p> <p>The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.</p>	<p>DTS/DPF 33.2</p> <p>Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.</p>
<p>PO 33.3</p> <p>Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.</p>	<p>DTS/DPF 33.3</p> <p>Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:</p> <ul style="list-style-type: none"> (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
<p>PO 33.4</p> <p>Residential driveways that service more than one dwelling or a dwelling on a battle-axe site are designed to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.</p>	<p>DTS/DPF 33.4</p> <p>Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.</p>
<p>PO 33.5</p> <p>Dwellings are adequately separated from common driveways and manoeuvring areas.</p>	<p>DTS/DPF 33.5</p> <p>Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.</p>
Soft landscaping	
<p>PO 34.1</p> <p>Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.</p>	<p>DTS/DPF 34.1</p> <p>Other than where located directly in front of a garage or building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.</p>
<p>PO 34.2</p>	<p>DTS/DPF 34.2</p>

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Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	Battle-axe or common driveways satisfy (a) and (b): <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point. 	DTS/DPF 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	DTS/DPF 36.2 None are applicable.

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increase the peak flows in downstream systems.	
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	
PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 39.1 None are applicable.
PO 39.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 39.2 None are applicable.
PO 39.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 39.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 39.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 39.4 None are applicable.
PO 39.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 39.5 None are applicable.
PO 39.6	DTS/DPF 39.6

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

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	<ul style="list-style-type: none"> (iii) common storage facilities at the rate of 8m³ 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.
<p>PO 41.2</p> <p>Student accommodation is designed to provide easy adaptation of the building to accommodate an alternative use of the building in the event it is no longer required for student housing.</p>	<p>DTS/DPF 41.2</p> <p>None are applicable.</p>
All non-residential development	
Water Sensitive Design	
<p>PO 42.1</p> <p>Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.</p>	<p>DTS/DPF 42.1</p> <p>None are applicable.</p>
<p>PO 42.2</p> <p>Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.</p>	<p>DTS/DPF 42.2</p> <p>None are applicable.</p>
<p>PO 42.3</p> <p>Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.</p>	<p>DTS/DPF 42.3</p> <p>None are applicable.</p>
Wash-down and Waste Loading and Unloading	
<p>PO 43.1</p> <p>Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are:</p> <ul style="list-style-type: none"> (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: <ul style="list-style-type: none"> (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or 	<p>DTS/DPF 43.1</p> <p>None are applicable.</p>

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

Table 1 - Private Open Space

Dwelling Type	Dwelling / Site Configuration	Minimum Rate
Dwelling (at ground level, other than a residential flat building that includes above ground dwellings)		<p>Total private open space area:</p> <ul style="list-style-type: none"> (a) Site area <301m²: 24m² located behind the building line. (b) Site area ≥ 301m²: 60m² located behind the building line. <p>Minimum directly accessible from a living room: 16m² / with a minimum dimension 3m.</p>
Cabin or caravan (permanently fixed to the ground) in a residential park or caravan and tourist park		Total area: 16m ² , which may be used as second car parking space, provided on each site intended for residential occupation.
Dwelling in a residential flat building or mixed use building which incorporate above ground level dwellings	Dwellings at ground level:	15m ² / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m ² / minimum dimension 1.8m
	One bedroom dwelling	8m ² / minimum dimension 2.1m
	Two bedroom dwelling	11m ² / minimum dimension 2.4m

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	Three + bedroom dwelling	15 m ² / minimum dimension 2.6m
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Forestry

Assessment Provisions (AP)

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

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

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

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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.	
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 appropriately designed effluent and run-off facilities that: (a) have sufficient capacity to hold effluent and runoff from the operations on site (b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.	DTS/DPF 3.2 None are applicable.

Interface between Land Uses

Assessment Provisions (AP)

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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: <table border="1"> <thead> <tr> <th>Class of Development</th><th>Hours of operation</th></tr> </thead> <tbody> <tr> <td>Consulting room</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr> <tr> <td>Office</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr> <tr> <td>Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday</td></tr> </tbody> </table>	Class of Development	Hours of operation	Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
Class of Development	Hours of operation								
Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday								

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

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including:					
<ul style="list-style-type: none"> (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone. 					
<p>PO 4.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.3</p> <p>The pump and/or filtration system ancillary to a dwelling erected on the same site is:</p> <ul style="list-style-type: none"> (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment. 				
<p>PO 4.4</p> <p>External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.</p>	<p>DTS/DPF 4.4</p> <p>Adjacent land is used for residential purposes.</p>				
<p>PO 4.5</p> <p>Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.5</p> <p>None are applicable.</p>				
<p>PO 4.6</p> <p>Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.</p>	<p>DTS/DPF 4.6</p> <p>Development incorporating music includes noise attenuation measures that will achieve the following noise levels:</p> <table border="1"> <thead> <tr> <th>Assessment location</th><th>Music noise level</th></tr> </thead> <tbody> <tr> <td>Externally at the nearest existing or envisaged noise sensitive location</td><td>Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)</td></tr> </tbody> </table>	Assessment location	Music noise level	Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)
Assessment location	Music noise level				
Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)				
Air Quality					
<p>PO 5.1</p> <p>Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to</p>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>				

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accommodate sensitive receivers.	
<p>PO 5.2</p> <p>Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by:</p> <ul style="list-style-type: none"> (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers. 	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>
Light Spill	
<p>PO 6.1</p> <p>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 6.1</p> <p>None are applicable.</p>
<p>PO 6.2</p> <p>External lighting is not hazardous to motorists and cyclists.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>
Solar Reflectivity / Glare	
<p>PO 7.1</p> <p>Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
Electrical Interference	
<p>PO 8.1</p> <p>Development in rural and remote areas does not unreasonably diminish or result in the loss of existing communication services due to electrical interference.</p>	<p>DTS/DPF 8.1</p> <p>The building or structure:</p> <ul style="list-style-type: none"> (a) is no greater than 10m in height, measured from existing ground level or (b) is not within a line of sight between a fixed transmitter and fixed receiver (antenna) other than where an alternative service is available via a different fixed transmitter or cable.
Interface with Rural Activities	
<p>PO 9.1</p> <p>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.</p>	<p>DTS/DPF 9.1</p> <p>None are applicable.</p>
<p>PO 9.2</p> <p>Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing intensive animal husbandry activities</p>	<p>DTS/DPF 9.2</p> <p>None are applicable.</p>

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and do not prejudice the continued operation of these activities.	
PO 9.3 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing land-based aquaculture activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.3 Sensitive receivers are located at least 200m from the boundary of a site used for land-based aquaculture and associated components in other ownership.
PO 9.4 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing dairies including associated wastewater lagoons and liquid/solid waste storage and disposal facilities and do not prejudice the continued operation of these activities.	DTS/DPF 9.4 Sensitive receivers are sited at least 500m from the boundary of a site used for a dairy and associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities in other ownership.
PO 9.5 Sensitive receivers are located and designed to mitigate the potential impacts from lawfully existing facilities used for the handling, transportation and storage of bulk commodities (recognising the potential for extended hours of operation) and do not prejudice the continued operation of these activities.	DTS/DPF 9.5 Sensitive receivers are located away from the boundary of a site used for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following: <ul style="list-style-type: none"> (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day (c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres (d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes (e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.
PO 9.6 Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.	DTS/DPF 9.6 None are applicable.
PO 9.7 Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.	DTS/DPF 9.7 None are applicable.
Interface with Mines and Quarries (Rural and Remote Areas)	
PO 10.1 Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.	DTS/DPF 10.1 Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the <i>Mining Act 1971</i> .

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Transport, Access and Parking**Assessment Provisions (AP)**

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner	DTS/DPF 2.2 None are applicable.

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sites are designed to provide adequate sightlines between vehicles and pedestrians.	
Vehicle Access	
<p>PO 3.1</p> <p>Safe and convenient access minimises impact or interruption on the operation of public roads.</p>	<p>DTS/DPF 3.1</p> <p>The access is:</p> <ul style="list-style-type: none"> (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
<p>PO 3.2</p> <p>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.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
<p>PO 3.3</p> <p>Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>
<p>PO 3.4</p> <p>Access points are sited and designed to minimise any adverse impacts on neighbouring properties.</p>	<p>DTS/DPF 3.4</p> <p>None are applicable.</p>
<p>PO 3.5</p> <p>Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.</p>	<p>DTS/DPF 3.5</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 3.6</p> <p>Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).</p>	<p>DTS/DPF 3.6</p> <p>Driveways and access points:</p> <ul style="list-style-type: none"> (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: <ul style="list-style-type: none"> (i) a single access point no greater than 6m in width is provided or

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	(ii) not more than two access points with a width of 3.5m each are provided.
<p>PO 3.7</p> <p>Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.</p>	<p>DTS/DPF 3.7</p> <p>Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing:</p> <ul style="list-style-type: none"> (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
<p>PO 3.8</p> <p>Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.</p>	<p>DTS/DPF 3.8</p> <p>None are applicable.</p>
<p>PO 3.9</p> <p>Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.</p>	<p>DTS/DPF 3.9</p> <p>None are applicable.</p>
Access for People with Disabilities	
<p>PO 4.1</p> <p>Development is sited and designed to provide safe, dignified and convenient access for people with a disability.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
Vehicle Parking Rates	
<p>PO 5.1</p> <p>Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:</p> <ul style="list-style-type: none"> (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place. 	<p>DTS/DPF 5.1</p> <p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</p> <ul style="list-style-type: none"> (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
<p>PO 6.1</p> <p>Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.</p>	<p>DTS/DPF 6.1</p> <p>Movement between vehicle parking areas within the site can occur without the need to use a public road.</p>
<p>PO 6.2</p> <p>Vehicle parking areas are appropriately located, designed and</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>

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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 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.	DTS/DPF 6.7 None are applicable.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.
Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	DTS/DPF 8.1 None are applicable.
PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.	DTS/DPF 8.2 None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of	DTS/DPF 9.2 None are applicable.

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cyclists and deters property theft.	
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.	<p>DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:</p> 

Table 1 - General Off-Street Car Parking Requirements

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

Class of Development	Car Parking Rate (unless varied by Table 2 onwards)
	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Group Dwelling	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
Residential Flat Building	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>

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Timber yard	1.5 spaces per 100m ² of total floor area 1 space per 100m ² of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m ² total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m ² of total building floor area.

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

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

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

Class of Development	Car Parking Rate		Designated Areas
	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.		
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:	Capital City Zone
			City Main Street Zone
			City Riverbank Zone
			Adelaide Park Lands Zone
			Business Neighbourhood Zone (within the City of Adelaide)
	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		The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
	3 spaces for each dwelling with a total floor area greater than 150 square metres.		
		Residential flat building or	

Policy24 - Enquiry

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

Policy24 - Enquiry

Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling	None specified.	City Living Zone
	1 bedroom dwelling - 0.75 spaces per dwelling		Urban Activity Centre Zone
	2 bedroom dwelling - 1 space per dwelling		Urban Corridor (Boulevard) Zone
	3 or more bedroom dwelling - 1.25 spaces per dwelling		Urban Corridor (Business) Zone
	0.25 spaces per dwelling for visitor parking.		Urban Corridor (Living) Zone
			Urban Corridor (Main Street) Zone
			Urban Neighbourhood Zone

Table 2 - Criteria:

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

Criteria	Exceptions
<p>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</p> <p>(a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾</p> <p>(b) is within 400 metres of a bus interchange⁽¹⁾</p> <p>(c) is within 400 metres of an O-Bahn interchange⁽¹⁾</p> <p>(d) is within 400 metres of a passenger rail station⁽¹⁾</p> <p>(e) is within 400 metres of a passenger tram station⁽¹⁾</p> <p>(f) is within 400 metres of the Adelaide Parklands.</p>	<p>(a) All zones in the City of Adelaide</p> <p>(b) Strategic Innovation Zone in the following locations:</p> <p>(i) City of Burnside</p> <p>(ii) City of Marion</p> <p>(iii) City of Mitcham</p> <p>(c) Urban Corridor (Boulevard) Zone</p> <p>(d) Urban Corridor (Business) Zone</p> <p>(e) Urban Corridor (Living) Zone</p> <p>(f) Urban Corridor (Main Street) Zone</p> <p>(g) Urban Neighbourhood Zone</p>

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

Table 3 - Off-Street Bicycle Parking Requirements

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

Class of Development	Bicycle Parking Rate
	Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.

Policy24 - Enquiry

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

Policy24 - Enquiry

Strategic Innovation Zone	
Suburban Activity Centre Zone	
Suburban Business Zone	
Suburban Main Street Zone	
Urban Activity Centre Zone	
Urban Corridor (Boulevard) Zone	
Urban Corridor (Business) Zone	
Urban Corridor (Living) Zone	
Urban Corridor (Main Street) Zone	
Urban Neighbourhood Zone	

Waste Treatment and Management Facilities

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as:	DTS/DPF 2.1 None are applicable.

City of West Torrens
165 Sir Donald Bradman Drv
HILTON SA 5033

ATT Phil Smith

RE: ALTERATIONS TO 180 HENLEY BEACH RD, TORRENSVILLE – HOTEL ROYAL

Studio S2 Architects, on behalf of our client Hurley Hotel Group is pleased to lodge a development application for alterations to 180 Henley Beach Road, Torrensville namely the Hotel Royal.

The hotel was originally constructed around 1879 and its current appearance dates from the 1930's. The Hotel was purchased by the Hurley Hotel Group in 1979 with changes and alterations over the years.

CURRENT USE

Since the hotel was constructed, it has been an important meeting place and social facility it currently includes

- Gaming Room
- Function Rooms
- Retail
- Dining
- Outdoor Dining
- Bars
- Offices

PROPOSED DEVELOPMENT

The proposed alterations will retain all the current uses but rearrange the spaces to provide a social facility that meets the expectation of today's society.

- Gaming room to remain as is,
- Functions rooms to expand to utilise upper floor and add a balcony,
- Retail to expand into existing bar,
- Existing dining and bar areas to be upgraded,
- New Outdoor Dining to replace existing retail storage,
- New bar and outdoor spaces (mezzanine and downstairs) in place of existing outdoor area,
- Offices to remain as is.

All the alterations are proposed within the current footprint of the existing building.



ABN 71 619 880 152
Ground Floor Suite 2
50 King William Road
Goodwood SA 5034
(08) 7231 5470
studio@studio-s2.com.au
studio-s2.com.au

STAGED APPROVALS

It is intended to keep the hotel operational as much as possible during the construction of the works. Approvals will therefore be applied for in the following stages.

1. Eastern bar, outdoor area, mezzanine and retail expansion,
2. Remainder of works.

This is subject to change based on final construction sequencing.

GENERAL HOURS OF OPERATION

The hours of operation will be unchanged by the proposed alterations.

NUMBER OF OCCUPANTS

The number of occupants will be unchanged by the proposed alterations.

CAR PARKING

The existing car parks to the north of the new Outdoor Dining will be rearranged to provide space with the revised entry location and 2 additional car parks will be added before the entry of the Drive-Thru.

TREES

The tree to the north of the new Outdoor Dining is proposed to be removed to allow space for the new Construction. The street tree on the corner of Henley Beach Road and Jervois Street is proposed to be removed to allow the awning and balcony to extend to edge of the road kerb. Neither of these trees are regulated.

WASTE REMOVAL

The current waste locations and removal will be unchanged by the proposed alterations

HERITAGE

The Hotel is a listed property on the Local Heritage register with the following relevant criteria:

The Royal Hotel fulfils criteria a and c under Section 23 (4) of the Development Act 1993 as a place of local heritage value.

- a) The Hotel Royal displays historical, social and economic themes important to Thebarton in the provision of hotel facilities for the community since the 1880's and the association of the early hotel with brewers, Beaglehole and Johnson,*
- b) The Royal Hotel has played an important part of local residents as a meeting place and a social facility.*



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Extent of Listing: As the hotel has been altered and extended many times, the most significant section of the hotel is the earliest element now refurbished on the corner of Jervois Street and Henley Beach Road.

Conservation Recommendations: The current strong colour scheme is not inappropriate for the building. It forms an important element within the Main Street section of Henley Beach Road.

The proposed development looks to enhance the current offering to continue the use of the hotel as a meeting place and social facility for today's society.

A strong colour scheme will be maintained and the addition of a balcony to the Jervois Street and Henley Beach Road corner is designed to be in keeping with design language of this significant existing corner. The balcony will enhance the engagement with the Main Street Precinct.

The proposed colour scheme is shown on the drawings – final colour scheme is currently under consideration with the owners. Before any required public notification please confirm there are no changes to the proposed colours.

Review of the development plan and conversations with planning staff and heritage advisor indicate the proposal would generally be supported. We trust this package provides Council with all the relevant information in which to make assessment of the proposed alterations.

If you require any further information in relation to this application, please do not hesitate to contact me.

Your sincerely



Daniel Smedley
Director
Studio S2 Architects Pty Ltd



**STUDIO S2
ARCHITECTS**

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HOTEL ROYAL

180 HENLEY BEACH RD, TORRENSVILLE, SA 5031

PLANNING APPLICATION

DRAWING LIST

NO.	DRAWING NAME
001	COVER SHEET
002	SITE PLAN
003	GROUND FLOOR DEMOLITION PLAN
004	FIRST FLOOR DEMOLITION PLAN
005	GROUND FLOOR PLAN
006	FIRST FLOOR PLAN
007	ELEVATION

PLANNING APPLICATION

Studio S2 Architects Pty Ltd
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08 8333 1111
info@studio-s2.com.au



GABRIEL, V.D. LTD
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Rev	Date	Description
01	10/05/2021	FINAL DEVELOPMENT PLAN
02	21/05/2021	DEVELOPMENT PLAN CORRECT
03	10/05/2021	EXTERNAL COLOUR CHANGE
04	21/05/2021	REPRESENTATION RESPONSE

Rev	Date	Description
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Rev	Date	Description
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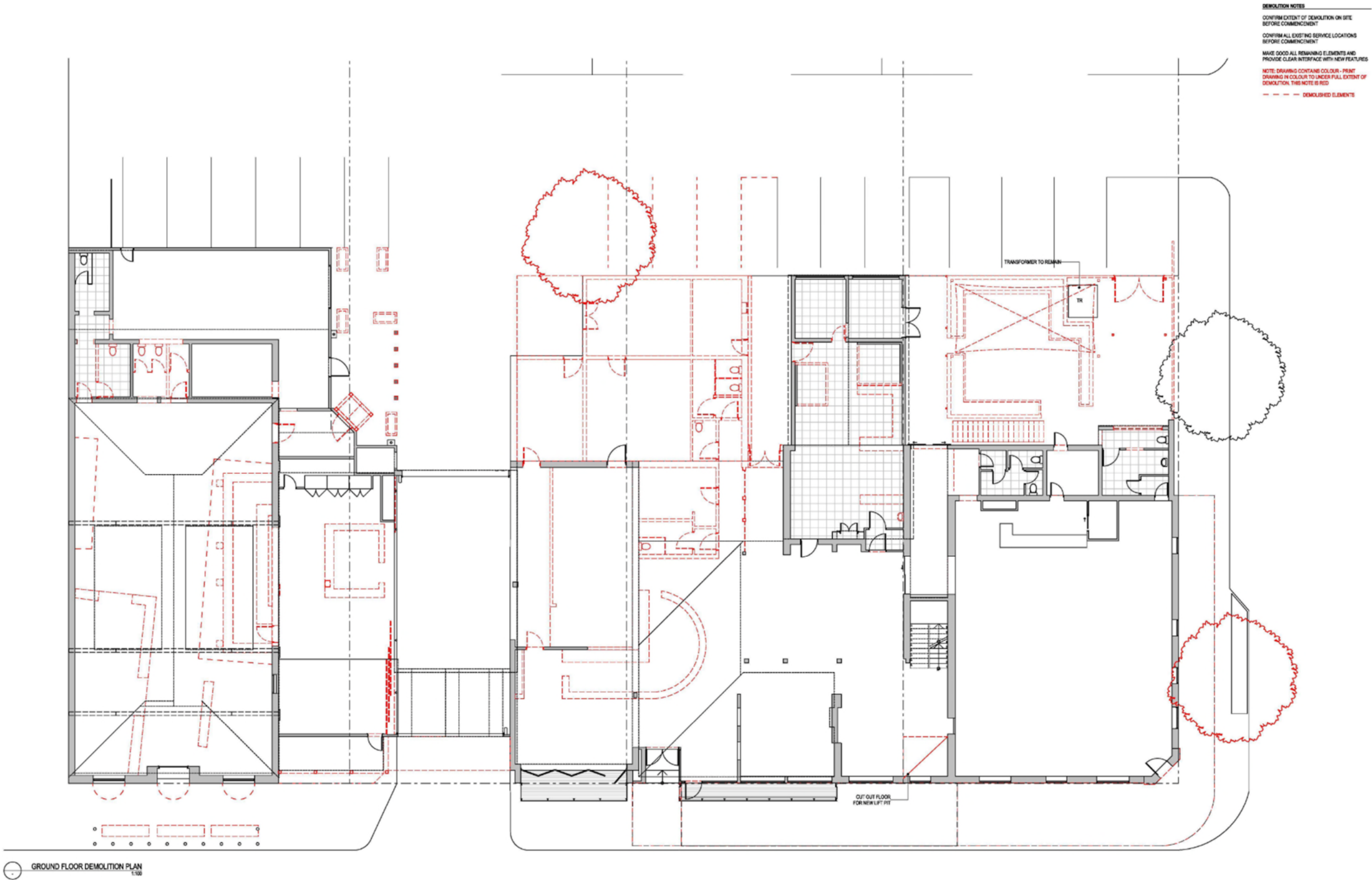
Rev	Date	Description
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HOTEL ROYAL

180 HENLEY BEACH RD,
TORRENSVILLE, SA 5031
HURLEY HOTEL GROUP

COVER SHEET

SCALE	DATE	10/05/2021
PROJECT NO.	ARCH	52
DRAWING NO.	DRAWN BY	52
20015-SC01	REVISION	01



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Rev	Date	Description
01	18/05/2021	CLIENT REVIEW ISSUE 01
02	31/05/2021	DEVELOPMENT PLAN CONSENT

Rev	Date	Description
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Rev	Date	Description
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Rev	Date	Description
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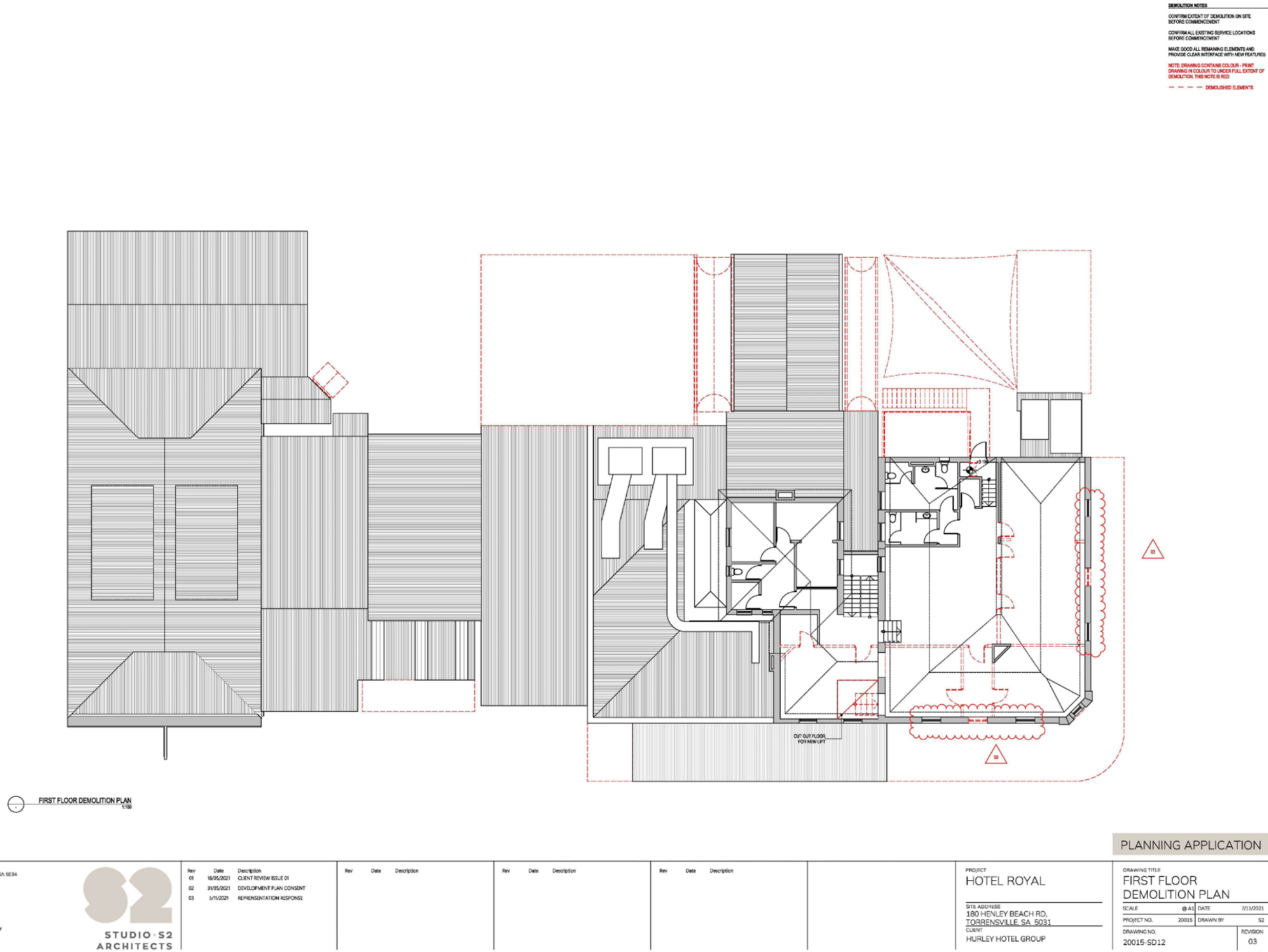
PROJECT
HOTEL ROYAL

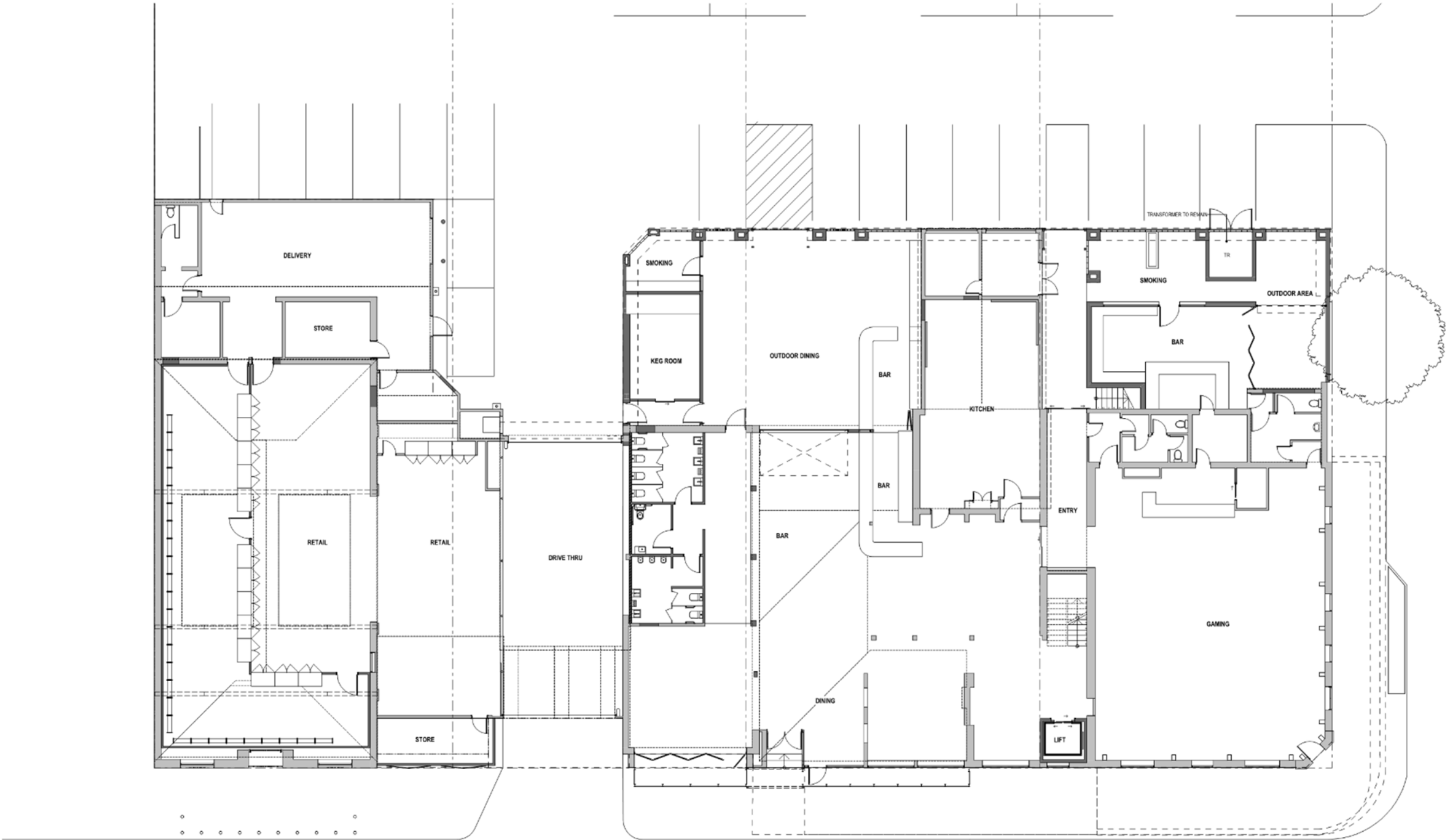
SITE ADDRESS
180 HENLEY BEACH RD,
TORRENSVILLE, SA 5031

CLIENT
HURLEY HOTEL GROUP

PLANNING APPLICATION

DRAWING TITLE			
GROUND FLOOR DEMOLITION PLAN			
SCALE	@ A1	DATE	31/05/2021
PROJECT NO.	20015	DRAWN BY	S2
DRAWING NO.	20015-SD11	REVISION	02





GROUND FLOOR PLAN
1:100

PLANNING APPLICATION

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Rev	Date	Description
01	18/05/2021	CLIENT REVIEW ISSUE 01
02	23/05/2021	DEVELOPMENT PLAN CONSENT

Rev	Date	Description
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Rev	Date	Description
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Rev	Date	Description
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PROJECT
HOTEL ROYAL

SITE ADDRESS
180 HENLEY BEACH RD,
TORRENSVILLE, SA 5031

CLIENT
HURLEY HOTEL GROUP

DRAWING TITLE			
GROUND FLOOR PLAN			
SCALE	@ A1	DATE	31/05/2021
PROJECT NO.	20015	DRAWN BY	S2
DRAWING NO.	20015-SD13	REVISION	02



STUDIO S2
ARCHITECTS

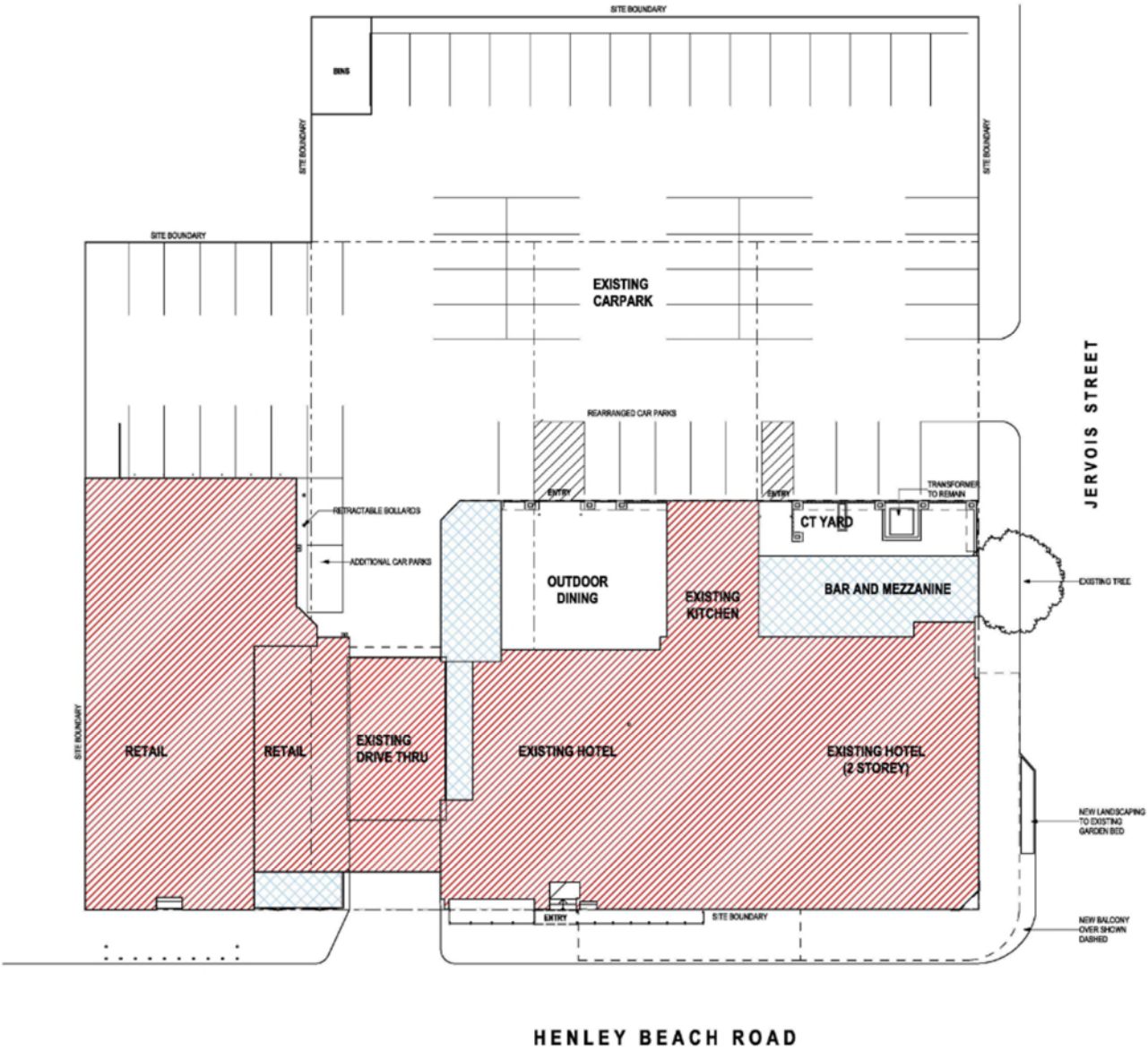
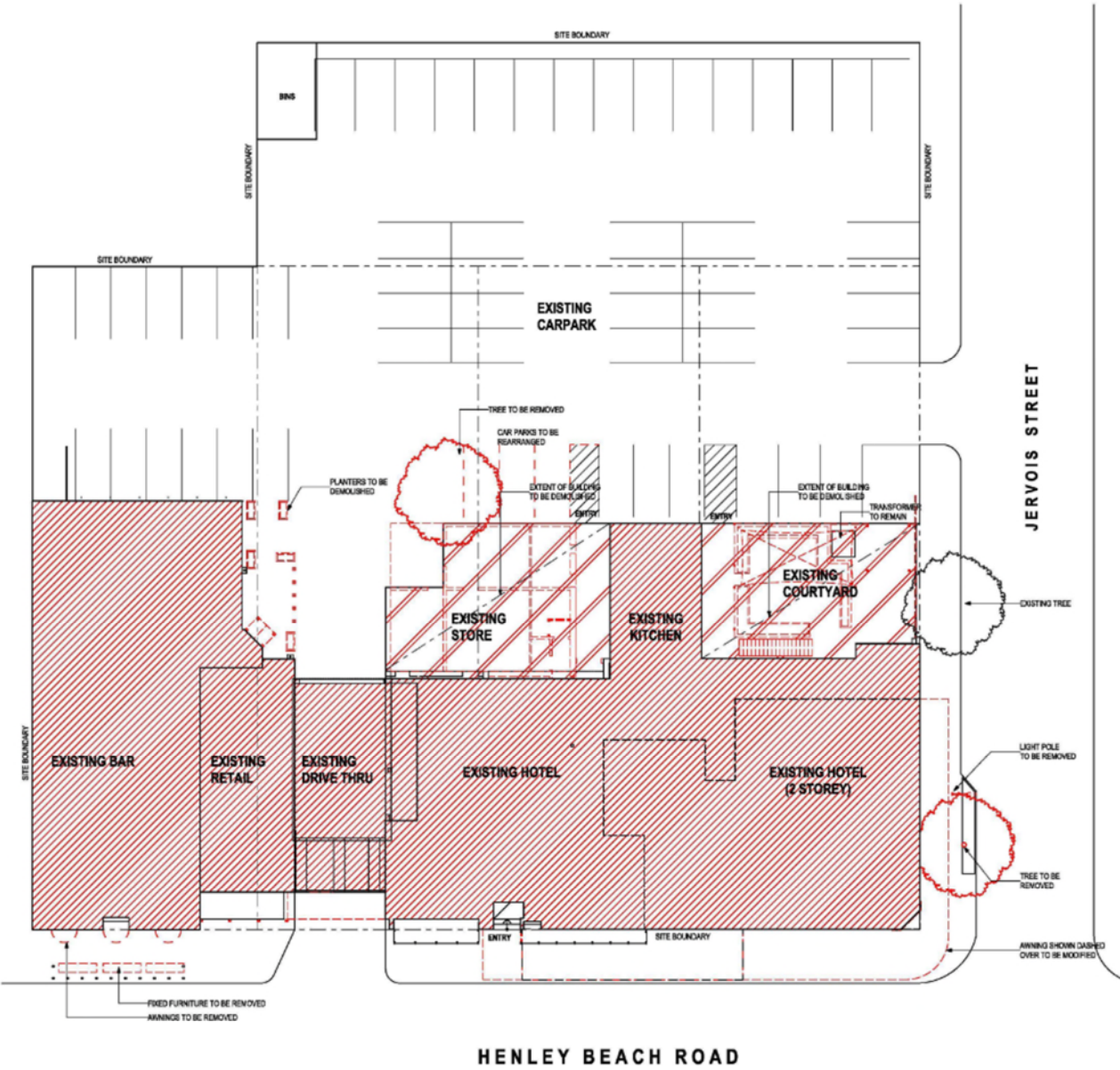
SCALE	@ A1	DATE	7/11/2021
PROJECT NO.	20015	DRAWN BY	S2
DRAWING NO.			REVISION
20015-SD14			03

SITE PLAN LEGEND

EXISTING BUILDINGS

PROPOSED BUILDINGS

BUILDING TO BE DEMOLISHED



EXISTING SITE PLAN
1:200

PROPOSED SITE PLAN
1:200

PLANNING APPLICATION

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Rev	Date	Description
01	18/05/2021	CLIENT REVIEW ISSUE 01
02	31/05/2021	DEVELOPMENT PLAN CONSENT

Rev	Date	Description
01	18/05/2021	CLIENT REVIEW ISSUE 01
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Rev	Date	Description
01	18/05/2021	CLIENT REVIEW ISSUE 01
02	31/05/2021	DEVELOPMENT PLAN CONSENT



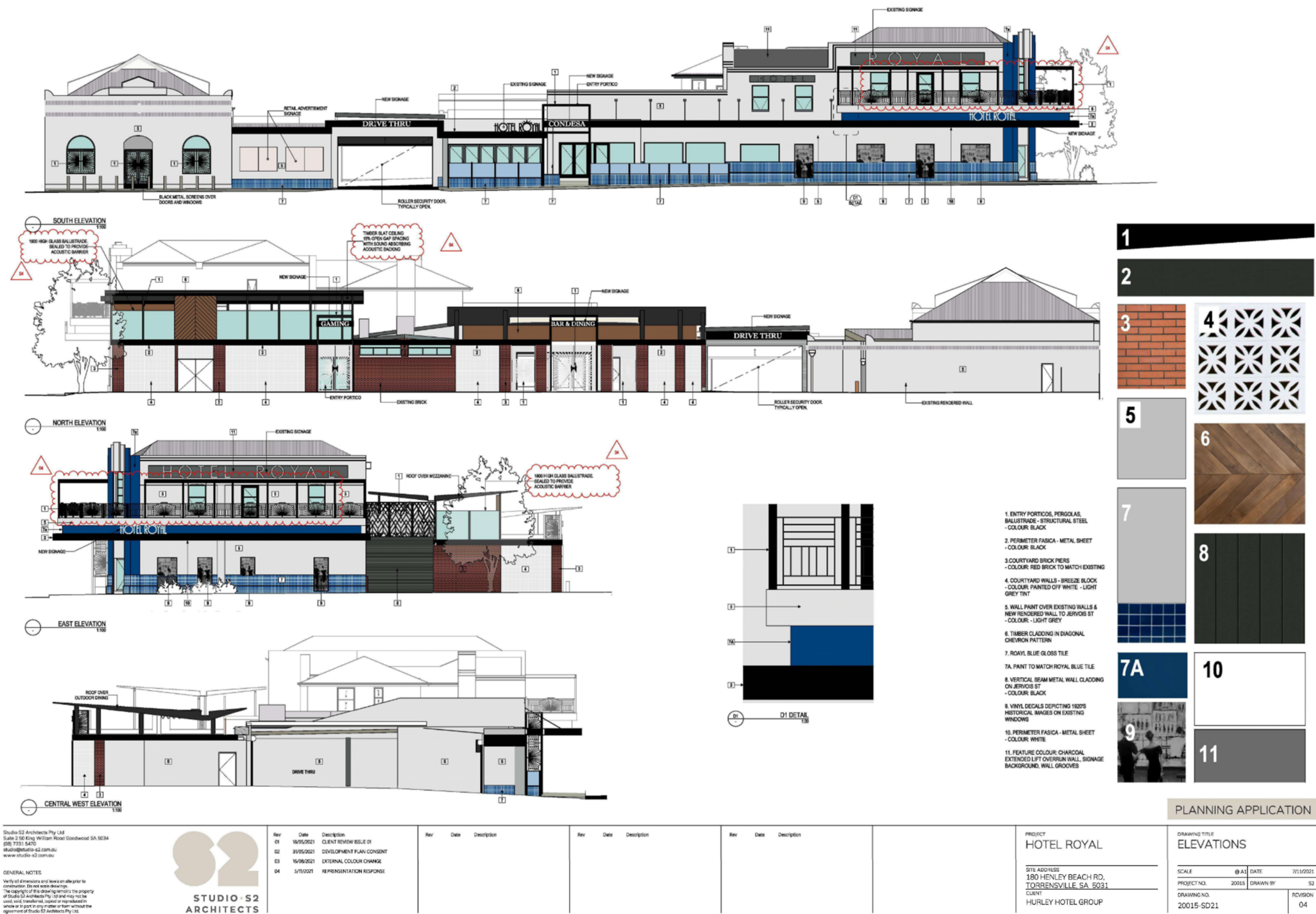
PROJECT
HOTEL ROYAL

SITE ADDRESS
180 HENLEY BEACH RD,
TORRENSVILLE, SA 5031

CLIENT
HURLEY HOTEL GROUP

DRAWING TITLE
SITE PLANS

SCALE	@ A1	DATE	31/05/2021
PROJECT NO.	20015	DRAWN BY	S2
DRAWING NO.	20015-SD02	REVISION	02



1

Details of submitter No: 1 - Francesco Violi

Submitter:	Francesco Violi
Submitter Address:	8 Clifford St, Torrensville SA, Australia, Torrensville, Australia, 5031

South Australia Planning, Development and Infrastructure ACT 2016

Representation on Application

First name:

Francesco

Last name:

Violi

Daytime Phone:

Would you like to present your submission in person at a hearing?

- ☐ I wish to be heard in support of my representation
- ☒ I do not wish to be heard in support of my representation

My position is:

- ☒ I support the development
- ☐ I support the development with some concerns (detail below)
- ☐ I oppose the development

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

Attached Documents

File
No records to display.

2

Details of submitter No: 2 - David O'Loughlin

Submitter:	David O'Loughlin
Submitter Address:	3 Prospect Road, Prospect, Australia, 5082

South Australia Planning, Development and Infrastructure ACT 2016

Representation on Application

First name:

David

Last name:

O'Loughlin

Daytime Phone:**Would you like to present your submission in person at a hearing?**

- ☒ I wish to be heard in support of my representation
- ☐ I do not wish to be heard in support of my representation

Nominated Speaker:

David O'Loughlin

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

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

At first glance it is easily apparent the proposal is a major change to the local heritage listed Art Deco facade. The images in the proposal clearly show the impact the proposed verandah will have on the look of the building. The balcony will become the major visible feature of the building due to its physical dominance, overwhelming all of the elements that made the building worthy of local heritage listing. The widening of the window openings will forever detrimentally change the proportions of the building, further detracting from the integrity of the listing. For these reasons, further outlined below, we urge the Council Assessment Panel to refuse the application.

2

Whilst some of the proposed design features such as the balcony wrought iron design are sympathetic, others are not, such as the colonial bars applied to the proposed balcony doors. Nor are any of the proportions or relationships between the building elements proposed to be applied or cut into the heritage listed facade. The architecture was originally listed because it is an excellent example of a "refaced" earlier hotel, where balconies and colonial fenestration was removed to enable a clean and unencumbered facade to be presented to the street, punctuated by strong hotel branding in the form of incised writing on the parapets, a complex decorative form on the corner typical of the design philosophy of the period, and with a dominant third element being a suspended canopy exhibiting strong horizontal lines and hiding all structure and roofing behind a very slender facade profile. The parapet is topped by dual "speed lines" which punctuate the top of the building and wrap down to unify the two lower building facades to the west. All of these major design features, critical to the original reason to list and protect this building, are proposed to be heavily compromised by this proposal.

For example, the bulk of the balcony design will serve to obscure much of the upper facade, particularly almost all of the Art Deco features including the incised "ROYAL" signs on the parapets and the decorative corner treatment when viewed from the street, which is where most people view and appreciate heritage from, as opposed to the birds eye view shown in the image of the proposal.

This is because the balcony fascia and inevitable roof over (not shown but surely there) will obscure the upper facade from street view. The posts and wrought iron will make it harder to see the mid facade, including the terrific corner window feature. The balcony floor will mean all the diagonal steel stays holding the heritage listed verandah below will be cut off. Furthermore, there appears to be a connection between the underside of the proposed balcony and the top of the heritage listed verandah below, which will serve to join the two and make what was a slender and flat verandah roof emphasising strong horizontally into a thick, three part horizontal element consisting of a joined up verandah, set back infill panel and then topped by a projecting balcony floor structure that will obscure the facade just above the verandah. This treatment will completely destroy the sense of unity and simplicity the current suspended verandah provides to the three parts of the building, and the swept return to the side street.

In essence, this proposed very thick element will become a major element of the facade. This will be entirely out of character for the proportions of the current heritage listed facade which consist of tall and simple vertical walls intercepted only by a single horizontal verandah element.

In many ways, the proposed development would return the hotel facade to a Victorian design era, with high balconies including roofs over, decorative wrought iron and connecting doors to interior rooms. That may be appropriate for a building that has been heritage listed for its Victorian era design features. This building was not listed for that purpose, it has been expressly listed because of its Art Deco features, including the clean facade only interrupted by a single and slender unifying suspended verandah, and decorative features as described above.

In addition to the balcony being an unacceptable intervention on this facade, the creation of several large double door openings are also completely out of character and contrary to the original design intent. They are significantly larger than the existing openings and will impact detrimentally on the origin proportionality, and will mean the loss of the original building fabric including the original windows, lintels, and facade rendering. Furthermore, their removal and replacement with a series of wider double doors of modern proportions will significantly dilute the perception of the upper floor as once being for accommodation, with each window indicating a different hotel room.

In principle, we have no concerns with the hotel seeking to make better use of their property and we actively support adaptive reuse of heritage listed properties to keep them "alive" and in productive use. However they should do so without significantly compromising and covering up local heritage items, particularly where it involves the permanent loss of original features. We believe the owners have a range of options to explore to the northern and western facades of the upper level which could achieve the same objectives of openness and connectivity to elevated outdoor spaces such as balconies without compromising the heritage listed elements of the building.

Attached Documents

File
97B60990-26E9-4B34-B531-665F726D7E1E

3

Details of submitter No: 3 - Francine Smith

Submitter:	Francine Smith
Submitter Address:	Unit 7, 3 Victoria Street, Goodwood, Australia, 5034

South Australia Planning, Development and Infrastructure ACT 2016

Representation on Application

First name:

Francine

Last name:

Smith

Daytime Phone:**Would you like to present your submission in person at a hearing?**

- ☐ I wish to be heard in support of my representation
- ☒ I do not wish to be heard in support of my representation

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

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

As explained in detail in the attached document, the development will obscure many important aspects of the 1930s Art Deco facade, making it impossible to see them from street level. Other important aspects such as windows will be altered.

Attached Documents

File

No records to display.

4

Details of submitter No: 4 - Rachael Murphy

Submitter:	Rachael Murphy
Submitter Address:	5 Jervois Street , Torrensville, Australia, 5031

South Australia Planning, Development and Infrastructure ACT 2016

Representation on Application

First name:

Rachael

Last name:

Murphy

Daytime Phone:**Would you like to present your submission in person at a hearing?**

- ☐ I wish to be heard in support of my representation
- ☒ I do not wish to be heard in support of my representation

My position is:

- ☐ I support the development
- ☒ I support the development with some concerns (detail below)
- ☐ I oppose the development

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

I oppose the open air upstairs drinking and dining areas as they would create a noise disturbance for neighbours, particularly myself. I would support the inclusion of elevated dining and drinking areas if permanent closing doors were a required fixture. Blinds would not prevent this unacceptable noise pollution. I oppose any second floor activity after 10 pm.

Attached Documents

File

No records to display.

5

Details of submitter No: 5 - Charles Gilchrist

Submitter:	Charles Gilchrist
Submitter Address:	73 Church Tce, Walkerville, Australia, 5081

South Australia Planning, Development and Infrastructure ACT 2016

Representation on Application

First name:

Charles

Last name:

Gilchrist

Daytime Phone:**Would you like to present your submission in person at a hearing?**

- ☐ I wish to be heard in support of my representation
- ☒ I do not wish to be heard in support of my representation

My position is:

- ☐ I support the development
- ☒ I support the development with some concerns (detail below)
- ☐ I oppose the development

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

I am concerned that the proposed alterations will have a negative impact on the historic value of this Local Heritage Item. In particular, I am concerned that the new windows and verandah will diminish the heritage value of the Art Deco facade. Whilst there may have been significant alterations previously carried out to the building, the second storey of the facade appears to be in more or less original condition.

Attached Documents

File

No records to display.



11 November 2021

Mr Phil Smith
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Phil

**Re: Response to Representations
Alterations to Hotel Royal
180 Henley Beach Road, Torrensville
Application ID: 21012531**

MasterPlan SA Pty Ltd write on behalf of the Hurley Hotel Group to respond to representations associated with the proposed alterations to the Hotel Royal at 180 Henley Beach Road, Torrensville.

Representations

During the notification of the application, five (5) representation were submitted, one in favour, two supporting the development but with concerns and two that oppose the development. A summary of the representations is shown in the Table 1 below. It is noted that only two (2) of the five (5) representations are from the locality of the hotel and one (1) of these representations supports the development.

The concerns raised in the representations relate to the impact of the development on the 'art deco façade' of the local heritage listed hotel, and secondly the acoustic amenity of adjoining residential properties. These matters are addressed in the discussion below.

Table 1: Summary of Representations

Name	Support/Oppose	Matters Raised	Wish to Be Heard
Francesco Violi Torrensville	Support	Nil	No
David O'Loughlin Prospect	Oppose	Impact on the Art Deco façade of the local heritage listed hotel	Yes
Francine Smith Goodwood	Oppose	Impact on 1930's Art Deco façade	No
Rachel Murphy Torrensville	Support with concerns	Potential noise from upstairs areas.	No
Charles Gilchrist Walkerville	Support with concerns	Impact on the Art Deco façade of the local heritage place	No



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52546LET01



It is noted that one representation has indicated a wish to be heard by the Council Assessment Panel (CAP). Representatives of the Hurley Hotel Group seek the opportunity to provide a verbal response to the representation at the CAP meeting.

Amended Plans

In response to the representations, amendments have been made to the development, as included in the **attached** plans by Studio S2 Architects:

- Cover Sheet – Drawing No. 20015- SD01 Rev 04.
- First Floor Demolition Plan – Drawing No. 20015-SD12 Rev 03.
- First Floor Plan – Drawing No. 20015 – SD14 Rev 03.
- Elevations – Drawing No. 20015 – SD21 Rev 04.

The variations as shown on these plans include:

- Retention of window openings on the first floor to the Henley Beach Road and Jervois Road frontages.
- Reduction of the extent of the open horizontal roof structure at the corner of the building to maintain the vertical dominance of the decorative corner treatment.
- Inclusion of an 1800 high glass balustrade to the rear mezzanine dining/bar area.
- Inclusion of a timber slat ceiling with sound absorbing acoustic backing to the rear mezzanine dining/bar area.



Image 1: Perspective of hotel as now amended from corner of Henley Beach Road and Jervois Street illustrating reduced extent of structure to first floor. Source Studio S2 Architects

Acoustic Amenity

The representation from Rachel Murphy, an owner/occupier of a residential property in the locality expressed concerns regarding the impacts of patron noise from the dining/bar area on the mezzanine floor. Ms Murphy has sought the use of the area be limited to 10.00 pm. It is noted that patron noise from the hotel was not the subject of extensive representation from adjoining residents.

In response to the concerns raised by Ms Murphy acoustic treatments have been incorporated into the development. These acoustic treatments include an 1800-millimetre-high glass balustrade (sealed to the floor) and acoustic absorbing material on the ceiling of this area. With the inclusion of these treatments our client seeks to maintain the proposed hours of operation for this area, that is, 12 midnight as a maximum.

Impact on Local Heritage Place

Three (3) of the representations expressed concern about the development adversely impacting on the heritage values of the hotel. A number of these comments expressed a view that the development would impact on the 'art deco façade' of the hotel, implying that this was the reason that it is identified as a Local Heritage place. In considering the potential or perceived impacts on the heritage value of the hotel, it is important to review and reflect on the reasons for listing. As explained below, it is our respectful position that the hotel is not listed for its 'art deco' façade, but rather for its social and community importance.

52546LET01

3



As illustrated on the extract from the SA Property and Planning Atlas below, the property at 180 Henley Beach Road, Torrensville is a Local Heritage Place. The extent of listing is *"external form of hotel based on 1880s structure - 1996 Heritage Survey Ref. Pages 16-117"*. A copy of the City of West Torrens 1996 Heritage Survey pages 116-117 as they relate to the Hotel Royal are **attached**. The Statement of Heritage Value states:

"The Royal Hotel, one of many hotels constructed in Thebarton in the 1880's, is a typical example of the social facilities that hotels provided for the local community..."

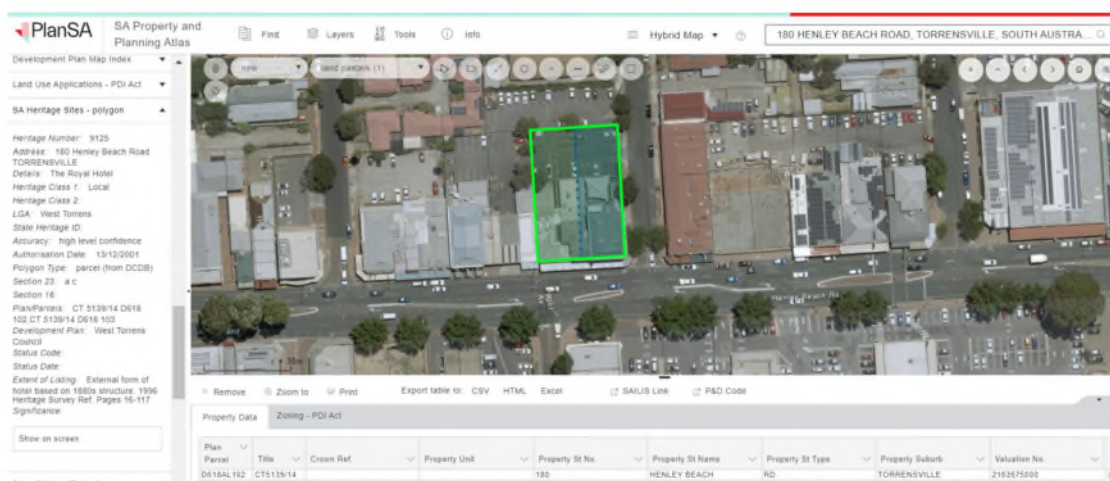


Image 2: Extract from SA Property and Planning Atlas illustrating heritage status of the hotel

The Heritage Survey states the relevant criteria are outlined as The Royal Hotel fulfils criteria (a) and (c) under Section 23 (4) of the Development Act 1993 as a place of local heritage value.

- a) *The Hotel Royal displays historical, social and economic themes important to Thebarton in the provision of hotel facilities for the community since the 1880's and the association of the early hotel with brewers, Beaglehole and Johnson,*
- c) *The Royal Hotel has played an important part of local residents as a meeting place and a social facility.*

The reason for listing the Hotel Royal as a local heritage place was not because of its design characteristics, which was item (d) under Section 23 (4) of the *Development Act, 1993*. It is noted that the assessment of the hotel in the Heritage Survey notes that it was constructed in the 1880's and has been *"upgraded many times and its current appearance dates from the 1930's"*.

Several submissions are critical and oppose the development of the hotel based on its local heritage importance as an example of an Art Deco design. It is evident from the examination of the Heritage Survey that this is not the reason for its listing. It is our respectful submission that the local heritage significance of the Hotel Royal is not a place of local heritage significance due to its current appearance or its Art Deco design. Further discussion on the heritage listing is included in correspondence from Studio S2 Architects, **attached** to this correspondence.



It is our client's intent to upgrade the hotel and maintain the form of the hotel constructed in the 1880's. In undertaking alterations to the hotel, the features of Art Deco design from the 1930's, which are obviously important to several people, are retained. Particularly, the signage and corner design features are retained and remain visible. The amended plans clarify and provide design variations to demonstrate that these features are retained as part of the proposed development. The correspondence from Studio S2 Architects further discusses the design variations.

For the above stated reasons, it is our submission that the reason for the Local Heritage place listing is not related to its appearance or due to it being an example of Art Deco design as stated in the representations. The extent of works proposed to the hotel are appropriate when considered against the relevant policies of the Planning and Design Code – Local Heritage Place Overlay.

Local Heritage Place Overlay

DO1 Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.

Built Form

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 1.5 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.

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.

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.



In accordance with the Desired Outcome of the Local Heritage Place Overlay, the proposed development continues to maintain the use of the property as a hotel to service the community, in accordance with its heritage values. The alterations to the hotel complement the original hotel two storey-built form, whilst also maintaining views of elements of the 1930's upgrade, such as the art deco-signage and decorate corner elements.

Closure

The proposed alterations to the Hotel Royal are an appropriate form of development as an ongoing adaption of a long-standing hotel land use to provide for contemporary facilities to serve the local community. Matters raised in the representations, including those relating to design of the '*art deco façade*' are appropriately addressed to the extent required, as are matters of acoustic amenity. Alterations of the hotel are appropriate and warrant the granting of Planning Consent.

Our client will await your advice regarding the date and time of the Council Assessment Panel meeting to consider the application.

In the interim, should you require any additional information or clarification, please do not hesitate to contact the undersigned or Dan Smedley, Studio S2 Architects.

Yours sincerely

Julie Jansen
MasterPlan SA Pty Ltd

enc: Studio S2 Architect Plans (as detailed)
Studio S2 Architects correspondence – response to representations
Extract 1996 Heritage Survey
cc: Dan Smedley, Studio S2 Architects
Sam McInnes Hurley Hotel Group

HOTEL ROYAL

180 HENLEY BEACH RD, TORRENSVILLE, SA 5031

PLANNING APPLICATION

DRAWING LIST

NO.	DRAWING NAME
SD01	COVER SHEET
SD02	SITE PLAN
SD03	GROUND FLOOR DEMOLITION PLAN
SD04	GROUND FLOOR DEMOLITION PLAN
SD05	GROUND FLOOR DEMOLITION PLAN
SD06	GROUND FLOOR DEMOLITION PLAN
SD07	ELEVATIONS



LOCATION PLAN
1:500



PLANNING APPLICATION

Studio S2 Architects Pty Ltd
Suite 2/50 King William Road Goodwood SA 5034
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studio@studio-s2.com.au
www.studio-s2.com.au

GENERAL NOTES:
Verify all dimensions and levels on site prior to construction. Do not scale drawings.
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Rev	Date	Description
01	18/05/2021	CLIENT REVIEW ISSUE 01
02	31/05/2021	DEVELOPMENT PLAN CONSENT
03	16/08/2021	EXTERNAL COLOUR CHANGE
04	07/11/2021	REPRESENTATION RESPONSE

Rev	Date	Description

Rev	Date	Description

Rev	Date	Description

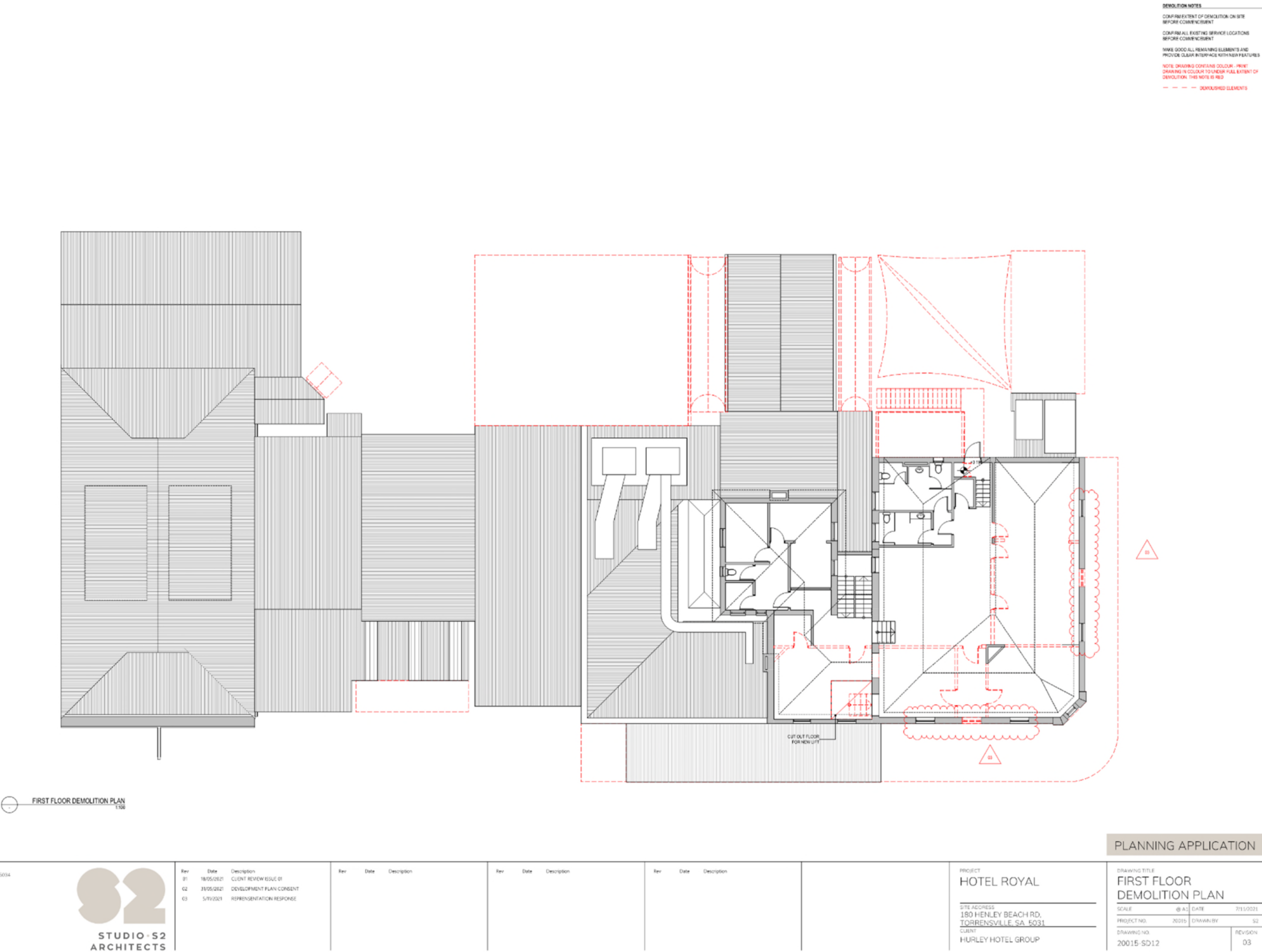
PROJECT
HOTEL ROYAL

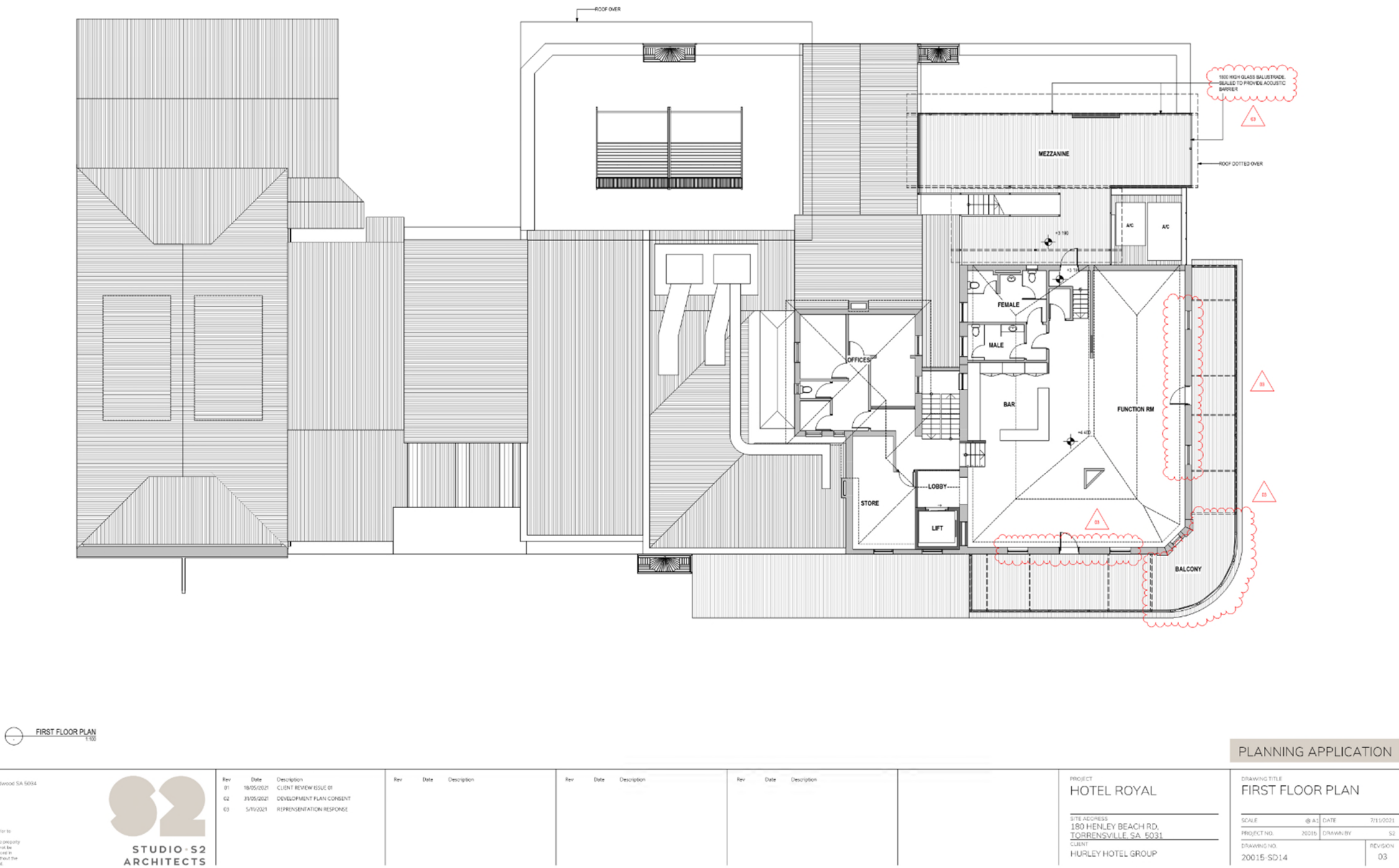
SITE ADDRESS
180 HENLEY BEACH RD,
TORRENSVILLE, SA 5031

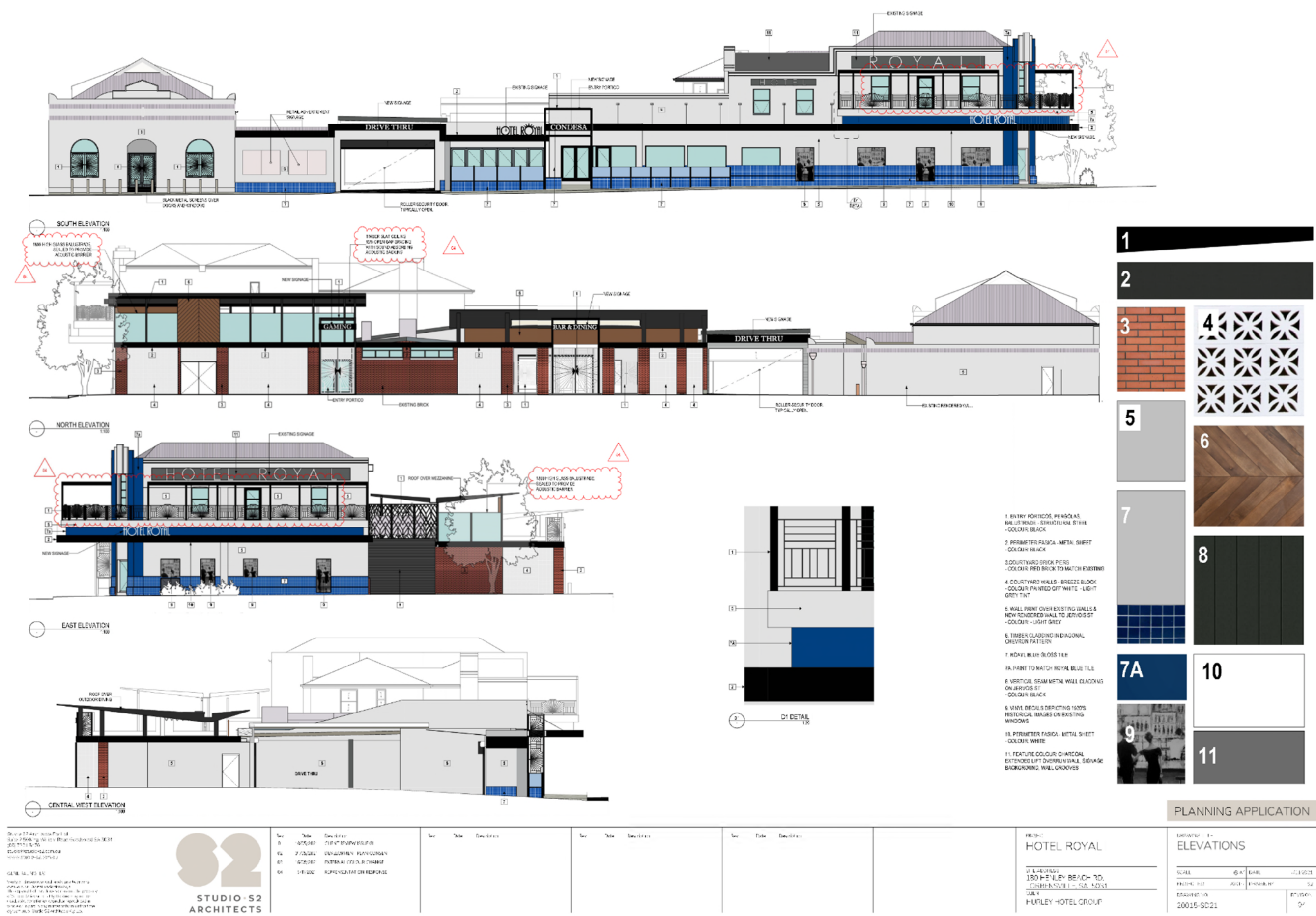
CLIENT
HURLEY HOTEL GROUP

DRAWING TITLE
COVER SHEET

SCALE	@ A3	DATE	7/11/2021
PROJECT NO.	20015	DRAWN BY	SS
DRAWING NO.	20015-SD01	REVISION	04







Masterplan
33 Carrington St
ADELAIDE SA 5000

4th November 2021

Dear Julie

RE: RESPONSE TO REPRESENTATIONS RELATED TO LOCAL HERITAGE LISTING

Please see below our response to the representations received for the application for works to the Hotel Royal specifically related to the Local Heritage Listing

Reason for Heritage Listing

In response to the representations opposing the alteration to the Heritage Listed Art Deco façade – paraphrased below

- the development will obscure many important aspects of the 1930s Art Deco facade, making it impossible to see them from street level. Other important aspects such as windows will be altered.
- I am concerned that the proposed alterations will have a negative impact on the historic value of this Local Heritage Item. In particular, I am concerned that the new windows and verandah will diminish the heritage value of the Art Deco facade. Whilst there may have been significant alterations previously carried out to the building, the second storey of the facade appears to be in more or less original condition.
- Major change to the local heritage listed façade
- Balcony major feature - Overwhelming all of the elements that made the building worthy of local heritage listing.
- Widening of the window openings will forever detrimentally change the proportions of the building, further detracting from the integrity of the listing.
- The architecture was originally listed because it is an excellent example of a refaced earlier hotel, where balconies and colonial fenestration was removed to enable a clean and unencumbered façade
- All of these major design features, critical to the original reason to list and protect this building, are proposed to be heavily compromised by this proposal
- It has been expressly listed because of its Art Deco features, including the clean façade only interrupted by a single and slender unifying suspended verandah, and decorative features as described above.

The Development plan which states a local heritage listing and refers to the 1996 Heritage Survey Ref. Pages 116-117

This Heritage Survey states the relevant criteria are outlined as

The Royal Hotel fulfils criteria a and c under Section 23 (4) of the Development Act 1993 as a place of local heritage value.

- a) *The Hotel Royal displays historical, social and economic themes important to Thebarton in the provision of hotel facilities for the community since the 1880's and the association of the early hotel with brewers, Beaglehole and Johnson,*



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- c) *The Royal Hotel has played an important part of local residents as a meeting place and a social facility.*

The survey does not refer to item d) under section 23 (4)

- d) *it displays aesthetic merit, design characteristics or construction techniques of significance to the local area; or*

therefore, we contest that the reason for this building being placed on the local heritage register is not related to its appearance or due to it being an example of Art Deco design.

The proposed works look continue to provide hotel facilities for the community and enhance the offering as a meeting place and social facility.

We therefore believe the proposed works are in line with the intent of the heritage listing and should be supported.

That being said the items raised related to appearance have been considered in the design with the following responses

Balcony Doors

such as the colonial bars applied to the proposed balcony doors.

the creation of several large double door openings are also completely out of character and contrary to the original design intent. They are significantly larger than the existing openings and will impact detrimentally on the origin proportionality, and will mean the loss of the original building fabric including the original windows, lintels, and façade rendering. Furthermore, their removal and replacement with a series of wider double doors of modern proportions will significantly dilute the perception of the upper floor as once being for accommodation, with each window indicating a different hotel room.

We propose to maintain as many of the original 1880's (Victorian Era) window proportions by keeping the existing window frames in place. Where doors are proposed for access to the balcony the doors will be kept as single leaf at the width of the current windows to maintain proportions and original building fabric. The door decoration will look to echo the current windows. See attached updated drawings reflecting this

Balcony Roof

This is because the balcony fascia and inevitable roof over (not shown but surely there) will obscure the upper facade from street view.

The proposed works do not propose a roof – the design only incorporates an open structure over the balcony to maintain view of the façade

Obscuring elements

For example, the bulk of the balcony design will serve to obscure much of the upper facade, particularly almost all of the Art Deco features including the incised "ROYAL" signs on the parapets and the decorative corner treatment when viewed from the street, which is where most people view and appreciate heritage from, as opposed to the birds eye view shown in the image of the proposal.



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With the open balustrade and open roof structure (no roof) the existing signs will be visible.

We propose to reduce the extent of the open horizontal roof structure at the corner of the building to maintain the vertical dominance of the decorative corner treatment. See attached updated drawings reflecting this

Additional street level 3D images have been added to show that these elements will remain visible

Proportion

Furthermore, there appears to be a connection between the underside of the proposed balcony and the top of the heritage listed verandah below, which will serve to join the two and make what was a slender and flat verandah roof emphasising strong horizontally into a thick, three part horizontal element consisting of a joined up verandah, set back infill panel and then topped by a projecting balcony floor structure that will obscure the facade just above the verandah. This treatment will completely destroy the sense of unity and simplicity the current suspended verandah provides to the three parts of the building, and the swept return to the side street.

The balcony fascia looks to firstly maintain the building proportion provided by the existing canopy by continuing this horizontal line. The balcony is then set at the existing first floor level to provide access. Enclosing the space between is a practical requirement to enclose structure. The design looks to reduce the bulk of the fascia by changing materials and stepping the materials back giving dominance firstly to the existing canopy line, the balcony and then recessing the intermediate space.

We trust that this clarification of extent of the heritage listing and responses to some of the concerns related to the design provide a proposal that is in line with the heritage listing and can be supported by the panel.

Regards



Daniel Smedley
Director
Studio S2 Architects



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THE ROYAL HOTEL
180 HENLEY BEACH ROAD, TORRENSVILLE

Allot: 102, 103 Sect: 94

C.T.: 5130/3384



ASSESSMENT: The Hotel Royal was first constructed on the corner of Jervois Street and Henley Beach Road in around 1879 by the brewers Beagle, Hole and Johnson, whose brewery was originally established in Walkerville. Designed by R B Cuming, architect, the hotel was first constructed with fourteen or fifteen rooms and stabling accommodation as was typically provided by hotels in the 1880s. The hotel became an important focal point on Henley Beach Road as the tram sheds were located nearby. The hotel has been upgraded many times and its current appearance dates from the 1930s when a more streamlined appearance was applied to the early hotel. The stone walls appear to have been rendered at this time and the suspended awning applied to the Henley Beach Road and Jervois Street elevations. The typical chamfered corner has been incorporated into this streamlined detailing with a stepped element at the corner.

STATEMENT OF HERITAGE VALUE: The Royal Hotel, one of many hotels constructed in Thebarton in the 1880s, is a typical example of the social facilities that hotels provided for the local community. The hotel forms part of the Henley Beach Road West Historic (Conservation) Zone.

RELEVANT CRITERIA: The Royal Hotel fulfils criteria a and c under Section 23 (4) of the Development Act 1993 as a place of local heritage value.

- a) The Hotel Royal displays historical, social and economic themes important to Thebarton in the provision of hotel facilities for the community since the 1880s and the association of the early hotel with brewers, Beaglehole and Johnson.
- c) The Royal Hotel has played an important part in the lives of local residents as a meeting place and a social facility.

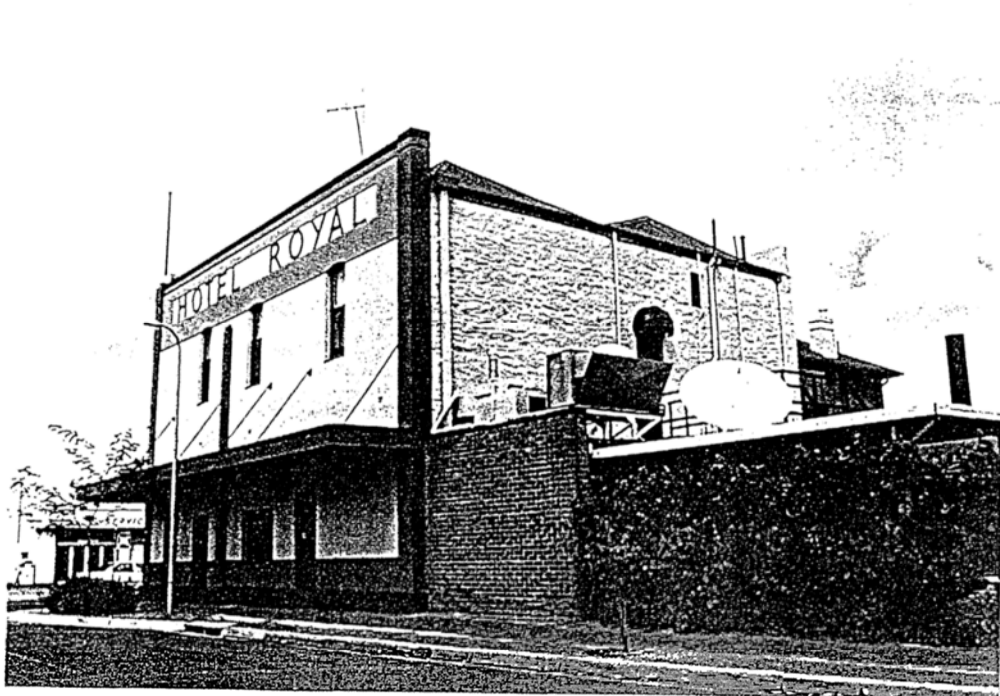
THE ROYAL HOTEL(cont)

EXTENT OF LISTING: As the hotel has been altered and extended many times, the most significant section of the hotel is the earliest element now refurbished on the corner of Jervois Street and Henley Beach Road.

CONSERVATION RECOMMENDATIONS: The current strong colour scheme is not inappropriate for the building. It forms an important element within the Main Street section of Henley Beach Road.

SOURCES OF INFORMATION

Thebarton Heritage Survey 1991



Rear of Hotel showing earlier 1880s stone wall and roof configuration.

• Thebarton Heritage Review, 1996 •
• McDougall & Vines • Architectural and Heritage Consultants • 27 Sydenham Road • Norwood South Australia 5067 •

Archived: Monday, 10 January 2022 11:02:28 AM
From: [Richard Tan](#)
Sent: Thu, 23 Dec 2021 03:58:03
To: [Phil Smith](#)
Subject: 21012531 - 180 Henley Beach Road TORRENSVILLE
Importance: Normal
Sensitivity: None

Hi Phil

Following up our previous conversation regarding the verandah in conflict with Council's street light and street tree, I noticed that City Operations has supported the tree to be removed.

As such, City Assets is happy for the existing street light to be relocated at applicant's expense. Note that the relocation is not a simple task, as it requires significant amount of works which includes design check, and potentially the light may need to be relocated to the opposite of the road.

If the applicant is willing to go down this pathway, then City Assets can start engaging the relocation process, and work out the cost of the relocation.

Alternatively, the verandah should be amended to avoid conflict with the street light.

Regards,

Richard Tan
Development Engineer
City of West Torrens

Phone:

Email: [\[redacted\]](#)

Memo

From Richard Tan
Date 9/07/2021
Subject 21012531, 180 HENLEY BEACH RD TORRENSVILLE SA 5031

Sebastian,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 Traffic Requirements

The following comments have been provided by Council's Traffic Consultant, Mr Frank Siow:

I refer to the above development application which proposes alterations to the existing hotel and retail shop. In a letter by the Architect to Council, the current uses and proposed uses are listed as follows:

Current:

- Gaming Room
- Function Rooms
- Retail
- Dining
- Outdoor Dining
- Bars
- Offices

Proposed development:

- Gaming room to remain as is,
- Functions rooms to expand to utilise upper floor and add a balcony,
- Retail to expand into existing bar,
- Existing dining and bar areas to be upgraded,
- New Outdoor Dining to replace existing retail storage,
- New bar and outdoor spaces (mezzanine and downstairs) in place of existing outdoor area,
- Offices to remain as is.
- All the alterations are proposed within the current footprint of the existing building.

1.1 Disclaimer

The Cover letter provided by the Architect does not provide any details of existing or proposed floor areas of the land uses within the subject site.

The lodged plans that have been forwarded for my assessment (SD01, SD02, SD11, SD12, SD13, SD14) do not have any dimensions shown that would assist me in scaling up the plan for assessing floor areas for my parking assessment.

As a consequence, my assessment is based on estimates which I have derived from approximating the dimensions of the outer building footprint from other sources, eg aerial imagery.

1.2 Proposal and Parking Assessment

The subject site is located within the Urban Corridor (Main Street) Zone of the new Planning and Design Code.

Table 2 - Off-Street Car Parking Requirements in Designated Areas is relevant to the assessment of the parking requirements. The applicable parking rates are:

Non-residential development excluding tourist accommodation

- 3 spaces per 100m² of gross leasable floor area to 5 spaces per 100m² of gross leasable floor area

In the absence of dimension and floor area information in the documentation provided, I estimate the various floor areas to be as follows:

	Existing	Proposed	Comment
Ground floor:			
Retail shop	103m ²	485m ²	Removal of the western bar area for retail expansion
Hotel	1,525m ²	1,163m ²	Reduced hotel area with expanded retail floor area
First floor:			
Hotel	260m ²	320m ²	New mezzanine area proposed
TOTAL	1,888m ²	1,968m ²	Net increase in floor area 80m ²

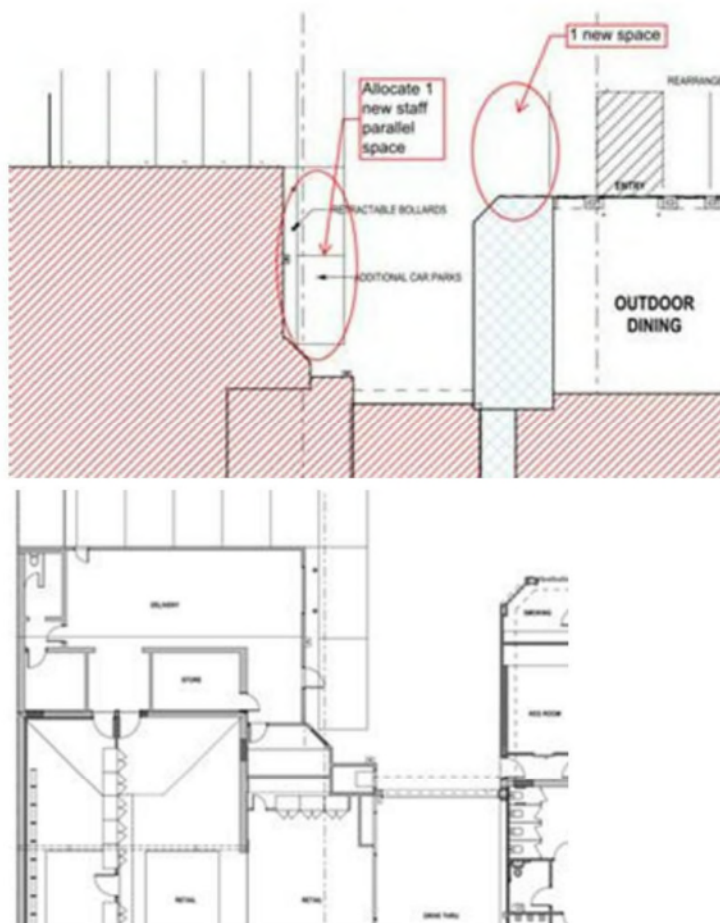
Table 2 - Off-Street Car Parking Requirements in Designated Areas assesses the parking requirement of land uses based on floor area only for the category of land uses proposed (hotel and retail), ie a non-residential development which excludes tourist accommodation.

If my estimates of floor areas are correct (see the above Table), there would be a net increase of 80m² associated with the proposed development. The additional parking required would be 2.4 to 4 spaces, based on the applicable parking rates. Having regard to the type of land use involved, the parking required would likely be say 3 spaces (mid-point range).

From my review of the current and proposed car park layout, it would seem to me that there would be opportunity to increase on-site parking by 2 spaces (see circled areas below):

- The expansion of the retail shop seems to be associated with the current drive-through liquor store based on the indicative floor layout plan. At the northern end of the retail shop, there is a delivery area which seems to have a roller shutter door leading out to the drive-through roadway. I

would anticipate that deliveries to the store and storage area of the retail shop would primarily occur via this roller shutter door. It would therefore be desirable that the roller shutter door remain unobstructed. Two parallel spaces would not be possible as proposed by the Applicant adjacent to the retail shop. One parallel space would be possible and should be allocated as STAFF parking.

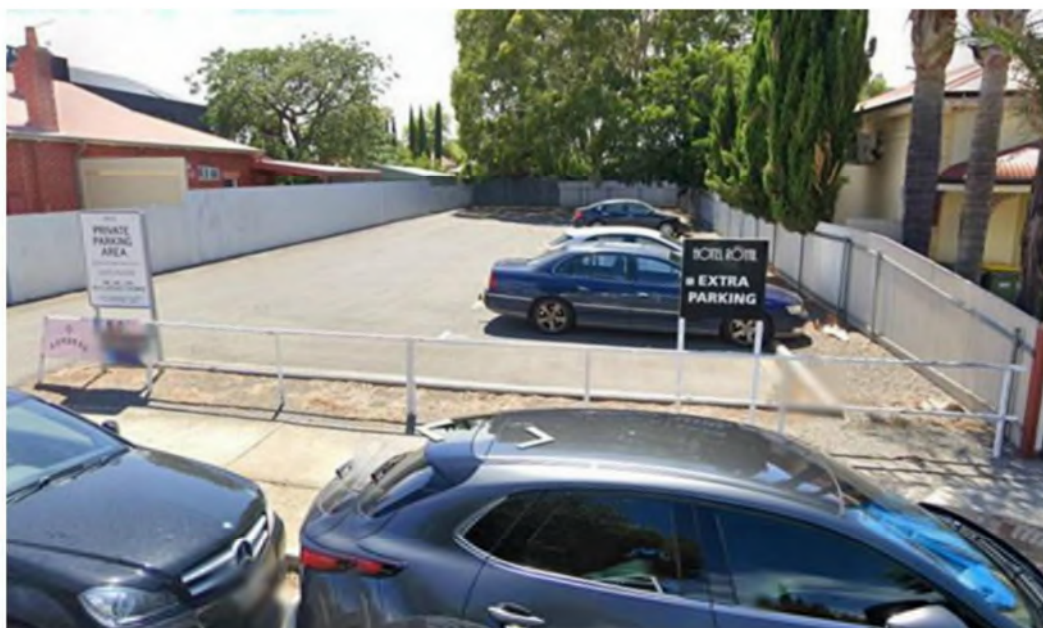


- The second new space could be provided by extending the parking row adjacent to the Outdoor Dining area.

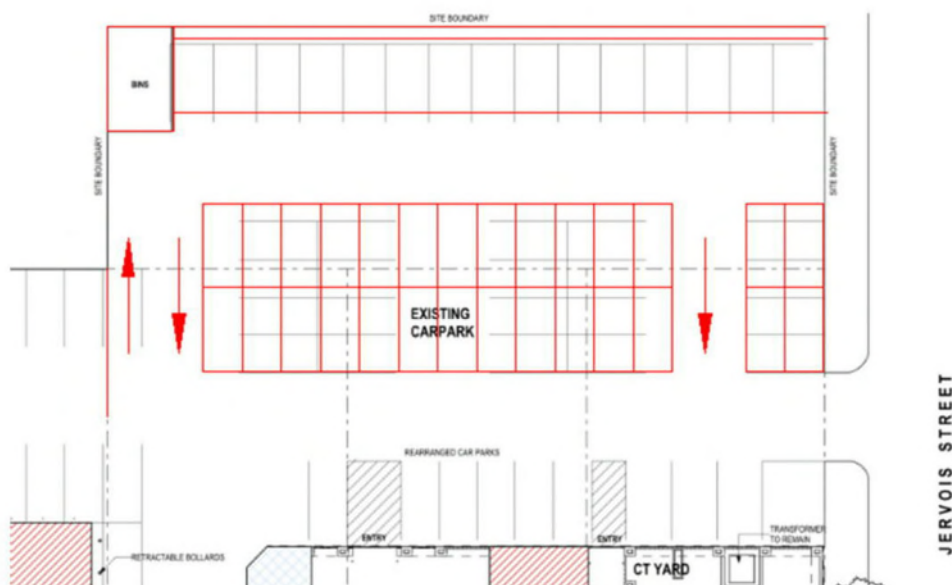
The net parking impact, based on the above assessment, would be a shortfall of 1 space. Such a shortfall would, in my opinion, not fatal to the application.

1.3 Other Relevant Parking Matters

- 1.3.1** There is an existing car park at 6 Jervois Street that is 'linked' to the subject hotel. This site is not reflected in the overall Site Plan. I leave it to the Council planner to comment on whether the car park at 6 Jervois Street should be formally 'linked' to the hotel development and shown on the Site Plan to include this existing hotel car park at 6 Jervois Street.



1.3.2 While it may not be directly relevant to the application, from my review of the existing parking layout, it would seem that there may be an opportunity to increase the parking on-site by adjusting the parking dimensions and making some alterations to the northern parking row (if feasible). There is an existing planting hedge along the northern row. In the absence of a detailed survey plan, if the existing hedge could be trimmed back and cars allowed to overhang 0.6m onto the landscape strip, it may be possible to amend the parking layout to that shown below. This amended layout would be significantly more efficient and could accommodate say 6 to 8 new spaces. However, this would depend on the actual dimension that would be available between the hotel building and the northern boundary. Given the parking situation for the existing hotel, I recommend that this option, which would be of benefit to the hotel, be investigated further by the Applicant.



- 1.3.3** The existing waste area at the north-western corner of the site is retained. However, there is no commentary provided about the other servicing aspects of the hotel or the retail shop.

From my review of the layout, if the expanded retail shop is associated with the expansion of the current liquor store, then it would not be unreasonable for the infrequent service vehicles to park on the drive-through roadway during off-peak times for unloading. The parked service vehicle would not obstruct the use of the drive-through roadway as this roadway is two-lane wide. A condition to restrict servicing times of the retail shop to off-peak periods is recommended.

For the servicing of the hotel, I assume that service vehicles would stop on the parking aisleway and goods unloaded and transferred via the doors into the hotel kitchen or storage area. Currently, there is no dedicated loading area provided. It would not be unreasonable to allow such an existing manner of servicing to be retained. To minimise the impact on car park users, a condition to restrict servicing times to the hotel to off-peak periods is recommended.

2.0 FFL Consideration – Finished Floor Level (FFL) Requirement

- 2.1** Given the small scale of development, it would not be unreasonable for the finished floor level of the proposed development to match existing building's FFL.

3.0 Stormwater

- 3.1** As per dot point 2.1, due to the small scale of the proposed new building, it is unlikely that the site's stormwater management will be worsened. Hence

stormwater detention is not required for the new development. All runoff should be connected to existing stormwater system.

Regards
Richard Tan
Civil Engineer

Arboricultural Assessment of Street Trees

Development application:	21012531
Site Address:	180 HENLEY BEACH RD TORRENSVILLE
Description of Development	Alterations and additions to existing hotel including new balcony/verandah over footpath

FROM THE TECHNICAL OFFICER

I have examined the plans as requested and provide comments as follow.

As with all development applications it must be proven beyond reasonable doubt that all alternatives have been explored so not to hinder the progress of any street tree(s).

Any proposed development that does not consider "AS4970 Protection of Trees on Development Sites", is likely to require revision until all plans accurately correspond with the specific tree information detailed in this standard.

Verge interaction must consider all services that cross council land including stormwater outlets (and other) which will need to be maintained a minimum of 2.0m from any existing street tree (unless existing or otherwise negotiated). All services must be indicated /documented on appropriate plans for Council assessment and approval.

A site investigation together with the information provided has revealed that there is a direct conflict with the existing *Gleditsia triacanthos* (Honey Locust) street tree on Jervois Street for the construction of the proposed balcony overhead.

In this instance City Operations will support the removal of the *Gleditsia triacanthos* street tree to accommodate the proposed development.

With reference to the City of West Torrens, Fees and Charges Document 2021-2022 "Tree removal for driveway construction", once Council has assessed all circumstances and considered it acceptable that a street tree can be removed, a fee is calculated based on Council's standard schedule of fees and charges

The fee is used to offsets the loss of the asset (street tree) to the community, with funds received invested in Council's annual Greening Program.

As a result City Operations has considered the health, structure, form, useful life expectancy and age of the *Gleditsia triacanthos* street tree and in this instance will support the removal.

A fee of \$2000.00 will be required prior to the commencement of any work.

Please note, under no circumstances is any individuals other than council staff permitted to interfere with a street tree. If pruning etc. is required, council must be notified via the appropriate customer request, and council staff will perform all works associated with the community asset.

Final crossover locations will be confirmed once appropriate documentation has been received from the applicant and they have submitted "an application to construct a vehicle crossing place(s) across council land".

Rick Holmes
Technical Support Officer Arboriculture
165 Sir Donald Bradman Drive
Hilton SA 5033
Telephone: _____

DATE: 11/10/2021



Heritage Referral - Douglas Alexander

180 HENLEY BEACH RD TORRENSVILLE

SA 5031 Address:

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

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



Property Zoning Details

Local Variation (TNV)

Maximum Building Height (Metres) (*Maximum building height is 16.5m*)

Maximum Building Height (Levels) (*Maximum building height is 4 levels*)

Minimum Primary Street Setback (*No minimum primary street setback*)

Minimum Primary Street Setback (*Minimum primary street setback is 2m*)

Building Envelope (*Development should be constructed within a building envelope provided by a 30 degree plane, measured 3m above natural ground at the boundary of an allotment*)

Overlay

Design

Historic Area (*WeTo6*)

Heritage Adjacency

Local Heritage Place

Zone

Urban Corridor (Main Street)

Part 2 - Zones and Sub Zones

Urban Corridor (Main Street) Zone

Assessment Provisions (AP)

Desired Outcome	
DO 1	A safe, walkable and vibrant shopping, entertainment and commercial main street precinct with an active day and evening economy supported by medium density residential development.

Policy24 - Enquiry

Satisfied	
DO 2	<p>Built form positively contributing to:</p> <ul style="list-style-type: none"> (a) a streetscape that is visually interesting at human-scale comprising articulated buildings with a high level of fenestration and balconies oriented towards the street (b) a fine-grain public realm comprising buildings with active frontages that are designed to reinforce the street rhythm, that consider the facades, articulation and massing of existing buildings and any spaces between them, and provide narrow tenancy footprints at ground level.
<p>Satisfied. The proposal has been designed to a high standard and celebrates the Art Deco features of the hotel and is respectful of the External form of hotel based on 1880s structure.</p>	

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>A vibrant mix of land uses adding to the vitality of the area and extending activities outside shop hours including restaurants, educational, community and cultural facilities and visitor and residential accommodation.</p>	<p>DTS/DPF 1.1 comprises one or more of the following:</p> <p>Development co</p> <ul style="list-style-type: none"> Advertisement Consulting Room (a) Dwelling (b) Hotel (c) Educational Establishment (d) Licensed Premises (e) Office (f) Pre-school (g) Residential Flat Building (h) Retirement Facility (i) Shop (j) Student Accommodation (k) Supported Accommodation (l) Tourist Accommodation
<p>PO 1.2</p> <p>Retail, office, entertainment and recreation related uses that provide a range of goods and services to the local community and the surrounding district.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>

Policy24 - Enquiry

Satisfied	
PO 1.3 Ground floor uses contribute to a safe, active and vibrant main street.	DTS/DPF 1.3 Shop, office, or consulting room uses located on the ground floor level of buildings fronting the primary road corridor.
Satisfied	

Policy24 - Enquiry

<p>PO 1.6</p> <p>Land uses promote movement and activity during daylight and evening hours, including restaurants, educational, health, community and cultural facilities, and visitor and residential accommodation.</p>	<p>DTS/DPF 1.6</p> <p>None are applicable.</p>
Satisfied	
Built Form and Character	
<p>PO 2.1</p> <p>Buildings sensitively frame the main street and public spaces, provide overall visual relief from building height and mass, and maintain a human scale for pedestrians.</p>	<p>DTS/DPF 2.1</p> <p>Buildings:</p> <ul style="list-style-type: none"> (a) include a clearly defined podium or street wall with a maximum building height of 2 building levels or 8m, or higher where it matches the existing street wall of adjoining buildings (b) have levels above the defined podium or street wall setback a minimum of 2m from that wall.
Satisfied	
<p>PO 2.2</p> <p>Buildings and structures designed to complement and respond to the established fine-grained main street character by:</p> <ul style="list-style-type: none"> (a) ensuring <u>the verandah profile and materials of construction are consistent with and positively respond to adjacent traditional main street buildings</u> (b) complementing the traditional shop-front elements, such as narrow buildings and tenancy footprints, with frequently repeated frontages, and clear-glazed narrow shop front displays above raised display levels [base stall boards] and recessed entries. 	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>

Policy24 - Enquiry

Satisfied	
PO 2.3 Buildings designed to create visual connection between the public realm and ground level interior, to ensure an active interface with the main street and maximise passive surveillance.	DTS/DPF 2.3 The ground floor primary frontage of buildings provides at least 60% of the street frontage as an entry / foyer or display window to a shop or other community or commercial use that provides pedestrian interest and activation.
Satisfied	
PO 2.4 Buildings provide a high amenity pedestrian environment by providing shelter and shade over footpaths.	DTS/DPF 2.4 Buildings that provide a continuity of verandahs, canopies, awnings or other pedestrian shelters to contribute to pedestrian comfort.
Satisfied: existing verandah will be rebuilt as part of new balcony	
PO 2.6 Buildings sited on the primary street boundary to achieve a continuity of built form frontage to the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate but vibrant spaces.	DTS/DPF 2.6 Buildings with a 0m setback from the primary street boundary, with the exception of minor setbacks to accommodate outdoor dining areas.
Satisfied	
PO 2.7 Buildings with no setback from the secondary street boundary to contribute to a consistent established streetscape.	DTS/DPF 2.7 Buildings with a 0m setback from the secondary street boundary.
Satisfied	
PO 2.8 Buildings with no side boundaries setback to achieve a continuity of street façade to the main street.	DTS/DPF 2.8 Buildings with a 0m setback from the side boundary.
Satisfied	

Policy24 - Enquiry

PO 4.2 Buildings on an allotment fronting a road that is not the primary corridor (ie a State maintained road) and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.	DTS/DPF 4.2 None are applicable.
Satisfied	

Policy24 - Enquiry

Movement, parking and access	
PO 6.2 Development is designed to ensure car parking is located to avoid negative impacts on the main street rhythm and activation.	DTS/DPF 6.2 Vehicle parking garages located behind buildings away from the primary main street frontage.
Satisfied	
Advertisements	
PO 7.1 Advertisements are sited and designed to achieve an overall consistency of appearance along individual street frontages.	DTS/DPF 7.1 None are applicable.
Satisfied	
Concept Plans	
PO 8.1 Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	DTS/DPF 8.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 8.1, in instances where: (a) one or more Concept Plan is returned, refer to Part 12 Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.

Part 3 - Overlays

Design Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development positively contributes to the liveability, durability and sustainability of the built environment through high-quality design.

Policy24 - Enquiry

Satisfied through a high standard of considered, contextual design

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

Heritage Adjacency Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.
<p>Satisfied:</p> <p>The hotel will continue to demonstrate:</p>	
<p>SECTION 23 INFORMATION</p> <p>Section 23 a - it displays historical, economic or social themes that are of importance to the local area</p> <p>c - it has played an important part in the lives of local residents</p>	

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.
Satisfied through a high standard of considered, contextual design	

Historic Area Overlay

Assessment Provisions (AP)

Desired Outcome

Policy24 - Enquiry

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.
Satisfied through a high standard of considered, contextual design that is responsive to and respectful of the historic streetscape character	

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 historic streetscapes and built form as expressed in the Historic Area Statement.	DTS/DPF 1.1 None are applicable.
Built Form	
PO 2.1	DTS/DPF 2.1

PO1.1 Satisfied through a high standard of considered, contextual design that is responsive to and respectful of the historic streetscape character	
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.	None are applicable.
PO 2.1 Satisfied through a high standard of considered, contextual design that is responsive to and respectful of the historic streetscape character	
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 Satisfied through a high standard of considered, contextual design that is responsive to and respectful of the historic streetscape character
PO 2.4 Development is consistent with the prevailing front and side boundary setback pattern in the historic area.	DTS/DPF 2.4 Satisfied through a high standard of considered, contextual design that is responsive to and respectful of the historic streetscape character

Policy24 - Enquiry

PO 2.5	DTS/DPF 2.5
Materials are either consistent with or complement those within the historic area.	Satisfied.
Alterations and additions	
PO 3.1	DTS/DPF 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.	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. Satisfied through a high standard of considered, contextual design that is responsive to and respectful of the historic streetscape character
PO 3.2	DTS/DPF 3.2
Adaptive reuse and revitalisation of buildings to support retention consistent with the Historic Area Statement.	Satisfied through a high standard of considered, contextual design that is responsive to and respectful of the historic streetscape character
Ancillary development	
PO 4.2	DTS/DPF 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.	None are applicable.
Satisfied: new rear roof lines provide visual interest and high standard of design	
PO 4.3	DTS/DPF 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.	None are applicable.
Satisfied: integrated with building design; adopts a suitable font	
PO 4.4	DTS/DPF 4.4
Fencing and gates closer to a street boundary (other than a laneway) than the elevation of the associated building are consistent	None are applicable.
Satisfied: new screens and balustrading have been designed to be compatible with the Art Deco era of the hotel	

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with the traditional period, style and form of the associated building.	
Land Division	
PO 5.1 Land division creates allotments that are:	DTS/DPF 5.1 None are applicable.
(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	
Context and Streetscape Amenity	
PO 6.1 The width of driveways and other vehicle access ways 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 historic characteristics as expressed in the Historic Area Statement are not demolished, unless:	DTS/DPF 7.1 None are applicable.
(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.	DTS/DPF 7.2 None are applicable.
PO 7.3 Buildings or elements of buildings that do not conform to 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 values associated with former activities of significance.	DTS/DPF 8.1 None are applicable.

Policy24 - Enquiry

Historic Area Statements

Statement#	Statement
Historic Areas affecting City of West Torrens	
WeTo6	Urban Corridor (High Street) Historic Area Statement (WeTo6)
	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 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 1890s - 1920s.
	Allotments, subdivision and built form patterns Linear pattern of development along Henley Beach Road. Medium density site areas. Narrow/deep tenancies. Continuous shopfronts. Fine grained.
	Architectural styles, detailing and built form features Predominantly ornate parapeted, glazed shopfronts. Pedimented parapets. Hidden roof forms. Elaborate parapet treatments. Traditional verandahs. Ornamental timber verandah posts. Additions are generally located to the rear of the building.
	Building height Predominantly single storey. Two storey on corner allotments.
	Materials Rendered masonry. Stone. Masonry. Brick. Timber shopfronts. Corrugated pre-coloured or galvanised iron sheeting. Pressed Metal. Timber verandahs. Materials, finishes and colours associated with of original eras and styles.
	Fencing <i>[Not stated]</i>
	Setting, landscaping, streetscape and public realm features Commercial Strip. Continuous shopfronts. No setback to front boundary. Verandahs over footpath. Tree lined streets. Intimate and engaging public interface
	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.

Policy24 - Enquiry

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

**Local Heritage Place Overlay
Assessment Provisions (AP)**

Desired Outcome	
DO 1	Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.
Satisfied through a high standard of considered, contextual design that is responsive to and respectful of the Heritage Value of the Place, which is not diminished by the proposal.	

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.
Satisfied through a high standard of considered, contextual design that is responsive to and respectful of the Heritage Value of the Place, which is not diminished by the proposal.	
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.
Satisfied through a high standard of considered, contextual design that is responsive to and respectful of the Heritage Value of the Place, which is not diminished by the proposal.	
PO 1.3 Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys)	DTS/DPF 1.3 None are applicable.

Policy24 - Enquiry

and verandahs) maintains the heritage values of the Local Heritage Place.	
Satisfied through a high standard of considered, contextual design that is responsive to and respectful of the Heritage Value of the Place, which is not diminished by the proposal.	
PO 1.4 Development is consistent with boundary setbacks and setting.	DTS/DPF 1.4 None are applicable.
The proposal involves construction of a balcony structure over the public footpath which is consistent with the existing balcony	
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.
Satisfied. The proposed colours are not those that appear on the cover sheet.	
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.
The proposed balcony is relatively open in its design and is typical of the verandah and balcony structures often seen with prominent two storey hotel building. The 1860's façade has been altered previously to Art Deco and the proposal is respectful of both eras. The two storey LHP will remain visible and prominent	
PO 1.7 Development of a Local Heritage Place retains features contributing to its heritage value.	DTS/DPF 1.7 None are applicable.
Satisfied	
Alterations and Additions	
PO 2.1 Alterations and additions complement the subject building and are	DTS/DPF 2.1 None are applicable.
sited to be unobtrusive, not conceal or obstruct heritage elements and detailing, or dominate the Local Heritage Place or its setting.	

Policy24 - Enquiry

Satisfied

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.

Satisfied

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.

Satisfied: rear roof lines provide visual interest

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.

Satisfied: rear roof lines provide visual interest and do not detract from prominence of hotel

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.

Satisfied: signage is compatible with the era and suitably integral with the building era and proposed alterations

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.

Satisfied

Demolition

Policy24 - Enquiry

<p>Local Heritage Places are not demolished, destroyed or removed in total or in part unless:</p> <p>(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</p> <p>(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.</p>	<p>None are applicable.</p>
<p>Satisfied: 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</p>	
<p>PO 6.2</p> <p>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.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>
<p>Satisfied: 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</p>	
<p>Conservation Works</p>	
<p>PO 7.1</p> <p>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.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>

Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>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.</p>
<p>Satisfied: advertising is also designed to a high standard and consistent with the building era</p>	

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

Policy24 - Enquiry

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

PO 1.1

DTS/DPF 1.1

Advertisements are compatible and integrated with the design of the Advertisements attached to a building satisfy all of the following:
building and/or land they are located on.

- (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 **satisfied**
 - (ii) if located above canopy level:
 - A. do not have any part rising above parapet height **satisfied**
 - B. are not attached to the roof of the building **satisfied**
- (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 **satisfied**
 - (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

Policy24 - Enquiry

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	<p>facade to which they are attached</p> <p>(c) do not result in more than one sign per occupancy that is not flush with a wall.</p>
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Policy24 - Enquiry

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Design

Policy24 - Enquiry

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.
Satisfied: design is considered contextually responsive	
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
PO 1.1	DTS/DPF 1.1
Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	None are applicable.
Satisfied:	
PO 1.2	DTS/DPF 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.	None are applicable.

Policy24 - Enquiry

or a caravan and tourist park	
Satisfied:	
<p>PO 1.3</p> <p>Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
Satisfied:	
<p>PO 1.4</p> <p>Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:</p> <ul style="list-style-type: none"> (a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses. 	<p>DTS/DPF 1.4</p> <p>Development does not incorporate any structures that protrude beyond the roofline.</p>
Satisfied:	
<p>PO 1.5</p> <p>The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
Satisfied:	

Policy24 - Enquiry

Design in Urban Areas**Assessment Provisions (AP)**

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively 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.
Satisfied:	
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1	DTS/DPF 1.1
Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	None are applicable.
Satisfied:	
PO 1.2	DTS/DPF 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.	None are applicable.

Policy24 - Enquiry

Satisfied:	
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.
Satisfied:	
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
(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.	
Satisfied:	
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.
Satisfied:	
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.

Policy24 - Enquiry

Satisfied:	
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.
Satisfied:	
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.
Satisfied:	
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.
Satisfied:	
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.
Satisfied:	
PO 12.8 Building services, plant and mechanical equipment are screened from the public realm.	DTS/DPF 12.8 None are applicable.
Landscaping	

7 REVIEW OF ASSESSMENT MANAGER DECISION

Nil

8 CONFIDENTIAL REPORTS OF THE ASSESSMENT MANAGER

Nil

9 RELEVANT AUTHORITY ACTIVITIES REPORT**9.1 Activities Summary - January 2022****Brief**

This report presents information in relation to:

1. Any development appeals before the Environment, Resources and Development (ERD) Court where the Council Assessment Panel (CAP) is the relevant authority;
2. Other appeal matters before the ERD Court of which SCAP are the relevant authority;
3. Any deferred items previously considered by the CAP
4. Summary of applications that have been determined under delegated authority where CAP is the relevant authority; and
5. Any matters being determined by the State Commission Assessment Panel (SCAP).

RECOMMENDATION

The Council Assessment Panel receive and note the information.

Development Application appeals before the ERD Court**CAP is the relevant authority**

DA number	Address	Description of development	Status
211/279/2021	5 Palmyra Avenue, TORRENSVILLE	Demolition of existing buildings and construction of 19 two-storey dwellings with common driveway access and associated landscaping.	Appeal lodged by applicant on 22 December 2021. Preliminary conference to be scheduled.

CAP is the relevant authority

DA number	Address	Description of development	Status
211/M022/17	79 Port Road, THEBARTON	Multi-storey mixed use development, incorporating commercial tenancy, 2 storey car park, 9-storey residential flat building, four x 3-storey residential flat buildings and car parking	<p>Compromise plans have been received and Council comments provided to SCAP 09 November 2020.</p> <p>The compromise proposal was scheduled for conciliation conference 28 January 2021.</p> <p>No further update available.</p>

Deferred CAP Items

Nil

Development Applications determined under delegation (CAP is the relevant authority)

Awaiting PlanSA Portal functionality to report on relevant applications.

Development Applications pending determination by SCAP

DA Number	Reason for referral	Address	Description of development
21016709	Schedule 6	1A-1B Glenburnie Terrace Plympton	<p>Seven storey residential flat building comprising 32 dwellings with associated carparking and landscaping</p> <p>Approved by SCAP on 8 December 2021 - minutes available at this link: https://www.saplanningcommission.sa.gov.au/data/assets/pdf_file/0004/970285/Public_Minutes.pdf</p>
211/M135/21 Lodged 16/03/21	Schedule 10	1 Selby Street, Kurralt Park	<p>Construction of a 10-storey residential flat building with associated car parking and site works.</p> <p>Under Assessment.</p>

DA Number	Reason for referral	Address	Description of development
211/M134/21 Lodged 16/03/21	Schedule 10	4-10 Railway Terrace Mile End	<p>Construction of a mixed use residential/commercial development comprising 51m² commercial tenancy, two (2) residential flat buildings comprising 6 dwellings and 28 dwellings associated landscaping, carparking, communal spaces and public realm improvements (Stage 2)</p> <p>Under Assessment.</p> <p>Public notification closed on 10 November 2021.</p> <p>Council comments sent to SCAP 02/12/2021.</p>
211/M129/21 Lodged 17/02/21	Schedule 10	8 Eton Road, Keswick	<p>Construction of a six (6) storey mixed use building comprising residential and commercial tenancies together with car parking and landscaping.</p> <p>Under Assessment.</p> <p>Council comments sent to SCAP on 18/03/21.</p>

Conclusion

This report is current as at 5 January 2022.

Attachments

Nil

10 OTHER BUSINESS

11 MEETING CLOSE