

ITEM 8.1

DEVELOPMENT NO.:	25015385
APPLICANT:	Ian Bailey
ADDRESS:	61 SPRIGG ROAD CRAFTERS SA 5152 CT 6223/726 & 6151/231
NATURE OF DEVELOPMENT:	Variation to previous Development Authorisations; 473/958/02 and 23003710 to: i) Increase the maximum number of articulated tanker or semi-trailer deliveries to and from the land; ii) increase the maximum number of vehicles associated with the commercial distribution of spring water exiting the land between 5am and 7am; and iii) amend a condition referencing a redundant environmental noise policy.
ZONING INFORMATION:	Zones: • Productive Rural Landscape Overlays: • Environment and Food Production Area • Hazards (Bushfire - High Risk) • Heritage Adjacency • Hazards (Flooding - Evidence Required) • Limited Land Division • Mount Lofty Ranges Water Supply Catchment (Area 2) • Native Vegetation • Prescribed Water Resources Area • Regulated and Significant Tree • State Significant Native Vegetation • Scenic Quality • Traffic Generating Development • Water Resources
LODGEMENT DATE:	02 June 2025
RELEVANT AUTHORITY:	Adelaide Hills Council Assessment Panel
PLANNING & DESIGN CODE VERSION:	2023.3
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	No
RECOMMENDING OFFICER:	Doug Samardzija Senior Statutory Planner
REFERRALS STATUTORY:	Nil
REFERRALS NON-STATUTORY:	Engineering Department Acoustic Engineer

CONTENTS:

ATTACHMENT 1: Application Documents	ATTACHMENT 4: Referrals non-statutory
ATTACHMENT 2: Subject Land Map	ATTACHMENT 5: Relevant P&D Code Policies
ATTACHMENT 3: Zoning Map	ATTACHMENT 6: Development Authorisation 23003710 and 473/958/02 and stamped plans

DETAILED DESCRIPTION OF PROPOSAL:

The proposal is a variation application which seeks to alter one (1) operational matter condition from a 2002 development application and one (1) operative matter condition from the 2023 development authorisation which varied truck movements. The proposal also originally sought to remove one (1) condition from the original 2002 development application but throughout the process it was instead agreed to also amend this condition.

- The condition three (3) from the original development authorisation 473/958/02 which currently reads “*That the number of articulated tanker or semi-trailer deliveries to and/or from the site shall be limited to a maximum of 40 vehicles per week (with an average of no more than 8 vehicles per working day)*” is proposed to be varied as follows:

That the number of articulated tanker or semi-trailer deliveries to or from the subject site shall be limited to maximum of 125 vehicles per week (with an average of no more than 25 vehicles (or 50 vehicle movements) per weekday excluding Saturday, Sunday and public holidays.

- The condition three (3) from the 2023 development authorisation 23003710 which currently reads “*A maximum of five (5) vehicles per week associated with the commercial distribution of spring water shall exit the subject land between the hours of 5:00am and 7:00am excluding Saturday, Sunday & public holidays*” is proposed to be varied as follows:

A maximum of two (2) vehicles associated with the commercial distribution of spring water shall exit the subject land between 5:00am and 6:00am per weekday excluding Saturday, Sunday and public holidays and up to two (2) vehicles associated with the commercial distribution of spring water shall exit the subject land between 6:00am and 7:00am per weekday excluding Saturday, Sunday and public holidays.

Given that the number of vehicle movements is a condition from 2002, the nature of the business operations since then have changed significantly and the applicant is therefore seeking to amend to condition to keep up with the growth of the business. In relation to the proposed change to the condition relating to the hours that the vehicles can exit the site, it is proposed to double this.

The applicant’s advice is that the proposed condition is required in response to a significant growth in the spring water industry since the 2002 application and the need to change to maintain viability. Expert Traffic and Acoustic Reports are provided in support of the variation application.

- Whilst the Applicant also originally requested to completely remove condition 10 from DA 473/958/02 which referred to development on site complying with the now redundant *Environment Protection (Industrial) Noise Policy 1994*, Council was of the view that this condition needed to instead be replaced by a new condition which requires the noise levels to be in accordance with the new acoustic report prepared as part of this submission and the current *Environment Protection (Commercial and Industrial Noise) Policy 2023*.

The application documents are included as **Attachment 1 – Application Documents**.

CAP MEETING – 15 October 2025

ITEM 8.1

BACKGROUND:

Whilst the below records indicate approvals back to 1992, further investigation into the site history has revealed that the site has operated as a water extraction industry since 1981 with the activity originally occurring at the lower level. Since 1992, as indicated by the table below, there have been a number of different applications lodged to vary the business operation. Processing, storage and commercial vehicle loading and parking was relocated to the upper portion of the site in Development Authorisation 02/958/473 the building closer to Sprigg Road is used largely for administration activities.

APPROVAL DATE	APPLICATION NUMBER	DESCRIPTION OF PROPOSAL
1992	92/146/330	Industry – building extension
29 February 1996	94/142/330	Addition to shed (industry)
12 December 1996	96/231/330	Variation to development authorisations 92/146/330 & 92/231/330 to alter the internal driveway, widen cross-over and vary landscape screening
	99/673/473	WITHDRAWN – shed
29 March 1999	99/308/473	Demolition of existing shed
8 April 1999	99/328/473	Shed
28 May 1999	99/347/473	Variation to development authorisation 99/328/473 to alter the colour of the shed from beige to green
20 July 1999	99/656/473	Addition to shed
29 March 2000	99/121/473	Storage shed
5 July 2000	00/756/473	Consolidation of existing spring water packaging operation incorporating joinder of two existing sheds to form a new 468 square metre packaging shed and re-location of existing water storage tanks
	01/368/473	WITHDRAWN – re-located the existing sheds (excluding the office) from the lower platform to the upper platform
1 August 2003	02/958/473	The re-location of the storage area for bottled and packaged spring water from the existing (lower site level) building to new storage buildings (upper site level), the re-location of the loading/unloading area and six (6) carparking spaces from the lower to the upper site level and the change of use of the lower site level building from office and storage to office and farm implement shed
12 August 2005	05/596/473	Variation to condition two (2) of 473/958/02 in order to increase storage area within existing shed
23 September 2008	08/872/473	Extension to existing storage shed associated with existing water extraction operation
26 April 2013	13/195/473	Addition to existing building for storage purposes only
1 September 2014	14/D017/473	Boundary re-alignment (3 allotments into 3 allotments)
8 September 2016	16/499/473	Horticultural building
4 January 2019	18/505/473	Boundary re-alignment (2 allotments into 2 allotments)

ITEM 8.1

12 July 2023	23003710	Variation to conditions 4 & 5 of development authorisation 473/958/02 to alter timing of vehicle movements & adjust hours of operation
--------------	----------	----------------------------------------------------------------------------------------------------------------------------------------

SUBJECT LAND & LOCALITY:

Location reference: 61 SPRIGG RD CRAFERS SA 5152

Title ref.: CT 6223/726 **Plan Parcel:** D120793 AL21 **Council:** ADELAIDE HILLS COUNCIL
CT 6151/231 D95188 AL1

Site Description

The subject land is comprised of two allotments but operates as one site. The land contains the spring water bores, buildings for packaging and storing the spring water with associated vehicle parking and manoeuvring areas and two dwellings with associated outbuildings. The applicant/operator of the business resides in the dwelling on the land. The land also contains a small vineyard. In total there are 3 access points to the site with two access points utilised in association with the industry activity occurring on the land. The third access point further north is utilised with the residential use of the land. Other site features include the loading and unloading and car parking areas associated with the industry activity, small scale primary production use along Sprigg Road whilst the rest of the site is covered in dense native vegetation.

Processing, storage and commercial vehicle loading and parking takes place on the upper portion of the site and the building closer to Sprigg Road is used largely for administration activities.

Locality

The surrounding locality contains a mix of land uses – rural residential, primary production (viticulture & grazing) and conservation park. The nominated vehicle departure area on the land is approximately 92m from the nearest dwelling not on the subject land. This dwelling and one other on the opposite side of Sprigg Road are owned and occupied by family members of the applicant.

These two dwellings are described as associated dwellings in the Interface between Land Uses module discussion. The nearest non-associated dwelling is approximately 215m from the nominated vehicle departure area.

Sprigg Road is a typical narrow rural spray sealed road under the care and control of the Council. The road does not have a posted speed limit sign and is therefore defaulted to a speed limit of 100km/h. There is no formalised pedestrian or bicycle path nor is there any form of street lighting. The road is utilised by the residents or people visiting the area but is also used by heavy vehicles associated with the primary production use of the land as envisaged for the zone.

The subject land is identified on **Attachment 2 – Subject Land Map**. The zoning is shown on the map in **Attachment 3 – Zoning Map**.

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
 - Other - Commercial/Industrial - Variation to conditions from previous Development Authorisations 473/958/02 and 23003710
 - Code Assessed - Performance Assessed

ITEM 8.1

- **OVERALL APPLICATION CATEGORY:**

Code Assessed - Performance Assessed

- **REASON**

Variation applications default to being assessed under the Performance Assessed pathway.

PUBLIC NOTIFICATION

A variation application relating to operational matters is not a form of development in its own right, so public notification cannot be undertaken.

AGENCY REFERRALS

Nil

INTERNAL REFERRALS

Engineering Department

Sprigg Road has the capacity to manage the additional general access vehicles as per the traffic report. Spray seal was recently completed along this road but has not been undertaken in front of the business, as heavy vehicle braking and turning movements occur along this section. Council's position is that the business is expected to contribute 50% of the cost of asphaltting the frontage of the subject site.

As recommended in the traffic report, Sprigg Rd widening is not being considered, as private property boundaries are located very close to the carriageway. The bends have already been asphalted, and spray seal will not be used for this section along the business frontage given it will not withstand the manoeuvring of heavy vehicles entering and exiting the business. There are however a couple of spots where the shoulder width can and will be increased. Further pruning will also be carried out at the first bend. Additionally, RRPMS and guideposts may be considered for improved safety and to delineate two-way movement of traffic.

Sprigg Road can accommodate/handle heavy vehicles; however, the additional measures listed above will be undertaken to further improve safety.

Acoustic Engineer

There were a number of reviews of information undertaken by Council's Acoustic Engineer in his peer review. In particular there were queries relating to reversing alarms, noise assessment methodology, vehicle noise and general review of truck movements on Sprigg Road. These comments and applicants' direct response form part of the acoustic report in the assessment documents.

In accordance with legal advice, it is not only the impact of trucks when they are on the site which needs to be assessed, but also the impacts beyond the limits of the site for so long as those impacts can reasonably be said to arise from the use of the land. This advice resulted in further assessment of noise impacts factoring in trucks accelerating or braking for a distance of approximately 175m from the entrance / exit point of the facility onto Sprigg Road. This level of assessment was never undertaken with any of the previous applications for the subject site and the conclusion reaffirms that the noise impact to sensitive receivers generated by the increase in vehicle movement frequency in this locality are within the acceptable limits set by the current *Environment Protection (Commercial and Industrial Noise) Policy 2023*, despite the proposed increased frequency.

Based on the last response from the applicant, Council's Acoustic Engineer has advised that the queries have been addressed, and the acoustic assessment is considered as acceptable.

PLANNING ASSESSMENT

Desired Outcomes

Desired outcomes are policies designed to aid the interpretation of performance outcomes by setting a general policy agenda for a zone, subzone, overlay or general development policies module. Where a relevant authority is uncertain as to whether or how a performance outcome applies to a development, the desired outcome(s) may inform its consideration of the relevance and application of a performance outcome or assist in assessing the merits of the development against the applicable performance outcomes collectively.

Performance Outcomes

Performance outcomes are policies designed to facilitate assessment according to specified factors, including land use, site dimensions and land division, built form, character and hazard risk minimisation.

Designated Performance Features

In order to assist a relevant authority to interpret the performance outcomes, in some cases the policy includes a standard outcome which will generally meet the corresponding performance outcome (a designated performance feature or DPF). A DPF provides a guide to a relevant authority as to what is generally considered to satisfy the corresponding performance outcome but does not need to necessarily be satisfied to meet the performance outcome, and does not derogate from the discretion to determine that the outcome is met in another way, or from the need to assess development on its merits against all relevant policies.

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in **Attachment 5 – Relevant P&D Code Policies**.

Productive Rural Landscape Zone:

Desired Outcomes	
DO 1	A diverse range of land uses at an appropriate scale and intensity that capitalise on the region's proximity to the metropolitan area and the tourist and lifestyle opportunities this presents while also conserving the natural and rural character, identity, biodiversity and sensitive environmental areas and scenic qualities of the landscape.
DO 2	A zone that promotes agriculture, horticulture, value adding opportunities, farm gate businesses, the sale and consumption of agricultural based products, tourist development and accommodation that expands the economic base and promotes its regional identity.
DO 3	Create local conditions that support new and continuing investment while seeking to promote co-existence with adjoining activities and mitigate land use conflicts.
Performance Outcomes & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Land Use and Intensity PO 1.1 & DTS/DPF 1.1	
Rural Industry PO 4.2	

The industry activity occurring on the land being the bottling/packaging, storage and distribution of the spring water extracted from the land is akin to desired rural industry activities in the Zone such as beverage production and the storage grading/packing and distribution of produce. Further, it is a long-standing use in the Zone as demonstrated by the background development approval history.

Other envisaged land uses in the Zone per Designated Performance Feature 1.1 include farming and horticulture whilst residential use is considered as secondary to the primary production use as outlined in Performance Outcome 5.1.

CAP MEETING – 15 October 2025

ITEM 8.1

Performance Outcome (PO) 4.2 relates to the expansion of existing industry activities in the Zone and similar activities. Whilst the proposal is not an expansion of production capabilities as understood in the context of PO 4.2; the proposal will facilitate an expansion to the vehicle movements associated with the industry.

Expansion to the vehicle movements will create conditions to support on-going investment in the business, which has changed its operating model in the 23 years since Development Approval for application 473/958/02 was granted. Creating conditions which support continuing investment is sought by Desired Outcome (DO) 3. However, it is acknowledged that DO 3 also seeks a balance with promoting co-existence with adjoining activities and mitigating land use conflicts.

The land use conflict most likely to result from the proposed extended hours of distribution is noise impact for adjacent residential land uses. Noise impacts are discussed in detail in the Interface between Land Uses discussion below.

Overlays

No overlays are relevant to the assessment of the proposal.

General Development Policies

Interface between Land Uses

Desired Outcomes	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.
Performance Outcomes & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
POs: 2.1, 4.1 and 4.2	
DPFs: 4.1	

Performance Outcome (PO) 4.1 seeks for development that emits noise to not unreasonably impact the amenity of sensitive receivers. Corresponding Designate Performance Feature (DPF) 4.1 seeks for noise that affects sensitive receivers to achieve the relevant Environment Protection (Noise) Policy Criteria.

The applicant has provided an environmental noise assessment report in support of the application. This report has also been peer reviewed by Council's acoustic engineer which has resulted in further commentary and justification from the project engineer, all which form part of the application documentation.

The original report considered the proposed changes to the vehicles movements and concluded that it can achieve the relevant noise criteria. Council requested further clarification if the noise assessment factored in any intensification of other activities at the facility beyond the truck movements such as forklift use. The acoustic engineer's assessment considered the noise from tonal reversing alarms by utilising 1/3 octave band predictions of noise from trucks and forklifts measured at the facility. The site observations at the facility and noise predictions made as part of the assessment indicate that no further adjustment is required for tonality from reversing alarms. An additional condition has been recommended requiring that all forklifts involved in loading/unloading of spring water and deliveries be fitted with broadband reversing alarms as per the recommended condition 5. It is understood there is no change to vehicle loading times which are confined to between 7am and 6pm Monday to Friday during standard time and up to 8pm during daylight saving. Additionally, before 7am vehicles can only depart the land in a forward motion and from the nominated truck departure point. These requirements are reinforced by conditions 5 and 4 of Development Authorisation 23003710 and will continue to apply (refer Attachment 6).

ITEM 8.1

Council also requested further clarification on noise from vehicle movements beyond the subject site and more specifically during the high noise activities of vehicles accelerating from the site and breaking on approach to the site. Further assessment was undertaken factoring in trucks accelerating or braking for a distance of approximately 175m from the entrance / exit point of the facility onto Sprigg Road. The 175m distance was considered by the acoustic engineer as this distance was observed to conservatively include the full distance of trucks accelerating away from the site or braking as they approach the entrance to the site. Whilst the acoustic engineer notes that the Environment Protection (Noise) Policy was not designed to be applied to movement of vehicles on the public road network, it was considered relevant in this circumstance because of complaints received about truck noise in the early morning and a legal opinion received by Council. Relying on the ERD Court's decision in *Eco-Action Kangaroo Island Inc v Kangaroo Island Council & Ors* which considered the proposal to establish a helicopter joy flight, the legal advice stated that it is not only the impact of trucks when they are on the site which is relevant, but also the impacts beyond the limits of the site for so long as those impacts can reasonably be said to arise from the use of the land. The updated noise predictions indicate the Policy noise levels will still be achieved even in the early morning between 5:00am and 7:00am for the closest sensitive receivers.

The scope of noise assessment is beyond that of the previous application which did not consider the noise impacts from vehicles travelling on a public roadway, so the impact on residential amenity of the broader locality was not clear. The acoustic engineer did also clarify that the Environment Protection (Noise) Policy has a requirement for activities to achieve a maximum instantaneous noise level (L_{Amax}) of 60 dB(A) between 10.00 pm and 7.00 am the following day where a noise-affected premises (**dwelling**) is situated in a quiet noise designated area. However, the surrounding dwellings in the Productive Rural Landscape Zone, are not classified as quiet noise designated areas.

The Applicant is seeking to change the original condition 3 from the 2002 application by increasing the maximum number of articulated tanker or semi-trailer deliveries to and/or from the site from 8 vehicles (or 16 vehicle movements) per weekday or a total of 40 vehicles per week to 25 vehicles (or 50 vehicle movements) per weekday or a total of 125 vehicles per week.

The Applicant is also seeking to change condition 3 from the 2023 variation application which currently limits the vehicle movements to five (5) per week between 5am and 7am excluding Saturday, Sunday and public holidays to allow up to 2 vehicles associated with the commercial distribution of spring water to exit the subject land between 5am and 6am per weekday and up to 2 vehicles to exit the subject land between 6am and 7am per weekday. The change would mean an increase from 5 vehicle movements per week between the hours of 5am and 7am to 20 vehicle movements per week between the hours of 5am and 7am excluding Saturday, Sunday and public holidays.

The Applicant also originally requested that condition 10 from the 2002 DA be removed as it is in reference to a redundant *Environment Protection (Industrial) Noise Policy 1994*. However, Council was of the view that the condition should be replaced with a new condition requiring that the noise levels do not exceed *Environment Protection (Commercial and Industrial Noise) Policy 2023*. Recommended condition four (4) is therefore replacing the condition ten (10) from the original approval.

Whilst the variation in truck movements is a large increase, the number has been reduced from what the variation originally proposed. The acoustic report prepared on behalf of the Applicant has also been peer reviewed by an acoustic engineer engaged by Council which has resulted in further assessment, including assessment beyond the site. Overall, it is concluded that the noise impacts associated with the increased vehicle movements are going to remain within the Environment Protection (Noise) Policy Criteria for the rural zone (Productive Rural Landscape Zone). It should be noted there is no capacity limitation on previous authorisations that would restrict production activities.

Recommended condition 2 limits the revised number of articulated and semi-trailer vehicles to and from the land and Recommended condition 3 revises the number of vehicle movements from the land between 5am and 7am.

Transport, Access and Parking

Desired Outcomes	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.
Performance Outcomes & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
POs: 1.1, 3.1 DPFs: 3.1	

A traffic report was received which generally supports the proposed increase in vehicle movements but on a provision of there being a vehicle movement strategy which details appropriately staggered vehicle movements, arrival and departure procedures to which fleet vehicles and contractor vehicles will be required to adhere to. A reserved matter has been recommended requiring that this plan be prepared by a suitably qualified traffic engineer for further review.

Council's Engineering did raise concerns with the increase in the traffic movements and the impacts to Sprigg Road immediately in front of the subject land where the road aprons are used by trucks turning in and out of the site and the on-going wear and tear to the road surface. Council's view is that the area directly in front of the subject site is required to be asphalted instead of spray sealed to withstanding the manoeuvring of heavy vehicles entering and existing the site. Apart from this, Council's engineering has advised that Sprigg Road is capable of handling the additional traffic volumes as per the traffic report.

Council has recently undertaken maintenance spray sealing of Sprigg Road with the exception of the section of road immediately in front of the subject land. Council's civil team is of the view the spray seal does not support the current truck movements, nor would it be able to support the increased truck movements. As such, the front of the property which is approximately 95m in length featuring also the current entry and exit points would need to be asphalted in order to support the vehicle movements. This would then ensure that the proposal satisfies POs 1.1 and 3.1. A second reserve matter has been added requiring the applicant to obtain the relevant authorisations from the Council under the Local Government Act for works required to upgrade the road reserve and access aprons along the frontage of 61 Sprigg Rd, Crafers on terms acceptable to the Council.

CONSIDERATION OF SERIOUSLY AT VARIANCE

The proposal is not seriously at variance with the Planning and Design Code. The land use is existing and envisaged for the Productive Rural Landscape Zone and the variation application simply seeks to alter the operational conditions of the site by allowing further flexibility for vehicle movements to and from site.

There are no applicable Overlays for this development. The Interface between Land Uses policies in the general section of the Code and the Transport, Access and Parking module policies have been considered in detail with the applicable policies satisfied.

CONCLUSION

The proposal seeks Development Approval to alter three (3) operational matter conditions from a the 2002 and the most recent 2023 development authorisations for an existing industrial use (spring water extraction, packaging, storage & distribution facility) in the Productive Rural Landscape Zone.

ITEM 8.1

The variation sought will increase the frequency of articulated or semi-trailer vehicle movements to and from site. The Applicant has advised that the current business operations have now exceeded the operational conditions imposed 23 years ago on the 2002 application and as such the business requires greater flexibility than these conditions allowed and they are applying to vary condition 3 to increase heavy truck movements. Whilst there was a variation sought and approved to truck movements between the specific morning hours of 5am and 7am in the most recent 2023 application, the Applicant now seeks to vary condition 3 of this development authorisation further during these hours.

An environmental noise assessment by an Acoustic Engineer has been received in support of the variation application. The conclusion of the Acoustic Engineer is that the nominated vehicles movements are going to be within the Environment Protection (Noise) Policy Criteria. The report was also peer reviewed by an acoustic engineer engaged by Council which resulted in further assessment of noise impacts factoring in trucks accelerating or braking for a distance of approximately 175m from the entrance / exit point of the facility onto Sprigg Road. This level of assessment was never undertaken with any of the previous applications for the subject site and the conclusion further reaffirms that the noise impact to sensitive receivers generated by the increase in vehicle movement frequency in this locality are within the acceptable limits set by the current *Environment Protection (Commercial and Industrial Noise) Policy 2023*, despite the proposed increased frequency.

A traffic assessment report has received which considered the impacts of the proposed vehicle movements on Sprigg Road. The report concluded that Sprigg Road would be able to support the additional vehicle movements. The report did however recommend that a vehicle movement strategy be prepared and implemented which details the appropriate management of staggered vehicle movements, and operational instructions that fleet and contractor drivers will be required to adhere to.

The last condition being amended is condition 10 from Development Application 473/958/02 is more to ensure consistency with the current *Environment Protection (Commercial and Industrial Noise) Policy 2023* rather than the redundant *Environment Protection (Industrial) Noise Policy 1994*.

No other operational matters of the longstanding use are changing, and recommended conditions two (2), three (3) and four (4) will ensure the *Environment Protection (Commercial and Industrial Noise) Policy 2023* can be met on an on-going basis relative to vehicle noise occurring at the site. Condition five (5) will ensure that all other conditions imposed on the 2002 and 2023 DA's continue to apply.

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 application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and**
- 2) Development Application Number 25015385 by Spring Water Beverages Pty Ltd for Variation to previous Development Authorisations; 473/958/02 and 23003710 to:**
 - i) increase the maximum number of articulated tanker or semi-trailer deliveries to and from the land,**
 - ii) increase the maximum number of vehicles associated with the commercial distribution of spring water exiting the land between 5 am and 7am; and**
 - iii) amend a condition referencing a redundant environmental noise policy****at 61 Sprigg Rd, Crafers is granted Planning Consent subject to the following reserved matters and conditions:**

RESERVED MATTERS

- 1) Pursuant to section 102 (3) (a) of the Planning, Development and Infrastructure Act of 2016, the following matters shall be reserved for further assessment prior to the granting of Development Approval. The Assessment Manager is delegated to undertake this further assessment:

A vehicle movement strategy to manage the movement of 19.0m semi-trailers on Sprigg Road as recommended in Cirqa Report dated 16 May 2025 shall be prepared by a suitably qualified traffic engineer in consultation with Spring Water Beverages Pty Ltd which details management of staggered vehicle movements, and operational instructions that fleet and contractor drivers will be required to adhere to for safe use access to and from the site.

Pursuant to Section 127(1) of the *Planning, Development and Infrastructure Act 2016*, the power to impose further conditions of consent in respect of the above reserved matter is delegated to the Assessment Manager.

- 2) Pursuant to section 102 (3) (c) of the Planning, Development and Infrastructure Act of 2016, the following matters shall be reserved for further assessment prior to the granting of Development Approval.

The applicant must obtain the relevant authorisations from the Council under the Local Government Act for works required to upgrade the road reserve and access aprons along the frontage of 61 Sprigg Rd, Crafers on terms acceptable to the Council.

CONDITIONS

Planning Consent

- 1) The development granted shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below.
- 2) Articulated or semi-trailer vehicles to and from the land (both delivery vehicles and commercial water distribution vehicles) must not exceed 25 per day (Monday to Friday, excluding public holidays) or 125 per week excluding Saturday, Sunday and public holidays.
- 3) A maximum of two (2) vehicles associated with the commercial distribution of spring water shall exit the land between 5:00am and 6:00am per weekday excluding Saturday, Sunday and public holidays and up to two (2) vehicles associated with the commercial distribution of spring water shall exit the land between 6:00am and 7:00am per weekday (excluding Saturday, Sunday and public holidays).
- 4) A logbook of articulated and semi-trailer vehicle movements to and from the land (both delivery vehicles and commercial water distribution vehicles) referenced in above condition 2 and 3 must be maintained with vehicle registration, company name, date, departure and arrival times and provided to Council on request, from the date of Development Approval.
- 5) (i) The noise associated with activities on site must not exceed a level which is 5 dB(A) below the General Noise Control Provisions of the Environment Protection (Commercial and Industrial Noise) Policy 2023 when measured and adjusted in accordance with that Policy at non-associated dwellings identified on Figure 1 of the Echo Acoustics Environmental Noise Assessment for 49 and 61 Sprigg Road, Crafers, with Reference ID: 242-6, dated 12 August 2025.

ITEM 8.1

(ii) The noise associated with activities on site must not exceed the levels provided by the General Noise Control Provisions of the Environment Protection (Commercial and Industrial Noise) Policy 2023 when measured and adjusted in accordance with that Policy at the associated dwellings identified on Figure 1 of the Echo Acoustics Environmental Noise Assessment for 49 and 61 Sprigg Road Crafers, with Reference ID:242-6, dated 12 August 2025.

- 6) All forklifts on site associated with the commercial distribution of spring water shall be fitted with broadband reversing alarms.
- 7) Except where varied by this authorisation, all other conditions, plans and details relating to Development Authorisations 473/958/02 and 23003710 continue to apply to this amended authorisation.

ADVISORY NOTES

General Notes

- 1) No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not commence the development herein approved until you have received notification that Development Approval has been granted.
- 2) This Planning Consent is valid for a period of twenty-four (24) months from the date of the decision, subject to an extension having been granted by the relevant authority. If applicable, Building Consent must be obtained prior to expiration of the Planning Consent.
- 3) Where an approved development has been substantially commenced within 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).
- 4) Any person undertaking development within the Adelaide Hills Council area is reminded of their obligation to take all reasonable measures to protect Council infrastructure. Any incidental damage to the Council's infrastructure – including but not limited to roads, footpath, pipes, road verge, street trees must be reinstated to a standard acceptable to Council at the Applicant's expense.
- 5) Appeal rights – The Applicant has a right of appeal in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

OFFICER MAKING RECOMMENDATION

Name: Doug Samardzija
Title: Senior Statutory Planner

Variation Application

Spring Water Beverages Pty Ltd

49 and 61 Sprigg Road, Crafers (CTs 6223/726 and 6151/231)

Variation to planning consent and development approvals 473/958/02 and 23003710 to:

- (i) increase the maximum number of articulated tanker or semi-trailer deliveries to and from the land;**
- (ii) increase the maximum number of vehicles associated with the commercial distribution of spring water exiting the land between 5am and 7am; and**
- (iii) remove a condition referencing a redundant environmental noise policy.**

Index

1.	The Applicant and historic development approvals	5
2.	Locality Description.....	6
3.	Nature of Application.....	6
4.	Relevant provisions of the Planning and Design Code.....	7
5.	Approach to Assessment	7
6.	Planning Assessment	9
	<i>Noise impacts</i>	10
	<i>Traffic impacts</i>	11
7.	Nature of Development & Categorisation (Verification of Application)	12
8.	Procedural Matters.....	12
9.	Summary	12

Application Details

Applicant name	Spring Water Beverages Pty Ltd
Applicant address	C/- Botten Levinson Lawyers Level 1, 28 Franklin Street, Adelaide SA 5000 Email: sm@bllawyers.com.au
Land description	Certificates of Title 6223/726 and 6151/231 (the Land)
Address	49 and 61 Sprigg Road, Crafers
Land Owner	Ian and Patience Bailey
Council Area	Adelaide Hills Council
Zone	Productive Rural Landscape
Sub-Zone	Environment and Food Production Area Hazards (Bushfire - High Risk) Heritage Adjacency Hazards (Flooding - Evidence Required) Limited Land Division Mount Lofty Ranges Water Supply Catchment (Area 2) Native Vegetation Prescribed Water Resources Area State Significant Native Vegetation Scenic Quality Traffic Generating Development Water Resources
Existing Use of the land	Industry (spring water extraction, bottling and distribution) and residential
Nature of development	Variation to planning consent and development approvals 473/958/02 and 23003710 to: (i) increase the maximum number of articulated tanker or semi-trailer deliveries to and from the land;

	(ii) increase the maximum number of vehicles associated with the commercial distribution of spring water exiting the land between 5am and 7am; and (iii) remove a condition referencing a redundant environmental noise policy.
Nature of application	Planning consent and development approval
Class of development	Performance Assessed
Development cost	\$1
Relevant Authority	Council Assessment Manager
Public Notice	N/A as no “development”
Referral	Nil

Fees

Lodgement fee (electronic):	\$92.50
------------------------------------	---------

1. The Applicant and historic development approvals

1.1 The Applicant, Spring Water Beverages Pty Ltd, trades as “Crystal Spring”, and is a family owned and operated business which operates a longstanding industry (spring water extraction, bottling and distribution) on the land comprised in Certificates of Title 6223/726 and 6151/231 commonly known as 49 and 61 Sprigg Road, Crafers (**Land**).

1.2 The Land:

- 1.2.1 is comprised of two irregular shaped allotments with a combined area of approximately 8.9 hectares;
- 1.2.2 is on the high side of Sprigg Road, which is a sealed Council road;
- 1.2.3 contains spring water bores, buildings for packaging and storing spring water with associated vehicle parking and manoeuvring areas, a dwelling (occupied by a director of the applicant) with associated outbuildings, and a vineyard; and
- 1.2.4 is used for primary production (vineyards) and an industry (extraction, bottling, packaging, selling and distribution of spring water), the latter occurring for almost four decades.

1.3 The approved activities on the Land include the extraction, bottling and packaging of spring or bore water and associated transport (delivery). More specifically, the Adelaide Hills Council granted planning consent and development approval to DA 473/958/02 on 17 March 2003 and 1 August 2003 respectively for:

The relocation of the storage area for bottled and packaged spring water from the existing (lower site level) building to new storage buildings (upper site level) the relocation of the loading/unloading area and six (6) carparking spaces from the lower to the upper site level and the change of use of the lower site level building from office and storage to office and farm implement shed.

(original authorisation)

1.4 Relevantly, condition 3 on the original authorisation provides:

That the number of articulated tanker or semi-trailer deliveries to and/or from the site shall be limited to a maximum of 40 vehicles per week (with an average of no more than 8 vehicles per working day).

1.5 Conditions 4 and 5 on the original authorisation, until July 2023, provided as follows:

4. No vehicle movements associated with the commercial distribution of product shall occur from points of ingress and egress to the subject land prior to 7.00am Monday to Friday.

5. *The operating hours of the business shall be 7.00am to 6.00pm except during day light saving when the operating hours will be 7.00am to 8.00pm.*

- 1.6 The business operated at the time DA No. 473/958/02 was approved in 2003 has been sold. The Applicant's current business ("Crystal Spring"), largely provides water as a wholesaler (rather than as a retailer like the previous business did).
- 1.7 In July 2023, the Adelaide Hills Council Assessment Panel (**CAP**) granted planning consent to DA 23003710, being an application to vary conditions 4 and 5 on the original authorisation to alter timing of vehicle movements and adjust hours of operation (**2023 variation authorisation**).
- 1.8 Relevantly, condition 3 on the 2023 variation authorisation provides:

A maximum of five (5) vehicles per week associated with the commercial distribution of spring water shall exit the subject land between the hours of 5:00am and 7:00am excluding Saturday, Sunday & public holidays.
- 1.9 The Applicant's business has naturally evolved since it commenced operation on the Land many decades ago. Condition 3 on the original authorisation imposed over two decades ago limiting the frequency of articulated tanker and semi-trailer deliveries to and from the Land is repressive for the viability and continuation of Crystal Spring. The demand for the Applicant's spring water product has significantly increased over the years, largely, in the Applicant's view, due to the public's heightened awareness and concern of chemicals added to town supply water (eg. fluoride and chlorine).
- 1.10 Further, the contractual obligations imposed by wholesale customers of the Applicant has become more demanding in recent times with customers now requiring, for example, the delivery of product in particular quantities at particular times.
- 1.11 Not only is condition 3 on the original authorisation and condition 3 on 2023 variation authorisation repressive to the viability and longevity of the Applicant's business, being a business which employees approximately 37 in the Council's area, it also prohibits the Applicant from providing emergency water suppliers to Adelaide Hills residents which SA Water has recently inquired whether it could do so.

2. **Locality Description**

- 2.1 The surrounding locality contains a mix of land uses, namely, primary production (viticulture and grazing), industry, rural residential, and conservation park.

3. **Nature of Application**

- 3.1 This variation application seeks to:
 - (a) vary condition 3 on the original authorisation (i.e. DA No. 473/958/02) such that it reads as follows:

That the number of articulated tanker or semi-trailer deliveries to or from the subject site shall be limited to a maximum of eighty (80) per day on Monday to Friday excluding public holidays;

- (b) vary condition 3 on the 2023 variation authorisation (i.e. DA ID: 23003710) such that it reads as follows:

A maximum of five (5) vehicles associated with the commercial distribution of spring water shall exit the subject land per day between the hours of 5:00am and 7:00am on Monday to Friday excluding public holidays; and

- (c) remove condition 10 on the original authorisation (i.e. DA No. 473/958/02) which reads as follows:

The maximum noise level associated with noise generating activities associated with the operation on site must not exceed a level which is 5 dB(A) below the relevant maximum noise levels prescribed in the Environment Protection (Industrial) Noise Policy 1994 when measured in accordance with that Policy.

(collectively, the **proposed variations**)

4. **Relevant provisions of the Planning and Design Code**

- 4.1 The Land is located within the Productive Rural Landscape Zone (**Zone**) under the Code. The following overlays apply to the Land:

- Environment and Food Production Area
- Hazards (Bushfire - High Risk)
- Heritage Adjacency
- Hazards (Flooding - Evidence Required)
- Limited Land Division
- Mount Lofty Ranges Water Supply Catchment (Area 2)
- Native Vegetation
- Prescribed Water Resources Area
- State Significant Native Vegetation
- Scenic Quality
- Traffic Generating Development
- Water Resources

5. **Approach to Assessment**

- 5.1 In accordance with section 128 of the *Planning, Development and Infrastructure Act 2016 (PDI Act)*, it is only the subject matter of the variation that can be considered and assessed. A variation application is not an opportunity to re-consider any other element of the development.

Assessment must be confined to the extent of the variation, in this case being the increase in the volume of articulated tanker/semi-trailer deliveries to and from the Land and increase in the volume of vehicles associated with the commercial distribution of spring water which can exit the Land between 5am and 7am.

- 5.2 Section 128(2)(b) of the PDI Act provides that a variation application:

“will, for the purposes of this Part ... to the extent of the proposed variation (and not so as to provide for the consideration of other elements or aspects of the development or the authorisation), be treated as a new application for development authorisation”

(our emphasis)

- 5.3 The Supreme Court has considered the variation power under s 39 of the *Development Act* (which was relevantly in identical terms) in the case of *Holds*.¹ The Supreme Court made the following relevant remarks:

“38. ... The extent of the proposed variation must then be assessed against the applicable Development Plan. Plainly enough, the extent of the proposed variation cannot be assessed in the abstract. It must be assessed in the context of the development which has been approved and, perhaps, even substantially completed. An application to vary a development approval, which proposes to increase the height or mass of a building, cannot be sensibly addressed in the abstract. It must be considered against the dimensions of the building which has been approved. It is meaningless to assess an increase in the height of a building by say, one metre, without reference to the already approved or existing height. ...

...

41. In assessing an application for a new development against the Development Plan, the nature and scope of an existing approval is a relevant consideration. The pre-existing approval is necessarily a relevant consideration because the effect of the proposed variation on the locality in which it is to be undertaken cannot sensibly be addressed without considering the existing approval, and the nature of the development which might be constructed pursuant to that approval, even if the new application for a development, or the application for a variation of the existing approval is refused.”

(our emphasis)

- 5.4 Further, it is well-established that the Code is not applied in a “theoretical vacuum”. The assessment of the proposed variation against the provisions of the Code must be undertaken having regard to the factual and historical context in which the proposed variation will be implemented, and having regard to relevant surrounding circumstances.² To this end,

¹ *Holds v City of Port Adelaide Enfield* [2011] SASC 226.

² *Courtney Hill Pty Ltd v SAPC* (1990) 59 SASR 259; *South Australian Housing Trust v Development Assessment Commission and Corporation of the City of Marion* (1994) 63 SASR 35; *Khabbaz & Anor v State Planning Commission & Ors* [2023] SASCA 10; *PC Infrastructure Pty Ltd v City of Mitcham Council Assessment Panel* [2023] SAERDC 14.

we make the obvious observation that the proposed variations will need to be assessed in the context of the locality and its zoning. The broader locality is also contained within the Productive Rural Landscape Zone which anticipates uses generating large vehicle movements such as industry (spring water industries on both the Land and the land at 29 Sprigg Road, brewery, cidery and distillery), transport distribution and agricultural and horticultural activities. Not only are such uses expressly envisaged in the Zone, they also exist in the locality of the Land.

6. Planning Assessment

6.1 Zone Desired Outcomes (**DO**) 1 and 3 relevantly provide as follows:

DO 1 - A diverse range of land uses at an appropriate scale and intensity that capitalise on the region's proximity to the metropolitan area and the tourist and lifestyle opportunities this presents while also conserving the natural and rural character, identity, biodiversity and sensitive environmental areas and scenic qualities of the landscape.

DO 3 - Create local conditions that support new and continuing investment while seeking to promote co-existence with adjoining activities and mitigate land use conflicts.

6.2 Zone 'Land Use and Intensity' Performance Outcome (**PO**) 1 seeks:

The productive value of rural land for a range of primary production and horticultural activities and associated value adding of primary produce (such as beverage production), retailing and tourism is supported, protected and maintained. The proliferation of land uses that may be sensitive to those activities is avoided.

6.3 The associated Designated Performance Feature (**DPF**), Zone DPF 1.1, lists "industry" as an envisaged use in the Zone.

6.4 Zone "Rural Industry" PO 4.2 provides:

Expansion of established small-scale or new large scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities:

- (a) are commensurate with the allotment on which it is situated to mitigate adverse impacts on the amenity of land in other ownership and the character of locality*
- (b) realise efficiencies in primary production related storage, sorting, packaging, manufacturing and the like*
- (c) primarily involve primary production commodities sourced from the same allotment and/or surrounding rural areas.*

- 6.5 We make the following observations in relation to the above Zone provisions:
- 6.5.1 the long-standing existing industry use on the Land is a desired and envisaged use in the Zone;
 - 6.5.2 increasing the volume of (i) articulated tanker or semi-trailer deliveries to and from the land and (ii) volume of vehicles associated with the commercial distribution of spring water which can exit the land between 5am and 7am will inevitably create conditions which support continuing investment as is sought by Zone DO 3;
 - 6.5.3 both small and large scale industries are envisaged in the Zone;
 - 6.5.4 expansion of established industries is envisaged; and
 - 6.5.5 the primary focus in the planning assessment of applications involving an expansion of an existing industry is the impacts on the amenity of land in other ownership and the character of locality.
- 6.6 Having regard to the above and noting that the proposed variations do not involve any change in the long-standing existing use of the Land, the primary focus in the planning assessment of the proposed variations is the impacts on the amenity of land in other ownership and the character of the locality from the increase in traffic.
- 6.7 The two potential external impacts which could arise from the proposed variations relate to noise and traffic. We deal with each of these potential impacts below.

Noise impacts

- 6.8 The **enclosed** “Environmental Noise Assessment” prepared by a highly experienced and respected acoustic engineer, Jason Turner of Echo Acoustic Consulting, has been obtained (**Acoustic Report**). The Acoustic Report undertakes a comprehensive assessment against all of the relevant provisions in the Code dealing with noise and the relevant Environment Protection (Commercial and Industrial Noise) Policy 2023.
- 6.9 While the Acoustic Report is enclosed and there to be read in full, we note the following:
- 6.9.1 Mr Turner’s findings are based on measurements actually taken of the existing activities undertaken at the Land;
 - 6.9.2 the views of Mr Turner are based on a conservative assessment; and
 - 6.9.3 Mr Turner concludes that the proposed variations achieve the relevant noise criteria in the Environment Protection (Commercial and Industrial Noise) Policy 2023, will not adversely impact on the amenity of any dwelling, and will satisfy the relevant noise policies in the Code.

- 6.10 Having regard to the above, the proposed variations will not result in any unreasonable impact on the amenity of land in other ownership and the character of the locality as a result of noise.
- 6.11 Lastly, the proposed deletion of condition 10 on DA No. 473/958/02 is simply to remove a condition which is ambiguous, and which refers to a superseded and redundant environmental noise policy, namely the Environment Protection (Industrial) Noise Policy 1994. The noise assessments which have been undertaken at the site in recent years have all used the current and relevant environmental noise policy, namely the Environment Protection (Commercial and Industrial Noise) Policy 2023.

Traffic impacts

- 6.12 We **enclose** a Traffic Report from a highly experienced and respected traffic engineer, Tom Wilson of CIRQA (**Traffic Report**). The Traffic Report provides a comprehensive assessment of the proposed increase in maximum articulated tanker/semi-trailer movements against all of the relevant provisions in the Code dealing with traffic, as well as the relevant South Australian road design guidelines and criteria.
- 6.13 While the Traffic Report is enclosed and there to be read in full, we make the following observations and comments:
- 6.13.1 Mr Wilson's findings are based on a thorough site and locality inspection, as well as turn counts;
 - 6.13.2 Mr Wilson is of the view that the proposed increase in traffic movements satisfies all of the relevant policies in the Code dealing with traffic;
 - 6.13.3 Mr Wilson is of the view the proposed increase in the maximum number of articulated tanker or semi-trailer deliveries to the land can be readily accommodated in the local road network provided certain measures are adopted; and
 - 6.13.4 the Applicant proposes to, prior to causing, suffering, or permitting the variations proposed in this application (should approval be granted), and in conformity with the recommendations of Mr Wilson:
 - (a) reinstate and formalise the unsealed shoulders between the first and second curves on Sprigg Road where pavement edge failure is evident such that the pavement seal is a minimum width of 6.2m;
 - (b) provide the **enclosed** information and directives (see enclosed document titled "Directives to commercial vehicle drivers"); and
 - (c) pruning and trimming vegetation directly adjacent Sprigg Road such that it ensures that a width of at least 6.2 m at 4.5 m height is maintained to minimise the risk of vehicles driving in the centre of the roadway.

- 6.13.5 As is common with development applications which interface with roads operated by the Council and other Councils and the Commissioner of Highways, infrastructure agreements are entered into to specify the design, construction, funding and insurance related to 'road works'. The Applicant is prepared to prepare and enter into a standard agreement addressing those matters. Alternatively, if the Council is prepared to undertake the works then the applicant can agree to reimburse it.

7. Nature of Development & Categorisation (Verification of Application)

- 7.1 For the purposes of regulation 31(1)(a) of the *PDI (General) Regulations 2017*, this application is appropriately identified as a “*variation to planning consent and development approvals 473/958/02 and 23003710 to (i) increase the maximum number of articulated tanker or semi-trailer deliveries to and from the land, (ii) increase the maximum number of vehicles associated with the commercial distribution of spring water exiting the land between 5am and 7am, and (iii) remove a condition referencing a redundant environmental noise policy.*”

8. Procedural Matters

- 8.1 No “development” is proposed. The variation application merely seeks to vary approved operational matters. The proposed variation does not propose any building work nor a change in the use of land. The law is clear that the intensification of activities³ does not constitute a change in the use of land.
- 8.2 Given the proposed variation does **not** comprise “*development*”, the application is non-notifiable.⁴

9. Summary

- 9.1 The existing industry has operated from the Land for almost four decades. It is of course unique in that the product being packaged (i.e. spring water) occurs at the Land.
- 9.2 The existing industry use of the Land is recognised as an envisaged use in the Zone.
- 9.3 The Applicant’s business has naturally evolved since it commenced operation.
- 9.4 Condition 3 on the original authorisation imposed over two decades ago limiting the maximum number of articulated tanker/semi-trailer deliveries to and from the Land is repressive for the viability and continuation of the business.
- 9.5 Further, the contractual obligations imposed by wholesale customers of the Applicant has become more demanding in recent times with customers now requiring, for example, the delivery of product in particular quantities at particular times.

³ *Norman v Gosford Shire Council* (1975) 132 CLR 83.

⁴ *Hannon v Adelaide Hills Council* [2010] SAERDC 57.

- 9.6 The key planning considerations in the assessment of this application relate to the impacts that the increase in vehicle movements may have on the amenity of land in other ownership and the character of the locality. The potential impacts involve noise and traffic. Those impacts must of course be assessed in the context of the locality. The locality is contained within the Productive Rural Landscape Zone which anticipates uses generating large vehicle movements such as industry, transport distribution and agricultural and horticultural activities.
- 9.7 The detailed and considered reports prepared by highly experienced and respected noise and traffic experts which accompany this application make it clear that the proposed variations will **not** create any unreasonable amenity impacts on land in other ownership and/or the character of the locality. The application plainly accords with the relevant planning policies in the Code and is meritorious. The approval of this application will enable this important industry to remain viable.

DIRECTIONS TO COMMERCIAL VEHICLE DRIVERS

Information and directives to be followed by all commercial vehicle drivers associated with 49 and 61 Sprigg Road – Spring Water Beverages

This document is to provide direction to all commercial vehicle drivers associated with the Crystal Spring's site at 49 and 61 Spring Road, Crafers. It is important for the safety of drivers and other road users.

All commercial vehicle drivers are directed to:

1. follow Australian Road Rules at all times, driving as far to the left as practically possible along Sprigg Road;
2. not drive along Sprigg Road at speeds higher than 50 km/h;
3. not use engine/exhaust brakes on Sprigg Road;
4. slow to 25 km/h or less to allow an oncoming vehicle to pass whilst travelling along Sprigg Road;
5. slow to 25 km/h or less when passing pedestrians and/or cyclists whilst travelling along Sprigg Road;
6. for commercial vehicle drivers delivering to the site, drivers to inform Spring Water Beverages of expected arrival time to ensure that it is suitable and aligns with our unloading/loading schedule;
7. all drivers are to report to Spring Water Beverages office and sign in on arrival; and
8. not leave the Spring Water Beverage's site until given clearance to do so.

A failure to comply may result in driver contracts being terminated, in addition to any other penalties associated with breaches of road rules.

12 August 2025

Mr Doug Samardzija
Senior Statutory Planner
Adelaide Hills Council
63 Mount Barker Road
STIRLING SA 5152

By email: dsamardzija@ahc.sa.gov.au

Dear Doug

DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers – Response to purported Request for Further Information

We act for Spring Water Beverages Pty Ltd regarding the above application.

We refer to your letter dated 12 June 2025 and note that the proposed increase in delivery vehicles is not presently supported due to concerns about the impact it may have on the amenity of the area and sensitive receivers.

For the reasons which follow, the proposed variations will **not** unreasonably impact the amenity of the area or that of sensitive receivers.

Clarification on existing conditions and nature of proposed variations

Before responding to the Council's concerns about impact on amenity, we wish to clarify the restriction imposed by condition 3 on DA 473/958/02 (**condition 3**). Your letter of 12 June 2025 implies that the current restriction imposed by condition 3 limits the number of "*vehicle movements*" to 40 a week and a maximum of 8 per day. This is **not** the case. The reference in condition 3 to "8" and "40" is a reference to "*vehicles*", not movements. Further, condition 3 refers only to articulated tanker and/or semi-trailer delivery movements.

Approach to assessment of amenity

It is not clear from your letter of 12 June 2025 how the proposed variations are said to adversely affect the amenity of the area or of adjoining sensitive receivers. The proposed variations are purely operational in nature. No change to the approved access point, hours of operation, or

appearance of land and buildings is proposed. The proposed variations simply seek to increase the number of articulated tanker/semi-trailer deliveries to or from the site. To the extent that the Council *may* be factoring in its planning assessment the impact of articulated tanker or semi-trailer movements on the public road in support of its view, this is, respectfully, misconceived. We refer to the ERD Court's decision in *Eco-Action Kangaroo Island Inc v Kangaroo Island Council & Ors*¹ which considered an application for the change in the use of land for a helicopter joy flight operation. The Court in *Eco-Action* considered whether a planning assessment ought to factor any impacts beyond the "take-off and landing component" of the proposed change in use. The Court made the following relevant remarks:

*... The Development Act 1993 sets up a land use planning system. **It does not seek to control activities which are not related to land. In my view, the proposed helicopter flights can only reasonably be characterised as a use of the land whilst the helicopter is on or over the land. The impact of the helicopter flight can be assessed beyond the limits of the land for so long as those impacts can reasonably be said to arise from the use of the land by the helicopter, but no further.** In other words, once a helicopter has reached a cruising height, so that the impact on the ground under it is the same as it would be regardless of where the helicopter had taken off from, the assessment of the impact of the helicopter flight is no longer the assessment of a change in the use of the land. It is no longer an assessment which is called for under the Development Act 1993.*

(our emphasis)

The Court's decision in *Eco-Action* is unsurprising given the inherent difficulties which would arise should a planning authority need to consider impacts from vehicles using a public road or public airspace. How would, for example, the authority be able to determine which vehicles are associated with a particular land, and for how long they are associated.

Further, and in any event, it is well-established that the amenity of a locality "has to be assessed on the basis of the range of activities either existing or permissible within it."² The reasonable expectations for amenity of occupants in a residential zone are obviously very different from that which might be expected in, for example, a commercial zone.

In *Sawers v Adelaide Hills Council*³ the ERD Court considered the amenity impacts of a proposed vineyard on 'rural living' dwellings in a primary production zone. Relevantly, the Court said:

The inescapable fact is that the subject land and the appellants' dwellings are located in a rural area where primary production is afforded primacy. The planning provisions for

¹ [2012] SAERDC 14

² *Nevanka Marjanovic v City of Charles Sturt and Building Design Studio* [2001] SAERDC 10 cited in *Dunning v District Council of the Copper Coast* [2010] SAERDC 47 at [41].

³ [2001] SAERDC 72 at [66].

*the policy area make no mention of residential amenity – in fact they expressly seek the exclusion of rural living land uses. The Development Plan sets aside policy areas in the zone within which specific provisions for rural/residential land uses and residential amenity are made. It is in these areas that residents are entitled to expect an elevated level of amenity. **Farming activities inevitably create off-site impacts. The amenity of such areas, are by nature, very different from the sometimes idyllic settings in rural living zones. Residents of rural areas in which residential amenity is not a prime consideration should adjust their expectations accordingly.***

(our emphasis)

Productive Rural Landscape Zone does not prioritise the protection of residential amenity

The Productive Rural Landscape Zone (**Zone**) is, of course, primarily intended to be used for primary production and associated value adding industries. Rural industries and transport distribution activities are plainly envisaged. The overarching policy agenda for the Zone is to “support new and continuing investment”, “[expand] the economic base” and “capitalise on the region's proximity to the metropolitan area”.⁴

Dwellings and other sensitive receivers are plainly secondary in the Zone. Dwellings are only appropriate where they:

*provide a convenient base for landowners to conduct and manage commercial scale primary production and related value adding activities without compromising the use of the allotment, adjacent land or long term purpose of the zone for primary production or related tourism values due to a proliferation of dwellings.*⁵

The Zone clearly seeks to avoid the proliferation of land uses which may be sensitive to primary production and associated value adding activities, so as not to compromise those activities.⁶ The amenity of the locality must be assessed in this context.

The above is not to say that the planning authority is to simply ignore the impacts of primary production and industry uses on existing residential uses. Rather, it is to say that Zone, when read as a whole, does **not** seek to prioritise the protection of residential amenity over the expansion of those uses which are expressly desired and envisaged in the Zone such as the use which has existed on the subject site for almost four decades. The Zone's policies seek to maintain rural character and amenity. The proposed variation will **not**, of course, deprive the area of its rural character and amenity. Indeed, the locality is contained within a Zone which anticipates uses generating large commercial vehicle movements such as industry, transport

⁴ DO 1, DO 2, DO 3

⁵ PO 5.1.

⁶ PO 1.1.

distribution and agricultural and horticultural activities. The variation application simply does **not** change this.

We also make the point at this juncture that Sprigg Road is classed as a local road and, even with the proposed increase, traffic volume will be well within the carrying capacity of a local road.

Noise must be objectively assessed against measurable criteria

Acoustic impacts are relevant to amenity, but they need to be weighed against reasonable and objective criteria because of the subjective nature of human reactions to noise. The Environment Protection (Commercial and Industrial Noise) Policy (Noise Policy) is widely accepted as the objective test for unreasonable impacts on amenity from noise. Indeed, it is specifically incorporated in the Code, namely DPF 4.1 of the Interface Between Land Uses General Development Policy. The ERD Court has made it clear that compliance with objective standards is enough to meet the amenity provisions of the Code.⁷

The acoustic impacts of the proposed variations have been comprehensively assessed against the Code and the Noise Policy by one of the State's leading acoustic engineers, Jason Turner (Echo).

Mr Turner concludes that the proposed variations will not unreasonably impact the amenity of any dwelling and will satisfy the relevant provisions of the Planning and Design Code and the Noise Policy. Mr Turner's expert opinion on acoustic matters is regularly accepted by the ERD Court. The Council can comfortably rely on his expert opinion.

Amendments to application

Having said the above, to put the planning merits beyond any doubt, our client seeks to amend the application such that:

1. the maximum number of articulated tanker or semi-trailer deliveries to and/or from the site is increased from 8 vehicles (or 16 vehicle movements from those 8 articulated tankers/semi-trailers) per weekday to 25 vehicles (or 50 vehicle movements from those 25 articulated tankers/semi-trailers) per weekday. In other words, our client proposes to reduce the increase proposed in the variation application by 55 articulated tankers/semi-trailers delivery vehicles per weekday; and
2. up to 2 vehicles associated with the commercial distribution of spring water can exit the subject land between 5am and 6am and up to 2 vehicles associated with the commercial

⁷ See, for example, Development Holdings Pty Ltd v City of Salisbury Assessment Panel & Anor [2024] SAERDC 6

distribution of spring water can exit the subject land between 6am and 7am (rather than up to 5 such vehicles existing between 5am and 7am per weekday).

In support of the amended variation application, we **enclose** letters from Jason Turner, acoustic engineer, and Ben Wilson, traffic engineer. You will note that these reports have been prepared on conservative assumptions. Mr Turner forms the view that "*[t]he noise criteria at the non-associated dwellings are **easily** achieved*" (our emphasis).

Conclusion

As you will appreciate, there has been a significant growth in the spring water industry over the last two decades. Our client's site is very unique in that the product being packaged (i.e. spring water) occurs at the subject site.

The reality is that the condition limiting the number of articulated tanker or semi-trailer deliveries to and/or from the site was imposed over two decades ago and is simply repressive to the viability and longevity of the important industry our client operates on the site.

Our client has never sought an increase in the number of delivery vehicles post the imposition of condition 3. It is now necessary for it to do so to ensure the viability of its important rural business.

In all the circumstances and having regard to the relevant provisions of the Planning and Design Code the proposed increase in the number of articulated tanker or semi-trailer delivery vehicles merits planning consent.

We look forward to the prompt assessment and determination of the application.

Please contact me if you have any queries or wish to discuss.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Syd McDonald', with a stylized flourish at the end.

Syd McDonald

McDonald Game Lawyers

M: 0411 554 253

E: syd@mcdonaldgame.com.au

Ref: 24465|TAW

28 July 2025

Mr Syd McDonald
Botten Levinson Lawyers
Level 1, 28 Franklin Street
ADELAIDE SA 5000

Dear Syd,

**SPRINGWATER BEVERAGES PTY LTD
49 & 61 SPRIGG ROAD, CRAFERS (CTs 6151/231 & 6223/726)
ADDEMDUM TO VARIATION APPLICATION 25015385**

I have received your email (sent on 11 July 2025) advising that the occupier of the land at 49 and 61 Sprigg Road has instructed you to amend the recently lodged variation application (application ID 25015385). Specifically, I understand that the occupier now wishes to vary Condition 3 imposed on DA 473/958/02 and Condition 3 imposed on DA 23003710, to:

1. increase the number of articulated tanker or semi-trailer deliveries to or from the subject site to allow for a maximum of 25 vehicles per day (Monday to Friday, excluding public holidays). This was advised to be a maximum of 80 vehicles per day at the time of providing my previous advice as outlined in my letter dated 16 May 2025); and
2. increase the number of vehicles associated with the commercial distribution of spring water that exit the subject land per day between the hours of 5:00 am and 7:00 am (Monday to Friday, excluding public holidays) to a maximum of 4 (limited to 2 per hour). This was advised to be a maximum of 5 between the hours of 5:00 am and 7:00 am, Monday to Friday, with no restriction on hourly limits, at the time of providing my previous advice.

You have sought my view in relation to the decrease in vehicle movements (both maximum daily and maximum pre 7:00 am weekday) from a traffic engineering perspective. I set out my view below (this letter should be read in conjunction with my previous letter dated 16 May 2025).

Road Observations

An in-person inspection of the Springwater Beverages' site and the associated access route between to/from Piccadilly Road was undertaken on 22 October 2024. No further inspection of the subject site has been undertaken since this time. The previous findings are therefore considered to be current and continue to guide the proceeding discussions.

Of particular note, a number of maintenance items were previously identified, including:

- reinstatement and formalisation of unsealed shoulders between the first and second curves on Sprigg Road (where pavement edge failure is evident), such that the pavement seal is a minimum width of 6.2 m;
- removing soil build up and grass cover protruding over the edge of the pavement seal (which has slowly built up along the edges of Sprigg Road creating a 'narrowing effect', particularly adjacent paddocks and vineyards) such that the entire extent of pavement is available; and
- pruning and trimming vegetation directly adjacent Sprigg Road (which also creates a 'narrowing' effect) such that it ensures that a width of at least 6.2 m at 4.5 m height is maintained to minimise the risk of vehicles driving in the centre of the roadway.

Irrespective of the sought traffic volume increase, it is recommended that these maintenance items be addressed by the relevant Road Authority.

Crash Statistics

No further crash data has been provided on the South Australian Government's Location SA Viewer along Sprigg Road (or at its intersections) since my previous review. As such, the previous findings are considered to be current (a single 'hit fixed object' crash, resulting in property damage only within the vicinity of the first curve).

Surrounding Land Uses

It is understood that there have been no changes to land uses surrounding the subject site, nor to access arrangements of site's accessed via Sprigg Road. It is expected that traffic composition along Sprigg Road would therefore continue to comprise both light and commercial vehicles.

Existing Traffic Data

Traffic data was collected by Austraffic (a third-party data collection specialist) on Sprigg Road for a two-week period between Thursday 14 November 2024 and Wednesday 27 November 2024 (inclusive). Due to the presence of another spring water supplier (anticipated to also generate vehicle movements associated with staff, visitors and

commercial vehicles on Sprigg Road), traffic data was collected in two locations on Sprigg Road, namely:

- **Counter 1** - midblock between the first and second curve on Sprigg Road (approximately between 43 and 41 Sprigg Road); and
- **Counter 2** - south of the Magic Springs' access (approximately adjacent the Picadilly Substation located at 16 Sprigg Road).

No further data collection has been undertaken. As such, the previous data (illustrated in Table 1 and Table 2 for Counter 1 and Counter 2 respectively) has been used when providing the following traffic engineering view.

Table 1 –Weekly average daily traffic volumes recorded by Austraffic at the Counter 1 location.

Week	Northbound Volume	Southbound Volume	Two-way Volume
Week 1 14 Nov to 20 Nov	102 vpd	97 vpd	199 vpd
Week 2 21 Nov to 27 Nov	87 vpd	92 pvd	179 vpd
Average	95 vpd	95 vpd	189 vpd

Table 2 –Weekly average daily traffic volumes recorded by Austraffic at the Counter 2 location.

Week	Northbound Volume	Southbound Volume	Two-way Volume
Week 1 14 Nov to 20 Nov	124 vpd	118 vpd	242 vpd
Week 2 21 Nov to 27 Nov	110 vpd	114 vpd	224 vpd
Average	117 vpd	116 vpd	233 vpd

The traffic volumes outlined in Table 1 and Table 2 are not considered to be high, particularly when factoring that such volumes are dispersed across a 24-hour period.

Existing Geometric Suitability

As outlined in my previous letter, single 'free flow' traffic lanes generally have capacity to accommodate in the order of 900 vehicles per hours (or 1,800 vehicles per hour for a road

comprising a single 'free flow' lane in each direction). This does not however account for capacity constraints such as intersections and limited carriageway widths. Instead, it simply provides a comparative guide with reference to potential vehicle accommodations.

Similarly, Austroads' *"Guide to Road Design – Part 3: Geometric Design"* identifies approximate single (two-way) carriageway widths for rural roads based on design traffic volumes as follows:

- **1 to 150 vehicles per day** (i.e. very low volume) – 3.7 m carriageway with wide (2.5 m) shoulders;
- **150 to 500 vehicles per day** (i.e. low volume – which Sprigg Road currently functions as) – 6.2 m wide carriageway with 1.5 m wide shoulders; and
- **500 to 1,000 vehicles per day** (i.e. medium/intermediate volume) – 6.2 m to 7.0 m wide carriageway with 1.5 m wide shoulders;

As previously identified, Sprigg Road currently comprises some sections of roadway where the cross section is below that recommended by the Austroads' Guide. It is also highlighted that the minimum provisions of the 500 to 1,000 vpd category are the same as that associated with the 150 to 500 vpd category.

Although the existing dimensions fall short of recommendations, the Austroads' Guide recognises that older roads often have spatial constraints and legacy infrastructure. It also emphasises flexibility in design, stating that *"Design values that are not within the limits recommended by this guide do not necessarily result in unacceptable designs"*.

Whilst some sections of Sprigg Road comprise varying sealed widths below that outlined by the Austroads' Guide, unsealed shoulders are generally provided adjacent these sections (which provide additional clearances). Combined with the ability to achieve line of sight to approaching vehicles on the straight sections of Sprigg Road (i.e. between curves), it was therefore considered (and still remains) that the geometry of Sprigg Road (between Springwater Beverages and the intersection of Sprigg Road with Lampert Road) is generally appropriate relative to its existing traffic volume.

It was also previously outlined that Sprigg Road currently accommodates two-way traffic flow without notable safety impact (as evidenced by the previous crash data). As outlined above, the crash data set obtained from DIT does not indicate any 'new' crashes since the previous data was reviewed. I therefore remain of the opinion that the road design of Sprigg Road is generally appropriate.

Additional Traffic Suitability

As above, you previously sought my view with regard to increasing the number of articulated tanker or semi-trailer deliveries to and/or from the site from 8 to 80 vehicles

per day (an increase of 72 articulated tanker or semi-trailer deliveries per day). I previously concluded that the additional traffic sought to be generated would not impact the categorised 'type' of road as identified by the relevant Austroads Guideline (taking into consideration the existing traffic volumes utilising Sprigg Road), and that Sprigg Road would have adequate capacity to do so.

You are now seeking my view in relation to increasing the number of articulated tanker or semi-trailer deliveries to and/or from the site from 8 to 25 vehicles per day (an increase of 17 articulated tanker or semi-trailer deliveries per day). I note that this volume is lower than that previously considered (resulting in an average daily traffic volume in the order of 277 vehicles per day as opposed to the previous 377 vehicles per day), and remains below the lower theoretical 'limit' identified by the Austroads Guidelines. I therefore remain of the opinion that, from a traffic volume perspective, Sprigg Road would have adequate capacity for the number of articulated tanker or semi-trailer deliveries to be increased from average 8 vehicles per day to a maximum of 25 vehicles per day.

The previous review (outlined in my letter date 16 May 2025) also found that a number of roadway upgrades have been undertaken on Sprigg Road, primarily consisting of (but not limited to):

- widening of Sprigg Road in select locations along its length, including the various curves;
- delineation and formalisation of traffic lanes within the vicinity of curves and intersections; and
- resealing, and edge and shoulder maintenance of select sections of Sprigg Road.

These upgrades and improvements to Sprigg Road are considered to have created an improved (and safer) road environment in comparison to that of when Condition 3 was originally imposed (17 March 2003).

The previous review also found that sight lines were generally able to be established within the vicinity of the first and second curves, as well as along the various straight sections of roadway.

However, the review found that simultaneous 19.0 m Semi-trailer movements were not able to be undertaken around the first and second curves, due to the 'trailer drag' associated with such vehicles when negotiating the curves. Accordingly, it was recommended that vehicle movements should be managed (and staggered) to facilitate the number of vehicle movements sought.

Whilst I acknowledge that the number of daily 19.0 m articulated Semi-trailer vehicle movements sought has decreased (and hence the potential risk of conflict would also reduce), I remain of the opinion that a vehicle management strategy (such as an arrival

procedure whereby all commercial vehicle drivers are required to adhere to various operating instructions) should be implemented. This is due to a potential conflict risk still being associated with a proposed increase in vehicle movements (despite being only marginally higher than that of the existing operations).

An indicative list of information and directives to contractors and commercial vehicle drivers was previously provided as part of the last review, to ensure drivers are aware of their vehicle, the surrounding road environment characteristics, and approach the site in a safe and cautious manner. It is considered that the same list remains relevant, despite the reduction in daily vehicle movements from that of the previous review.

For reference, the list included the following information and directives:

- commercial vehicle drivers shall follow Australian Road Rules at all times, driving as far to the left as practically possible along Sprigg Road;
- commercial vehicles shall not be driven on Sprigg Road at speeds higher than 50 km/h;
- commercial vehicle drivers shall not use exhaust brakes on Sprigg Road, in order to minimise impacts to amenity;
- commercial vehicle drivers shall slow to 25 km/h or less to allow an oncoming vehicle to pass whilst travelling along Sprigg Road;
- commercial vehicle drivers shall slow to 25 km/h or less when passing pedestrians and/or cyclists whilst travelling along Sprigg Road;
- commercial vehicle drivers delivering to the site will be advised to arrive within an agreed arrival time slot; and
- drivers of commercial vehicles shall not leave the Springwater Beverages site until given clearance to do so.

Combined with the maintenance items outlined above (in the 'Road Observations' section), I consider that the roadway would be able to accommodate an additional 17 articulated tanker or semi-trailer deliveries per day.

As part of my previous review, I also prepared and undertook SIDRA Intersection modelling to determine the operational impact of the Sprigg Road/Picadilly Road intersection. The previous analyses (taking into consideration an additional 72 daily vehicles accessing the Springwater Beverages site) found that the intersection would continue to perform satisfactorily with no notable impact upon the intersection's operation.

Given that the revised increase is lower than that of the previous assessment, the intersection will operate with a lesser impact than that previously identified (all movements will retain a Level of Service 'A'). I therefore consider that the additional

vehicle movements sought by the revised proposal (17 additional vehicles per day) will be readily accommodated.

Planning and Design Code

I previously reviewed a daily increase in articulated tanker or semi-trailer deliveries to and/or from the site (from 8 vehicles per day to 80 vehicles per day) against the Planning and Design Code. I concluded that each of the Performance Objectives (POs) considered (Traffic Generating Development Overlay PO 1.1, PO 1.2, and PO 1.3, and Transport, Access and Parking – General Development Policy PO 1.1 and 3.3) were satisfied.

Whilst the reduction in daily traffic volumes will improve the site's operation and minimise traffic impacts, for completeness, I have again reviewed a daily increase of 17 articulated tanker or semi-trailer deliveries to and/or from the site (i.e. a total of 25 vehicles per day) against the Planning and Design Code. The findings of this review are as follows:

- **Traffic Generating Development Overlay**

- **PO 1.1**

- "Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network."*

The Deemed-To-Satisfy/Designated Performance Feature (DTS/DPF) criteria applicable to this Performance Outcome (PO) states that:

- **DTS/DPF 1.1**

- "Access is obtained directly from a State Maintained Road where it involves any of the following types of development:*

- (a) building, or buildings, containing in excess of 50 dwellings*
 - (b) land division creating 50 or more additional allotments*
 - (c) commercial development with a gross floor area of 10,000m² or more*
 - (d) retail development with a gross floor area of 2,000m² or more*
 - (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more*
 - (f) industry with a gross floor area of 20,000m² or more*
 - (g) educational facilities with a capacity of 250 students or more."*

The land title upon which Springwater Beverages is located does not have a frontage to a State Maintained Road (a road under the care and control of the Department for Infrastructure and Transport).

The DTS/DPF criteria then outlines that access may be provided directly via a State Maintained Road where any of the abovementioned developments are involved.

Springwater Beverages comprises a total floor area in the order of 2,060 m² (determined from aerial imagery), comprising industrial, warehouse and commercial land uses. The floor area 'triggers' identified by the DTS/DPF are therefore not met, indicating that access does not need to be provided via a State Maintained Road. Given that access is provided via Sprigg Road (a road under the care and control of the Adelaide Hills Council), the DTS/DPF 1.1 criteria are therefore satisfied.

With regard to PO 1.1, should the additional commercial vehicle traffic volumes be realised, it is expected that impacts to the safe operation of Sprigg Road will be minimised through the implementation of information and directives to commercial vehicle drivers. Furthermore, SIDRA analyses of the intersection of Sprigg Road and Piccadilly Road (the nearest State Maintained Road) previously demonstrated that the additional movements will be readily accommodated without impacting upon the intersection's LoS. I therefore consider that PO 1.1 will be satisfied.

- **Traffic Generating Development Overlay**

- **PO 1.2**

- "Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development."*

The DTS/DPF criteria applicable to this PO states that:

- **DTS/DPF 1.2**

- "Access is obtained directly from a State Maintained Road where it involves any of the following types of development:*

- (a) building, or buildings, containing in excess of 50 dwellings*
 - (b) land division creating 50 or more additional allotments*
 - (c) commercial development with a gross floor area of 10,000m² or more*
 - (d) retail development with a gross floor area of 2,000m² or more*
 - (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more*
 - (f) industry with a gross floor area of 20,000m² or more*
 - (g) educational facilities with a capacity of 250 students or more."*

Again, given the land title upon which Springwater Beverages is located does not have a frontage to a State Maintained Road, nor does its floor area trigger a requirement for access to a State Maintained Road, DTS/DPF 1.2 is satisfied.

With regard to the PO, Springwater Beverages' access points are located such that in excess of 139 m of sight distance can be achieved along Sprigg Road (from both the northern and southern access). The Australian Standard for "Parking Facilities – Off-street commercial vehicle facilities" (AS 2890.2:2018) requires that at least 139 m of sight

With regard to PO 1.3, the nearest State Maintained Road is Piccadilly Road, which is located approximately 1.2 km south east of Springwater Beverages. The operation of Springwater Beverages was not expected to generate queues beyond the site's boundary previously when up to 72 additional daily vehicle movements were sought, and will not when the increase is reduced to 17 additional daily vehicle movements. Furthermore, the site's operation will not generate queues extending to, or impacting upon the operation of Piccadilly Road. I therefore consider PO 1.3 to be satisfied.

- **Transport, Access and Parking – General Development Policy**

- **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."*

Springwater Beverages currently achieves access via its only formed public road frontage, Sprigg Road. Through the undertaking of the maintenance items identified and provision of information and directives to commercial vehicle drivers, improvements to the functional performance of Sprigg Road would be realised. I therefore consider that PO 1.1 would be satisfied.

- **Transport, Access and Parking – General Development Policy**

- **PO 3.3**

- "Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use."*

I note that the Planning and Design Code does not identify DTS/DPF criteria applicable to this PO. However, for the same reasoning outlined in response to PO 1.2 of the Traffic Generating Overlay, I consider PO 3.3 to be satisfied.

Summary

You previously sought my opinion in relation to increasing the average number of daily articulated tanker or semi-trailer deliveries to and/or from Springwater Beverages (located at 49 and 61 Sprigg Road, Crafers) from 8 vehicles per day to a maximum of 80 vehicles per day.

Following an inspection of Sprigg Road and assessment against relevant design guidelines and the Planning and Design Code, I considered Sprigg Road south of the Springwater Beverages site) to generally be of an adequate form to accommodate the additional vehicle movements sought. There were however a number of maintenance items identified to improve the safe operation of Sprigg Road, along with a recommendation that vehicle management plan be implemented to minimise (and ideally

negate) the likelihood of two commercial vehicles travelling in opposite directions on Sprigg Road.

When considering an increase in the average number of daily articulated tanker or semi-trailer deliveries to and/or from Springwater Beverages from 8 vehicles per day to a maximum of 25 vehicles per day, I consider the previous findings and outcomes to remain relevant and applicable.

Analysis of future traffic volumes at the intersection of Sprigg Road with Picadilly Road, were previously undertaken, identifying that the proposed additional vehicle movements would be readily accommodated with no (notable) impact upon the intersection's operation. Given the revised increase is less than previous, the intersection will continue to operate satisfactorily.

I trust the above provides clarification in respect to my opinion on the matter. Please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,



THOMAS WILSON

Associate Director | CIRQA Pty Ltd



49 and 61 Sprigg Road, Crafers

Environmental Noise Assessment

12 August 2025

Reference ID: 242-6

Contents

Summary 1

Introduction 2

Assessment Criteria 4

Assessment..... 7

Conclusion 10

References 11

Figures

Figure 1 The Facility and Surrounding Dwellings 3

Tables

Table 1 Noise Criteria..... 6

Table 2 Predicted Noise Levels 9

Abbreviations

Assessment	Echo Acoustics <i>Environmental Noise Assessment</i> with Reference ID: 242-6 , dated 12 August 2025
Associated dwelling	A dwelling owned by a family member of Crystal Spring
Code	Planning and Design Code Version 2025.9 dated 19 May 2025, PlanSA
dB	Decibel
dB(A)	An A-weighted Decibel
Development approval	The Crystal Spring conditions relating to development application 473/958/02 granted development approval in August 2003, and development application 23003710 granted development approval in July 2023
DO	Desired Outcome of the Code
DTS / DPF	Deemed-to-Satisfy Criteria / Designated Performance Feature of the Code
EP Act	<i>Environment Protection Act 1993</i>
EPA	South Australian Environment Protection Authority
Facility	The Crystal Spring facility
L _{Aeq}	The A-weighted equivalent time-averaged noise level
LNLC Act	<i>Local Nuisance and Litter Control Act 2016</i>
Non-associated dwelling	A dwelling not owned by a family member of Crystal Spring
PO	Performance Outcome of the Code
Policy	<i>Environment Protection (Commercial and Industrial Noise) Policy 2023</i>
Proposed amended variation	The proposed amended variation to the development approval
Subject land	49 and 61 Sprigg Road, Crafers, as indicated in Figure 1
Variation assessment	Echo Acoustics <i>Environmental Noise Assessment</i> with Reference ID: 242-5 , dated 22 May 2025

Glossary

A-weighting	A mathematical adjustment to the measured noise levels to represent the human response to sound. An A-weighted noise level is presented as dB(A)
Ambient environment	The environment in the absence of activity at the facility
Characteristic	A characteristic determined in accordance with the Policy to be fundamental to the nature and impact of the noise. For example, a noise source is deemed to exhibit a characteristic if it produces distinctive tonal, impulsive, low frequency, intermittent or modulating features
Day	A period defined by the Policy as between 7.00am and 10.00pm
Decibel	The logarithmic unit of measurement to define the magnitude of a fluctuating air pressure wave. Used as the unit for sound or noise level
Equivalent noise level	The A-weighted noise level which is equivalent to a noise level which varies over time. The descriptor is L_{Aeq} and it is the A-weighted source noise level (continuous) referenced in the Policy
Indicative noise level	The noise level assigned by the Policy at a location to represent an impact on the acoustic amenity at that location. No further action is required to be taken under the EP Act for noise levels which are lower than the Indicative Noise Level
Night	A period defined by the Policy as between 10.00pm and 7.00am the following day
Noise	An interchangeable term with sound but which is most often described as unwanted sound
Sensitive receiver	The same meaning as under Part 8 Administrative Terms and Definitions of the Code. Defined as: <ul style="list-style-type: none"> a. <i>any use for residential purposes or land zoned primarily for residential purposes</i> b. <i>child care facility</i> c. <i>educational facility</i> d. <i>hospital</i> e. <i>supported accommodation</i> f. <i>tourist accommodation</i>
Sound	An activity or operation which generates a fluctuating air pressure wave. The ear drum can perceive both the frequency (pitch) and the magnitude (loudness) of the fluctuations to convert those waves to sound
Sound power level	The amount of sound energy an activity produces for a given operation. The sound power level is a constant value for a given activity. The sound power level is analogous to the power rating on a light globe (which remains constant), whereas the lighting level in a space (sound pressure level in this analogy) will be influenced by the distance from the globe, shielding and different locations within the space
Sound pressure level	The magnitude of sound (or noise) at a position. The sound pressure level can vary according to location relative to the noise source, and operational, meteorological and topographical influences. The terms Sound Pressure Level and Noise Level are used interchangeably in this assessment

Summary

Springwater Beverages Pty Ltd which trades as **Crystal Spring**, sources, packages, stores, and distributes spring water from a facility at 49 and 61 Sprigg Road, Crafers (the **subject land**) which is located within a Productive Rural Landscape Zone (the **facility**).

The facility is subject to operation in accordance with conditions relating to development application 473/958/02 granted development approval in August 2003, and development application 23003710 granted development approval in July 2023 (collectively, the **development approval**)

The development approval limits the number of articulated tanker or semi-trailer deliveries to and/or from the facility to a maximum of 8 vehicles per working day.

A variation was made to increase the number of articulated tanker or semi-trailer deliveries to and/or from the facility and was assessed in the Echo Acoustics *Environmental Noise Assessment* with Reference ID: 242-5, dated 22 May 2025 (the **variation assessment**).

The following amended variation is proposed to the development approval (the **proposed amended variation**):

- an increase to the number of articulated tanker or semi-trailer (**truck**) deliveries to and/or from the facility to allow for a maximum of 25 truck deliveries (50 truck movements) per day (Monday to Friday excluding public holidays)
- an increase to the number of vehicles associated with the commercial distribution of spring water that exit the facility between the hours of 5.00am and 7.00am to allow for a maximum of 2 trucks per hour (Monday to Friday excluding public holidays) exiting the facility.

The proposed amended variation represents a significant reduction in the number of truck movements compared to the variation assessment.

The sourcing, packaging and storage aspects of the facility are not the subject of the proposed amended variation.

The closest dwellings to the facility which are not on the subject land are owned by family members of Crystal Spring. The dwellings which are not owned by a family member of Crystal Spring are well shielded from activity at the facility by its buildings or surrounding topography and located at a significant distance.

The noise associated with the proposed amended variation has been predicted based on noise measurements of existing activities at the facility for comparison against the relevant noise criteria established in accordance with the requirements of the *Environment Protection (Commercial and Industrial Noise) Policy 2023* and the *Planning and Design Code*.

The assessment confirms that the proposed amended variation can achieve the relevant noise criteria with the following:

1. the existing noise control measures provided by the development approval except where varied in accordance with this assessment
2. the operational restrictions that align with this assessment.

This environmental noise assessment is an update to the variation assessment with changes marked in blue text.

Introduction

Springwater Beverages Pty Ltd which trades as **Crystal Spring**, sources, packages, stores, and distributes spring water from a facility at 49 and 61 Sprigg Road, Crafers (the **subject land**) which is located within a Productive Rural Landscape Zone (the **facility**).

The packaging and storage of spring water occurs in buildings on the subject land. Loading of spring water into trucks occurs via forklifts in a designated truck loading area which is accessed from the packaging and storage buildings. A truck departure area near the truck loading area provides for truck parking prior to loading or departure down the driveway to Sprigg Road.

The facility is subject to conditions relating to development application 473/958/02 granted development approval in August 2003 and development application 23003710 granted development approval in July 2023 (collectively, the **development approval**). The development approval limits the number of truck movements which can occur at the facility depending on the time of day.

A variation was made to increase the articulated tanker or semi-trailer deliveries to and/or from the facility and assessed in the Echo Acoustics *Environmental Noise Assessment* with Reference ID: 242-5, dated 22 May 2025 (the **variation assessment**).

The following **amended** variation is proposed to the development approval (the **proposed amended variation**):

1. an increase to the number of articulated tanker or semi-trailer (**truck**) deliveries to and/or from the facility to allow for a maximum of 25 truck deliveries (50 truck movements) per day (Monday to Friday excluding public holidays)
2. an increase to the number of vehicles associated with the commercial distribution of spring water that exit the facility between the hours of 5.00am and 7.00am to allow for a maximum of 2 trucks per hour (Monday to Friday excluding public holidays) exiting the facility.

The proposed amended variation represents a significant reduction in the number of truck movements compared to the variation assessment.

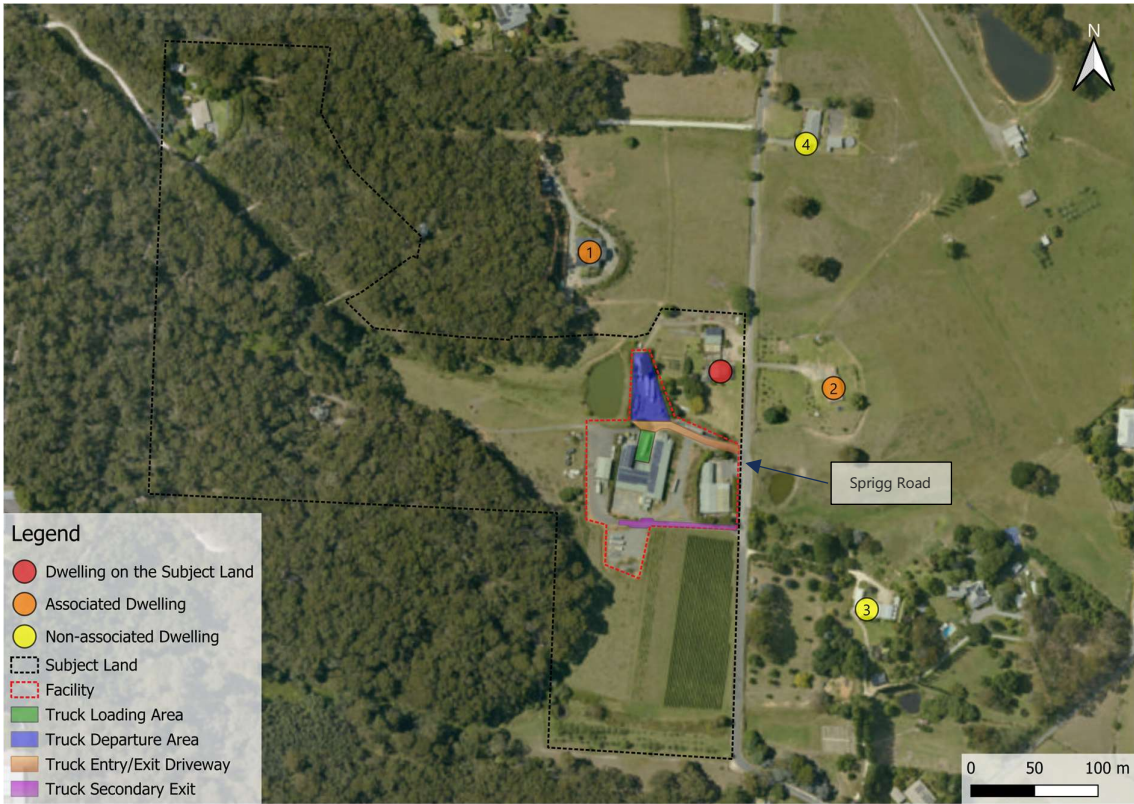
The sourcing, packaging and storage aspects of the facility are not the subject of the proposed amended variation.

The closest dwellings to the facility which are not on the subject land are owned by family members of Crystal Spring (**associated dwellings**). The dwellings which are not owned by a family member of Crystal Spring (**non-associated dwellings**) are well shielded from activity at the facility by its buildings or surrounding topography and located at a significant distance.

This environmental noise assessment (the **assessment**) predicts the noise associated with the proposed amended variation based on noise measurements of existing activities at the facility for comparison against the relevant noise criteria established in accordance with the requirements of the *Environment Protection (Commercial and Industrial Noise) Policy 2023* and the *Planning and Design Code*.

The facility, the subject land and the surrounding dwellings are shown in Figure 1.

Figure 1 The Facility and Surrounding Dwellings



Source Plan SA – SA Property & Planning Atlas

Assessment Criteria

The Planning and Design Code

The facility and surrounding dwellings (designated as 1 to 4, inclusive, in Figure 1) are all within a Productive Rural Landscape Zone of the *Planning and Design Code Version 2025.9 dated 19 May 2025* (the **Code**). The following provisions within the Code are considered relevant to the environmental noise assessment (*emphasis added*).

Productive Rural Landscape Zone (Part 2 - Zones and Sub Zones)

Desired Outcome DO 3

Create local conditions that support new and continuing investment while seeking to promote co-existence with adjoining activities and *mitigate land use conflicts*.

Interface between Land Uses (Part 4 – General Development Policies)

Desired Outcome DO 1

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

Performance Outcome 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*.

Performance Outcome 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.

Performance Outcome PO 4.1

Development that emits noise (other than music) *does not unreasonably impact the amenity of sensitive receivers* (or lawfully approved sensitive receivers).

Deemed to Satisfy / Designated Performance Feature DTS / DPF 4.1

Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.

Performance Outcome PO 4.2

Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited *to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers* due to noise and vibration by adopting techniques including:

- a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers
- b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers
- c) housing plant and equipment within an enclosed structure or acoustic enclosure
- d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.

Environment Protection (Commercial and Industrial Noise) Policy 2023

Interface between land uses *DTS / DPF 4.1* references the relevant Environment Protection (Commercial and Industrial Noise). The relevant policy is the *Environment Protection (Commercial and Industrial Noise) Policy 2023* (the **Policy**).

The Policy is an objective instrument under the *Environment Protection Act 1993* (the **EP Act**). The EP Act incorporates a requirement to ensure that noise does not unreasonably interfere with the enjoyment of the area.

The Policy provides an objective approach to satisfy both the EP Act and interface between land uses *PO 4.1*. With the intent of the other relevant *Desired Outcomes* and *Performance Outcomes* under the Code being aligned with the EP Act and interface between land uses *PO 4.1*, they are also considered to be satisfied through compliance with the Policy.

The Policy establishes indicative noise levels that apply at dwellings for both the day (7.00am to 10.00pm) and night (10.00pm to 7.00am the following day).

The indicative noise levels vary according to the principal land uses promoted in the zones where the facility and the dwellings are located.

The indicative noise levels that apply at the non-associated dwellings for the proposed [amended](#) variation are reduced by 5 dB(A) to account for sensitivity to a new noise source and the cumulative effects of noise.

For the associated dwellings, there is no sensitivity to the activities at the facility. Notwithstanding, the associated dwellings have been conservatively assessed against the indicative noise levels should ownership change in the future.

Based on above, the equivalent noise levels (L_{Aeq}) in Table 1 have been applied.

Table 1 Noise Criteria

Dwelling	Dwelling Status	Noise Criteria (L_{Aeq}), dB(A)	
		Day	Night
1 and 2	Associated	57	50
3 and 4	Non-associated	52	45

The equivalent noise level is the average noise level over a default period of 15-minutes.

When predicting noise levels for comparison to the Policy, the predicted noise levels are to be adjusted (increased) where the activities exhibit “annoying” characteristics (dominant tonal, impulsive, low frequency content, intermittency¹, or modulation characteristics) in comparison to the ambient environment.

¹ Intermittency is only applicable during the night period

Assessment

Measured Noise Levels

Noise measurements of the activities that are the subject of the proposed [amended](#) variation were conducted on 19 February 2025 using a calibrated *Rion NL-42 sound level meter*. The noise measurements included a forklift loading trucks, truck start-up, idling and reversing, and truck movements up (entry) and down (exit) the driveway. The noise measurements were supplemented with previous noise measurements made at the facility on 11 May 2023 of truck start-up, idle and forward exit down the driveway.

Operational Assumptions

The assessment has considered two operating scenarios that relate to the proposed [amended](#) variation. The operational assumptions and inputs for each scenario over the default 15-minute period of the Policy are provided below and are the basis for the predicted noise levels in Table 2:

Scenario 1: Deliveries to or from the facility between 7.00am and 6.00pm/8.00pm²

- One truck entering the facility up the entry/exit driveway into the loading area, [with](#) a sound power level of 103 dB(A) moving into the facility.
- Continuous operation of two forklifts within the loading area (refer Figure 1) loading/unloading trucks, [each with](#) a sound power level of 96 dB(A).
- One loaded truck starting-up, idling (until the truck reaches a sufficient air pressure to enable safe departure), reversing out of the loading area to the truck departure area (refer Figure 1), and exiting the facility forward down the entry/exit driveway, [with](#) a sound power level of 95 dB(A) when idling and 99 dB(A) when moving out of the facility.

Scenario 2: Truck exiting the facility between 5.00am and 7.00am³

- One truck starting-up in the truck departure area (loading and reversing to occur during the previous day), idling (until the truck reaches a sufficient air pressure to enable safe departure), and exiting the facility forward down the entry/exit driveway, [with](#) a sound power level of 95 dB(A) when idling and 99 dB(A) when exiting the facility.

² Scenario 1 considers one truck movement in and out of the facility (1 truck [delivery](#)) in a 15-minute period, equating to up to 88 truck movements (44 truck deliveries) per working day, which is greater than the 25 truck deliveries to or from the facility being sought, to provide a conservative assessment approach.

³ Scenario 2 considers one truck movement in a 15-minute period, equating to 4 trucks exiting [per hour](#) between 5.00am and 7.00am, which is greater than the 2 trucks exiting being sought [per hour](#), to provide a conservative assessment approach.

Noise Control Measures

The recommended noise control measures are provided by the following

1. the existing noise control measures provided by the development approval except where varied in accordance with this assessment
2. operational restrictions that align with this assessment.

Existing noise control measures already included in the development approval

Condition 2 (DA 23003710 – no change sought)

No vehicles associated with the commercial distribution of spring water shall:

- a) *Enter the subject land after 8.00pm or prior to 7.00am Monday to Friday; and/or*
- b) *Exit the subject land prior to 5.00am Monday to Friday*

Condition 4 (DA 23003710 – no change sought)

Before 7.00am vehicles associated with the commercial distribution of spring water shall only depart the land in a forward motion between the hours of 5.00am and 7.00am and only from the nominated truck departure location as shown on page 7 of the Noise Assessment Report prepared by Echo, dated 23 May 2023

Condition 5 (DA 23003710 – no change sought)

With the exception of the following, the hours of operation of the business (including deliveries) shall be 7.00am to 6.00pm Monday to Friday during standard time (excluding public holidays) and 7.00am to 8.00pm Monday to Friday during daylight saving time (excluding public holidays):

- a) *Subject to conditions (3) and (4) imposed on this development authorisation, vehicles associated with the commercial distribution of spring water can exit the subject site from as early as 5.00am Monday to Friday; and*
- b) *Vehicles associated with the commercial distribution of spring water can enter/return to the subject site up to 8.00pm Monday to Friday*

Condition 6 (DA 23003710 – no change sought)

The packing and loading of any vehicle associated with the commercial distribution of spring water shall only occur between 7.00am and 6.00pm Monday to Friday (excluding public holidays) during standard time, and between 7.00am and 8.00pm Monday to Friday (excluding public holidays) during daylight saving time

Variation and operational restrictions

Condition 3 (DA 473/958/02 – variation sought)

*That the number of articulated tanker or semi-trailer deliveries to and/or from the subject site shall be limited to a maximum of **twenty-five (25)** vehicles per day on Monday to Friday excluding public holidays*

Condition 3 (DA 23003710 – variation sought)

*A maximum of **two (2)** vehicles associated with the commercial distribution of spring water shall exit the subject land **per hour** between 5:00am and 7:00am on Monday to Friday excluding public holidays*

Deletion

Condition 10 of DA 473/958/02 states:

The maximum noise level associated with noise generating activities associated with the operation on site must not exceed a level which is 5 dB(A) below the relevant maximum noise levels prescribed in the Environment Protection (Industrial) Noise Policy 1994 when measured in accordance with that Policy.

This assessment has been prepared in accordance with the *Environment Protection (Commercial and Industrial Noise) Policy 2023*, which is the contemporary and second iteration of updates (with the first being the *Environment Protection (Noise) Policy 2007*) of the revoked 1994 version referred to in Condition 10. The updates have addressed deficiencies and ambiguities in the 1994 version, and so to avoid potential ongoing confusion, it is understood that Condition 10 will be proposed to be deleted, noting that the proposed [amended](#) variation has been considered against the contemporary and updated *Environment Protection (Commercial and Industrial Noise) Policy 2023*.

Predicted Noise Level

Noise from the activities associated with the proposed [amended](#) variation at the facility has been predicted using the noise calculation method provided by the *International Standard ISO 9613-2:2024 "Acoustics - Attenuation of sound during propagation outdoors - Part 2: Engineering method for the prediction of sound pressure levels outdoors"*, in combination with the operational assumptions and noise control measures outlined above.

The prediction model includes the ground topography of the area, the facility buildings, and site observations made on 19 February 2025. The results of the noise predictions are summarised in Table 2 for the dwellings identified in Figure 1.

When predicting noise levels for comparison with the Policy, the equivalent noise levels are to be adjusted where the activities exhibit dominant characteristics in comparison to the ambient environment. Noise from forklift activity and/or truck movements is often associated with an adjustment; however, in this circumstance, the ambient environment of the non-associated dwellings includes trucks and other vehicles on Sprigg Road at higher speeds and closer distances.

[Notwithstanding the above](#), a 5 dB(A) adjustment has [conservatively](#) been applied to the predicted equivalent noise levels at all dwellings for both scenarios.

Table 2 Predicted Noise Levels

Dwelling	Predicted Noise Level (L _{Aeq}), dB(A)		Compliance
	Scenario 1 (Daytime)	Scenario 2 (Night-time)	
Criteria	57	50	
1	55	49	Yes
2	53	48	Yes
Criteria	52	45	
3	43	41	Yes
4	45	39	Yes

Based on the predicted noise levels in Table 2, the noise criteria will be achieved at all dwellings for both scenarios. The noise criteria at the non-associated dwellings are easily achieved.

Conclusion

Crystal Spring is proposing to vary two existing conditions relating to their development approval to accommodate:

1. an increase to the number of articulated tanker or semi-trailer (**truck**) deliveries to and/or from the facility to allow for a maximum of 25 truck deliveries per day (Monday to Friday excluding public holidays)
2. an increase to the number of vehicles associated with the commercial distribution of spring water that exit the facility between the hours of 5.00am and 7.00am to allow for a maximum of 2 trucks per hour (Monday to Friday excluding public holidays) exiting the facility.

The noise associated with the proposed amended variation has been predicted based on noise measurements of existing activities at the facility for comparison against the relevant noise criteria established in accordance with the requirements of the *Environment Protection (Commercial and Industrial Noise) Policy 2023*.

This assessment confirms that the proposed amended variation can achieve the relevant noise criteria with the following:

1. the existing noise control measures provided by the development approval except where varied in accordance with this assessment
2. operational restrictions that align with this assessment, being as follows:

(Varied) Condition 3 (DA 473/958/02)

That the number of articulated tanker or semi-trailer deliveries to and/or from the subject site shall be limited to a maximum of twenty-five (25) vehicles per day on Monday to Friday excluding public holidays

(Varied) Condition 3 (DA 23003710)

A maximum of two (2) vehicles associated with the commercial distribution of spring water shall exit the subject land per hour between 5:00am and 7:00am on Monday to Friday excluding public holidays

In addition, it is understood that Condition 10 of DA 473/958/02 is proposed to be deleted due to its reference to a revoked 1994 version of the updated and contemporary *Environment Protection (Commercial and Industrial Noise) Policy 2023*. The 2023 Policy has been updated to address deficiencies and ambiguities in the 1994 version and has been used to assess the proposed amended variation.

In achieving the *Environment Protection (Commercial and Industrial Noise) Policy 2023*, the proposed amended variation to the existing conditions of development approval will not unreasonably impact on the amenity of any dwelling and will satisfy all of the relevant provisions of the *Planning and Design Code*.

References

Adelaide Hills Council decision notification form for development application 473/958/02 granted development approval 1 August 2003

Environment Protection Act 1993

Environment Protection (Commercial and Industrial Noise) Policy 2023

Guidelines for Community Noise, World Health Organization, 1999

Guidelines for the Use of *The Environment Protection (Commercial and Industrial Noise) Policy 2023*

International Standard ISO 9613-2:2024 "*Acoustics - Attenuation of sound during propagation outdoors - Part 2: Engineering method for the prediction of sound pressure levels outdoors*"

Planning and Design Code Version 2025.9 dated 19 May 2025, PlanSA

PlanSA decision notification form for development application 23003710 granted development approval 17 July 2023

Document Details

Distribution:

Issue date	12 August 2025
Issued to	Springwater Beverages Pty Ltd (t/a Crystal Spring) C/- Syd McDonald
Description	Environmental Noise Assessment

Author Details:

Author	Jason Turner
Mobile	0410 920 122
Email	JasonTurner@echoacoustics.com.au

© 2025 Echo Acoustics Pty Ltd. All rights reserved.

The information contained in this document is confidential and must not be reproduced, distributed, or used, in whole or in part, for any purpose without the express written permission of Echo Acoustics.

Doug Samardzija

From: Syd McDonald <syd@mcdonaldgame.com.au>
Sent: Wednesday, 24 September 2025 1:50 PM
To: Doug Samardzija
Subject: RE: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers
Attachments: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

Hi Doug,

I refer to your below email and our subsequent correspondence.

Please find **attached** a comprehensive response from our client's acoustic engineer, Jason Turner of Echo, to the Council's further request for additional information of 16 September 2025.

Also, in response to your below suggested condition to replace existing condition 10, we are instructed that our client would be prepared to abide by a condition along these lines:

*The noise associated with activities on site must not exceed a level which is 5 dB(A) below the General Noise Control Provisions of the Environment Protection (Commercial and Industrial Noise) Policy 2023 when measured and adjusted in accordance with that Policy at the non-associated dwellings identified on Figure 1 of the Echo Acoustics Environmental Noise Assessment for 49 and 61 Sprigg Road, Crafers, with Reference ID: 242-6, dated 12 August 2025 (the **Assessment**).*

The noise associated with activities on site must not exceed the levels provided by the General Noise Control Provisions of the Environment Protection (Commercial and Industrial Noise) Policy 2023 when measured and adjusted in accordance with that Policy at the associated dwellings identified on Figure 1 of the Assessment.

The above condition aligns with the approach taken in the noise assessment by Echo which acknowledges the distinction made in the relevant Noise Policy between associated and non-associated dwellings. This is entirely consistent with the approach taken to the interpretation of the Policy by industry, including the EPA.

I understand that the variation application will be considered at the Assessment Panel's meeting in the evening on Wednesday, 15 October 2025. I will be in attendance at that meeting together with my clients, Jason Turner (acoustic engineer) and Tom Wilson (traffic engineer).

Please contact me if you have any queries or wish to discuss.

Regards,

Syd McDonald

Principal



McDonald Game Lawyers

M 0411 554 253

E syd@mcdonaldgame.com.au

1 King William Road, Unley SA 5061

www.mcdonaldgame.com.au

Liability limited by a scheme approved under Professional Standards Legislation

The information in this email (including any attachments) is intended solely for the named recipient and may contain confidential or legally privileged information. If you are not the intended recipient, please delete it and notify the sender. Any legal privilege or confidentiality is not waived or lost by mistaken transmission.

From: Doug Samardzija <dsamardzija@ahc.sa.gov.au>

Sent: Tuesday, 16 September 2025 1:34 PM

To: Syd McDonald <syd@mcdonaldgame.com.au>

Subject: RE: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

Hi Syd,

Thanks for the chat earlier.

As discussed, Council has considered all the information in more detail and obtained some legal advice as well acoustic advice from the acoustic engineer. Based on the feedback obtained there are some additional details that we would need clarified before the application goes to CAP. As discussed, we are hoping that you could speak to your client and obtain this additional information for the application to be heard at the November CAP meeting instead of the October meeting.

The following observations have been made and additional information requested:

- The Assessment only addresses the noise from truck loading and truck movements. An assessment of any noise sources, which have the potential to be operated at a higher intensity (eg increased hours of use or increased capacity) as a result of the increased output. Is there any intensification of other activities at the facility beyond truck movements? E.g .increased use of forklifts for loading the additional trucks requiring the Noise Assessment to address the noise from reversing tones on trucks or forklifts. If so, this would need to be factored into the noise assessment.
- An assessment of noise character, which includes any reversing tones, as well as background noise monitoring if a high existing noise environment is to be relied upon. The Assessment addresses potential noise character by applying a single character penalty and indicating that *the ambient environment of the non-associated dwellings includes trucks and other vehicles on Sprigg Road at higher speeds and closer distances*. For a location which appears to have few noise sources other than associated with the facility itself, noise monitoring should be conducted if a high existing noise environment is to be relied upon.
- An assessment of maximum instantaneous noise level (L_{max}) for activity occurring prior to 7:00am as required by the Policy.
- The recommended noise propagation conditions outlined in the Guidelines for use of the *Environment Protection (Commercial and Industrial Noise) Policy 2023*. The Assessment has used the ISO9613-2 noise model, which is suitable for the day period but is not equivalent to CONCAWE meteorological Category 6 for the night period.

Additionally, based on the legal advice we received, it is our view that the noise assessment should not be limited to what occurs on site. As such further noise assessment should be undertaken of trucks accelerating away from the site or braking as they approach the entrance to the site given the proposed increase in vehicle movements.

Regarding the request to remove the original condition 10 of the approval which references the redundant EPA Noise Policy. It has been advised that this condition instead be replaced with the following condition:

The noise associated with activities on site must not exceed a level which is 5 dB(A) below the General Noise Control Provisions of the Environment Protection (Commercial and Industrial Noise) Policy 2023 when measured and adjusted in accordance with that Policy

Can you please confirm with your client that you are happy to obtain this additional information from your acoustic engineer and that you are happy for the application to be put on hold until the November CAP meeting provided that you are able to get the additional information in time.

Let me know if you have any questions.

Regards



Doug Samardzija
Senior Statutory Planner
8408 0596
dsamardzija@ahc.sa.gov.au
ahc.sa.gov.au

Council acknowledges that we meet on the traditional Country of the Peramangk and Kaurna people. We pay our respects to Ancestors and Elders past and present as the Custodians of this ancient and beautiful land.

This email (including any attachments) is confidential and intended only for use by the addressee. It has been sent by Adelaide Hills Council. If you are not the intended recipient of this document, you are advised that any use, reproduction, disclosure or distribution of the information contained in this document is prohibited. If you have received this document in error, please advise us immediately and destroy the document. It is noted that legal privilege is not waived because you have read this email or its attachments. Any loss or damage incurred by using this document is the recipient's responsibility. Adelaide Hills Council's entire liability will be limited to resupplying the document. No warranty is made that this document is free from computer virus or other defect.



From: Syd McDonald <syd@mcdonaldgame.com.au>
Sent: Thursday, 28 August 2025 4:35 PM
To: Doug Samardzija <dsamardzija@ahc.sa.gov.au>
Subject: RE: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

You don't often get email from syd@mcdonaldgame.com.au. [Learn why this is important](#)

Thanks Doug.

Regards,

Syd McDonald
Principal



McDonald Game Lawyers

M 0411 554 253

E syd@mcdonaldgame.com.au

1 King William Rd, Unley SA 5061

www.mcdonaldgame.com.au

Liability limited by a scheme approved under Professional Standards Legislation.

The information in this email (including any attachments) is intended solely for the named recipient and may contain confidential or legally privileged information. If you are not the intended recipient, please delete it and notify the sender. Any legal privilege or confidentiality is not waived or lost by mistaken transmission.

From: Doug Samardzija <dsamardzija@ahc.sa.gov.au>

Sent: Thursday, 28 August 2025 4:17 PM

To: Syd McDonald <syd@mcdonaldgame.com.au>

Subject: RE: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

Hi Syd

I can confirm that the application is not on hold. Unfortunately this is just an interface issue with the Portal where your view appears to show the application on hold but the assessment clock is actually ticking down and I'm just in the process of reviewing the information. Once I review the information, I will tick that all of the information has been provided.

We raised this with PlanSA on several occasions. The portal should say that the response to the RFI is under review by the relevant authority rather than saying its on hold.

Regards



Doug Samardzija

Senior Statutory Planner

8408 0596

dsamardzija@ahc.sa.gov.au

ahc.sa.gov.au

Council acknowledges that we meet on the traditional Country of the Peramangk and Kaurna people. We pay our respects to Ancestors and Elders past and present as the Custodians of this ancient and beautiful land.

This email (including any attachments) is confidential and intended only for use by the addressee. It has been sent by Adelaide Hills Council. If you are not the intended recipient of this document, you are advised that any use, reproduction, disclosure or distribution of the information contained in this document is prohibited. If you have received this document in error, please advise us immediately and destroy the document. It is noted that legal privilege is not waived because you have read this email or its attachments. Any loss or damage incurred by using this document is the recipient's responsibility. Adelaide Hills Council's entire liability will be limited to resupplying the document. No warranty is made that this document is free from computer virus or other defect.



From: Syd McDonald <syd@mcdonaldgame.com.au>
Sent: Thursday, 28 August 2025 4:08 PM
To: Doug Samardzija <dsamardzija@ahc.sa.gov.au>
Subject: RE: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

You don't often get email from syd@mcdonaldgame.com.au. [Learn why this is important](#)

Hi Doug,

We note that the PlanSA portal shows this application as being on hold. It should of course have came off hold when the response to the Council's Request for Information was emailed and uploaded (i.e. on 13 August 2025).

We would be most grateful if you would please urgently arrange for the application to be taken off hold and for the assessment time to be rectified on the portal – i.e. the period between 13 August 2025 and today should not be (and cannot lawfully be) counted as 'hold time'.

Regards,

Syd McDonald
Principal



McDonald Game Lawyers
M 0411 554 253
E syd@mcdonaldgame.com.au
1 King William Rd, Unley SA 5061
www.mcdonaldgame.com.au

Liability limited by a scheme approved under Professional Standards Legislation.

The information in this email (including any attachments) is intended solely for the named recipient and may contain confidential or legally privileged information. If you are not the intended recipient, please delete it and notify the sender. Any legal privilege or confidentiality is not waived or lost by mistaken transmission.

From: Syd McDonald
Sent: Wednesday, 13 August 2025 2:52 PM
To: Doug Samardzija <dsamardzija@ahc.sa.gov.au>
Subject: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

Dear Doug,

Please find **attached** for your attention.

We will also upload on the PlanSA portal.

Regards,

Syd McDonald
Principal



McDonald Game Lawyers
M 0411 554 253
E syd@mcdonaldgame.com.au
1 King William Rd, Unley SA 5061
www.mcdonaldgame.com.au

Liability limited by a scheme approved under Professional Standards Legislation.

The information in this email (including any attachments) is intended solely for the named recipient and may contain confidential or legally privileged information. If you are not the intended recipient, please delete it and notify the sender. Any legal privilege or confidentiality is not waived or lost by mistaken transmission.

Doug Samardzija

From: Jason Turner <jasonturner@echoacoustics.com.au>
Sent: Tuesday, 23 September 2025 5:05 PM
To: Syd McDonald
Cc: Mathew Ward
Subject: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

Hi Syd,

As requested, we respond to the Council request for additional information as per the email of Tuesday 16 September 2025 relating to the proposed increase in the number of articulated tanker or semi-trailer deliveries (**trucks**) to and/or from the Crystal Spring facility (the **facility**) at 49 and 61 Sprigg Road, Crafers (the **variation**).

The additional information below has been provided to supplement (and should be read in conjunction with) the *Echo Acoustics Environmental Noise Assessment for 49 and 61 Sprigg Road, Crafers, with Reference ID: 242-6, dated 12 August 2025* (the **assessment**).

Request for Information 1

The Assessment only addresses the noise from truck loading and truck movements. An assessment of any noise sources, which have the potential to be operated at a higher intensity (eg increased hours of use or increased capacity) as a result of the increased output. Is there any intensification of other activities at the facility beyond truck movements? E.g. increased use of forklifts for loading the additional trucks requiring the Noise Assessment to address the noise from reversing tones on trucks or forklifts. If so, this would need to be factored into the noise assessment.

Response 1

This is incorrect. Forklift activity has been included in the assessment (refer Operational Assumptions Scenario 1 page 7 of the assessment).

The assessment has conservatively considered the noise associated with the continuous operation of forklifts loading additional trucks between 7.00am and 6.00pm (or 8.00pm during daylight savings), despite the approved processing and forklift loading activity not being proposed to change as part of the variation.

The assessment was based on measurements conducted of forklift activity at the facility and since those measurements, a roof has been constructed over the loading area, the effect of which will be to further reduce noise levels to dwellings to the south of the facility in comparison to those used in the assessment.

The response to the noise from reversing tones on trucks or forklifts is provided in Response 2 below.

Request for Information 2

An assessment of noise character, which includes any reversing tones, as well as background noise monitoring if a high existing noise environment is to be relied upon. The Assessment addresses potential noise character by applying a single character penalty and indicating that the ambient environment of the non-associated dwellings includes

trucks and other vehicles on Sprigg Road at higher speeds and closer distances. For a location which appears to have few noise sources other than associated with the facility itself, noise monitoring should be conducted if a high existing noise environment is to be relied upon.

Response 2

The assessment does not rely on an ambient environment with high noise levels to justify that a character adjustment is not required under the *Environment Protection (Commercial and Industrial Noise) Policy 2023* (the **Policy**).

Indeed, a character adjustment has been applied as described on Page 9 of the assessment.

For further context:

- when predicting noise levels for comparison with the Policy, the (predicted) equivalent noise levels (L_{Aeq}) are to be adjusted where the activities exhibit dominant characteristics in comparison to the ambient environment
- the assessment includes a 5 dB(A) adjustment to the predicted noise levels to account for the modulation associated from trucks and forklift activity at all dwellings
- the site observations and noise predictions indicate that no further adjustments are required for other noise characteristics, such as tonality from reversing alarms
- since the site observations, an insulated roof has been installed over the top of the loading area, which reinforces the above approach.

The assessment simply notes that the ambient environment will include trucks and other vehicles on Sprigg Road, which can travel at higher speeds and/or at locations closer to dwellings compared to vehicles at the facility (as was observed when recently on site). This could be used to offset the need for characteristic adjustments; however, for conservatism the assessment ignores the influence of the ambient environment.

Based on the above approach, noise monitoring is not required to be conducted as there has not been any reliance on the ambient environment to offset an adjustment for noise characteristics.

Request for Information 3

An assessment of maximum instantaneous noise level (L_{max}) for activity occurring prior to 7:00am as required by the Policy.

Response 3

The Policy has a requirement for activity to achieve a maximum instantaneous noise level (L_{Amax}) of 60 dB(A) between 10.00 pm and 7.00 am the following day where a noise-affected premises (**dwelling**) is situated in a quiet noise designated area.

A quiet noise designated area is defined as an area that would be categorised as Residential or Rural Living under the Policy.

The surrounding dwellings are in a Productive Rural Landscape Zone, and as such, are not in a quiet noise designated area.

Based on the above, *an assessment of maximum instantaneous noise level (L_{max}) for activity occurring prior to 7:00am is not required by the Policy* in the case of the variation.

Request for Information 4

The recommended noise propagation conditions outlined in the Guidelines for use of the Environment Protection (Commercial and Industrial Noise) Policy 2023. The Assessment used the ISO9613-2 noise model, which is suitable for the day period but is not equivalent to CONCAWE meteorological Category 6 for the night period.

Response 4

The Policy does not provide advice on noise modelling methodologies. The Environment Protection Authority (**EPA**) *Guidelines for use of the Environment Protection (Commercial and Industrial Noise) Policy 2023* recommends “using default weather conditions that are equivalent to CONCAWE meteorological category 6 at night”.

The *International Standard ISO 9613-2:2024* noise calculation methodology along with the inputs and assumptions used in the assessment results in noise level predictions that are “equivalent to CONCAWE meteorological category 6”.

Furthermore, the EPA has confirmed that the *International Standard ISO 9613-2:2024* noise calculation methodology is a contemporary alternative to the 1981 CONCAWE methodology and would be (and has been) an acceptable approach for assessments that are referred to the EPA.

Request for Information 5

Additionally, based on the legal advice we received, it is our view that the noise assessment should not be limited to what occurs on site. As such further noise assessment should be undertaken of trucks accelerating away from the site or braking as they approach the entrance to the site given the proposed increase in vehicle movements.

Response 5

The Policy excludes “vehicle noise except from vehicles operating within, or entering or leaving, business premises”.

Whilst the noise from vehicles moving on Sprigg Road is excluded from the Policy, the predicted noise levels (Table 2 of the Assessment) have been updated to include the noise from the additional trucks accelerating or braking for a distance of approximately 175m from the entrance / exit point of the facility onto Sprigg Road. That is, the noise levels in Table 2 now include the additional influence of trucks when outside of the facility on Sprigg Road.

The predictions have been based on noise measurements made on 18 September 2025 from trucks accelerating or braking on Sprigg Road as they leave/approach the entrance / exit point to the facility.

The updated noise predictions are provided in the table below:

Dwelling	Predicted Noise Level (L _{Aeq}), dB(A)		Compliance
	Scenario 1 (Daytime)	Scenario 2 (Night-time)	
Criteria	57	50	
1	56	49	Yes
2	53	49	Yes
Criteria	52	45	
3	47	43	Yes
4	45	40	Yes

The updated noise predictions indicate the Policy will still be achieved at all dwellings when accounting for both the variation (which only applies to activity on the facility under the Policy) in combination with the associated trucks accelerating or braking for a distance of approximately 175m from the entrance / exit point of the facility onto Sprigg Road.

It should be noted that the Policy was not designed to be applied to the movement of vehicles on the public road network but has been used in this circumstance to provide a conservative indication that such activity will not unreasonably impact on the amenity of the closest dwellings to the facility.

I trust the above assists, but let me know if you require any further information.

Regards,

Jason

Jason Turner
Director

Email jasonturner@echoacoustics.com.au

Mobile 0410 920 122

Address 72-76 Edmund Avenue Unley SA 5061

www.echoacoustics.com.au



From: Syd McDonald <syd@mcdonaldgame.com.au>

Sent: Tuesday, 23 September 2025 2:36 PM

To: Jason Turner <jasonturner@echoacoustics.com.au>

Cc: Mathew Ward <MathewWard@echoacoustics.com.au>

Subject: FW: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

Hi Jason,

I refer to the highlighted section in Doug's below email.

I understand from our brief discussion today that you are of the view that the proposed condition is appropriate and that compliance with it is readily achievable. I would be most grateful if you could please confirm my understanding is correct (or otherwise).

Thanks and regards,

Syd McDonald

Principal



McDonald Game Lawyers

M 0411 554 253

E syd@mcdonaldgame.com.au

1 King William Road, Unley SA 5061

www.mcdonaldgame.com.au

Liability limited by a scheme approved under Professional Standards Legislation

The information in this email (including any attachments) is intended solely for the named recipient and may contain confidential or legally privileged information. If you are not the intended recipient, please delete it and notify the sender. Any legal privilege or confidentiality is not waived or lost by mistaken transmission.

From: Doug Samardzija <dsamardzija@ahc.sa.gov.au>

Sent: Tuesday, 16 September 2025 1:34 PM

To: Syd McDonald <syd@mcdonaldgame.com.au>

Subject: RE: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

Hi Syd,

Thanks for the chat earlier.

As discussed, Council has considered all the information in more detail and obtained some legal advice as well acoustic advice from the acoustic engineer. Based on the feedback obtained there are some additional details that we would need clarified before the application goes to CAP. As discussed, we are hoping that you could speak to your client and obtain this additional information for the application to be heard at the November CAP meeting instead of the October meeting.

The following observations have been made and additional information requested:

- The Assessment only addresses the noise from truck loading and truck movements. An assessment of any noise sources, which have the potential to be operated at a higher intensity (eg increased hours of use or increased capacity) as a result of the increased output. Is there any intensification of other activities at the facility beyond truck movements? E.g .increased use of forklifts for loading the additional trucks requiring the Noise Assessment to address the noise from reversing tones on trucks or forklifts. If so, this would need to be factored into the noise assessment.
- An assessment of noise character, which includes any reversing tones, as well as background noise monitoring if a high existing noise environment is to be relied upon. The Assessment addresses potential noise character by applying a single character penalty and indicating that *the ambient environment of the non-associated dwellings includes trucks and other vehicles on Sprigg Road at higher speeds and closer distances*. For a location which appears to have few noise sources other than associated with the facility itself, noise monitoring should be conducted if a high existing noise environment is to be relied upon.
- An assessment of maximum instantaneous noise level (L_{max}) for activity occurring prior to 7:00am as required by the Policy.
- The recommended noise propagation conditions outlined in the Guidelines for use of the *Environment Protection (Commercial and Industrial Noise) Policy 2023*. The Assessment has used the ISO9613-2 noise model, which is suitable for the day period but is not equivalent to CONCAWE meteorological Category 6 for the night period.

Additionally, based on the legal advice we received, it is our view that the noise assessment should not be limited to what occurs on site. As such further noise assessment should be undertaken of trucks accelerating away from the site or braking as they approach the entrance to the site given the proposed increase in vehicle movements.

Regarding the request to remove the original condition 10 of the approval which references the redundant EPA Noise Policy. It has been advised that this condition instead be replaced with the following condition:

The noise associated with activities on site must not exceed a level which is 5 dB(A) below the General Noise Control Provisions of the Environment Protection (Commercial and Industrial Noise) Policy 2023 when measured and adjusted in accordance with that Policy

Can you please confirm with your client that you are happy to obtain this additional information from your acoustic engineer and that you are happy for the application to be put on hold until the November CAP meeting provided that you are able to get the additional information in time.

Let me know if you have any questions.

Regards



Doug Samardzija
Senior Statutory Planner
8408 0596
dsamardzija@ahc.sa.gov.au
ahc.sa.gov.au

Council acknowledges that we meet on the traditional Country of the Peramangk and Kaurna people. We pay our respects to Ancestors and Elders past and present as the Custodians of this ancient and beautiful land.

This email (including any attachments) is confidential and intended only for use by the addressee. It has been sent by Adelaide Hills Council. If you are not the intended recipient of this document, you are advised that any use, reproduction, disclosure or distribution of the information contained in this document is prohibited. If you have received this document in error, please advise us immediately and destroy the document. It is noted that legal privilege is not waived because you have read this email or its attachments. Any loss or damage incurred by using this document is the recipient's responsibility. Adelaide Hills Council's entire liability will be limited to resupplying the document. No warranty is made that this document is free from computer virus or other defect.



From: Syd McDonald <syd@mcdonaldgame.com.au>
Sent: Thursday, 28 August 2025 4:35 PM
To: Doug Samardzija <dsamardzija@ahc.sa.gov.au>
Subject: RE: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

You don't often get email from syd@mcdonaldgame.com.au. [Learn why this is important](#)

Thanks Doug.

Regards,

Syd McDonald
Principal



McDonald Game Lawyers

M 0411 554 253

E syd@mcdonaldgame.com.au

1 King William Rd, Unley SA 5061

www.mcdonaldgame.com.au

Liability limited by a scheme approved under Professional Standards Legislation.

The information in this email (including any attachments) is intended solely for the named recipient and may contain confidential or legally privileged information. If you are not the intended recipient, please delete it and notify the sender. Any legal privilege or confidentiality is not waived or lost by mistaken transmission.

From: Doug Samardzija <dsamardzija@ahc.sa.gov.au>

Sent: Thursday, 28 August 2025 4:17 PM

To: Syd McDonald <syd@mcdonaldgame.com.au>

Subject: RE: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

Hi Syd

I can confirm that the application is not on hold. Unfortunately this is just an interface issue with the Portal where your view appears to show the application on hold but the assessment clock is actually ticking down and I'm just in the process of reviewing the information. Once I review the information, I will tick that all of the information has been provided.

We raised this with PlanSA on several occasions. The portal should say that the response to the RFI is under review by the relevant authority rather than saying its on hold.

Regards



Doug Samardzija

Senior Statutory Planner

8408 0596

dsamardzija@ahc.sa.gov.au

Council acknowledges that we meet on the traditional Country of the Peramangk and Kaurna people. We pay our respects to Ancestors and Elders past and present as the Custodians of this ancient and beautiful land.

This email (including any attachments) is confidential and intended only for use by the addressee. It has been sent by Adelaide Hills Council. If you are not the intended recipient of this document, you are advised that any use, reproduction, disclosure or distribution of the information contained in this document is prohibited. If you have received this document in error, please advise us immediately and destroy the document. It is noted that legal privilege is not waived because you have read this email or its attachments. Any loss or damage incurred by using this document is the recipient's responsibility. Adelaide Hills Council's entire liability will be limited to resupplying the document. No warranty is made that this document is free from computer virus or other defect.



From: Syd McDonald <syd@mcdonaldgame.com.au>

Sent: Thursday, 28 August 2025 4:08 PM

To: Doug Samardzija <dsamardzija@ahc.sa.gov.au>

Subject: RE: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

You don't often get email from syd@mcdonaldgame.com.au. [Learn why this is important](#)

Hi Doug,

We note that the PlanSA portal shows this application as being on hold. It should of course have came off hold when the response to the Council's Request for Information was emailed and uploaded (i.e. on 13 August 2025).

We would be most grateful if you would please urgently arrange for the application to be taken off hold and for the assessment time to be rectified on the portal – i.e. the period between 13 August 2025 and today should not be (and cannot lawfully be) counted as 'hold time'.

Regards,

Syd McDonald
Principal



McDonald Game Lawyers

M 0411 554 253

E syd@mcdonaldgame.com.au

1 King William Rd, Unley SA 5061

www.mcdonaldgame.com.au

Liability limited by a scheme approved under Professional Standards Legislation.

The information in this email (including any attachments) is intended solely for the named recipient and may contain confidential or legally privileged information. If you are not the intended recipient, please delete it and notify the sender. Any legal privilege or confidentiality is not waived or lost by mistaken transmission.

From: Syd McDonald

Sent: Wednesday, 13 August 2025 2:52 PM

To: Doug Samardzija <dsamardzija@ahc.sa.gov.au>

Subject: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

Dear Doug,

Please find **attached** for your attention.

We will also upload on the PlanSA portal.

Regards,

Syd McDonald

Principal



McDonald Game Lawyers

M 0411 554 253

E syd@mcdonaldgame.com.au

1 King William Rd, Unley SA 5061

www.mcdonaldgame.com.au

Liability limited by a scheme approved under Professional Standards Legislation.

The information in this email (including any attachments) is intended solely for the named recipient and may contain confidential or legally privileged information. If you are not the intended recipient, please delete it and notify the sender. Any legal privilege or confidentiality is not waived or lost by mistaken transmission.

Doug Samardzija

From: Syd McDonald <syd@mcdonaldgame.com.au>
Sent: Tuesday, 7 October 2025 11:36 AM
To: Doug Samardzija
Subject: RE: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

Hi Doug,

Further to Tom's below email, please see below Jason Turner's comprehensive responses to the queries in your email of 2 October 2025:

From: Jason Turner <jasonturner@echoacoustics.com.au>
Sent: Monday, 6 October 2025 12:54 PM
To: Tom Game <tom@mcdonaldgame.com.au>; Syd McDonald <syd@mcdonaldgame.com.au>; Stuart Bailey <stuart@crystalspring.com.au>; Stuart Bailey <stuartaway1234@gmail.com>
Cc: Mathew Ward <MathewWard@echoacoustics.com.au>
Subject: Springwater - Sprigg Road

Hi Tom, Syd and Stuart,

As requested, we respond to the Council request for further additional information in the email dated 2 October 2025 (**supplementary response**), relating to the proposed increase in the number of articulated tanker or semi-trailer deliveries (**trucks**) to and/or from the Crystal Spring facility (the **facility**) at 49 and 61 Sprigg Road, Crafers.

The supplementary response should be read in conjunction with the following:

- *Echo Acoustics Environmental Noise Assessment for 49 and 61 Sprigg Road, Crafers, with Reference ID: 242-6, dated 12 August 2025* (the **assessment**).
- *Echo Acoustics email response to the Council request for additional information dated 23 September 2025* (the **response**).

Further Request for Information 1

In relation to response 2: It is not clear if tonal ("beeping") reversing alarms are used or whether broadband reversing alarms are used. If tonal reversing alarms are used, a further objective assessment should be provided to demonstrate that the tonal alarms will not warrant a penalty for tonality when observed at sensitive receptors

Supplementary Response 2

Tonal reversing alarms are used at the facility.

The assessment considered the noise from tonal reversing alarms by utilising 1/3 octave band predictions of noise from trucks and forklifts measured at the facility.

As noted in item 2 of the response, the site observations at the facility and noise predictions made as part of the assessment indicate that no further adjustment is required for tonality from reversing alarms.

Notwithstanding the above, the operator of the facility is prepared to abide by a condition requiring forklifts involved in loading/unloading of spring water to be fitted with broadband reversing alarms.

Further Request for Information 2

In relation to response 4: The response notes that the "inputs and assumptions used in the assessment" result in noise level predictions equivalent to CONCAWE meteorological Category 6 but does not state what the "inputs

and assumptions used in the assessment" were. Can you provide the inputs and assumptions as well as confirm that the same noise levels are predicted with CONCAWE meteorological Category 6.

Supplementary Response 4

As previously noted in item 4 of the response, noise predictions using the *International Standard ISO 9613-2:2024* are suitable for comparison with the *Environment Protection (Commercial and Industrial Noise) Policy 2023* (the **Policy**) during both the day and night. There is no need for an assessment to use CONCAWE meteorological Category 6 conditions for the day period or to limit all assessments to a specific (CONCAWE) model.

Notwithstanding the above and to assist closing out this item, additional noise predictions have been made using CONCAWE meteorological Category 6 conditions for the night period.

The outcomes of these additional noise predictions are as follows:

- There is a negligible difference between the predicted noise levels using CONCAWE meteorological Category 6 conditions and the *International Standard ISO 9613-2:2024* method used in the assessment for the night period
- the predictions using the CONCAWE meteorological Category 6 conditions achieve the Policy.

Further Request for Information 3

In relation to response 5: The response indicates that the noise from vehicles on the public road has been added to the predictions in Table 2 of the report. However, the addition of the noise sources has resulted in a reduction in noise for the day period. For example, at Dwelling 1, the predicted noise level was 57 dB(A) without the vehicles on the public road but 56 dB(A) with the trucks added.

Supplementary Response 5

The information in Further Request for Information 3 is incorrect.

The predicted noise levels from the assessment are as follows:

Dwelling	Predicted Noise Level (L _{Aeq}), dB(A)		Compliance
	Scenario 1 (Daytime)	Scenario 2 (Night-time)	
Criteria	57	50	
1	55	49	Yes
2	53	48	Yes
Criteria	52	45	
3	43	41	Yes
4	45	39	Yes

The predicted noise levels that include trucks on the public road slowing down into the facility and accelerating out of the facility (as per item 5 in the response) are as follows:

Dwelling	Predicted Noise Level (L _{Aeq}), dB(A)		Compliance
	Scenario 1 (Daytime)	Scenario 2 (Night-time)	
Criteria	57	50	
1	56	49	Yes
2	53	49	Yes
Criteria	52	45	
3	47	43	Yes
4	45	40	Yes

Based on the above, the noise levels have increased due to the inclusion of trucks on the public road slowing down into the facility and accelerating out of the facility (as per item 5 of the response and as expected), and Further Request for Information 3 is incorrect with its assertion that noise levels have decreased.

Further Request for Information 4

If the noise from trucks on public roads is to be considered, then the most critical residences should be considered. The Echo assessment only considers trucks for the section of road shown in red and therefore does not consider the noise at critical dwellings. Examples (but not all) of dwellings closer to the road are shown circled in red. It would also be good to know where the 175m distance from entrance/exit point is derived from.



Supplementary Response 5

Item 5 of the response addressed the Council's request that a *further noise assessment should be undertaken of trucks accelerating away from the site or braking as they approach the entrance to the site*, despite the Policy excluding trucks on a public road.

The closest (most critical) dwelling to the combined operation of the facility and *trucks accelerating away from the site or braking as they approach the entrance to the site* is receiver 3 circled in blue. Item 5 of the response confirms the Policy is achieved at receiver 3 despite the Policy excluding trucks on a public road. The Policy will therefore be achieved at all other dwellings when considering trucks as per item 5 of the response, including those circled in red.

Item 5 of the response included the noise from trucks for a distance of 175m from the entrance/exit point as this distance was observed to conservatively include the full distance of *trucks accelerating away from the site or braking as they approach the entrance to the site*.

There are a range of reasons why the noise from trucks on public roads is not required to be assessed (and is not assessed for other development), such as (but not limited to) the following:

- The noise from vehicles on public roads is excluded from the Policy
- The Policy was not designed to consider vehicles on public roads but rather is designed to consider the noise from activity on the land associated with a development

- Considering the noise from vehicles on public roads against objective noise limits like the Policy would preclude the movement of vehicles on public roads
- The Planning and Design Code provisions do not require the noise from vehicles on public roads to be considered
- The need to assess noise from trucks on public roads has the potential to unreasonably restrict all new development
- There is no limit to how many times trucks from the facility can currently enter or exit the site via the public road network
- There is a general expectation that the number of vehicles using roads will increase over time particularly when serving a productive area
- An assessment of impact to all receivers along a truck route is not practicable or reasonable as there is no definitive end point as to the distance from a facility that would need to be considered
- Sprigg Road and other surrounding roads are intended to accommodate vehicles associated with productive rural landscape land uses, including farming, industry, commercial forestry, warehousing, transport distribution, wineries, etc.

Please call me or Mathew if you have any questions.

Regards,

Jason

Jason Turner
Director

Email jasonturner@echoacoustics.com.au

Mobile 0410 920 122

Address 72-76 Edmund Avenue Unley SA 5061

www.echoacoustics.com.au



It is plain from all of Jason Turner's reports and responses to requests for further information that the proposed variation will **not** give rise to any unreasonable noise impacts.

Regards,

Syd McDonald
Principal



McDonald Game Lawyers

M 0411 554 253

E syd@mcdonaldgame.com.au

1 King William Road, Unley SA 5061



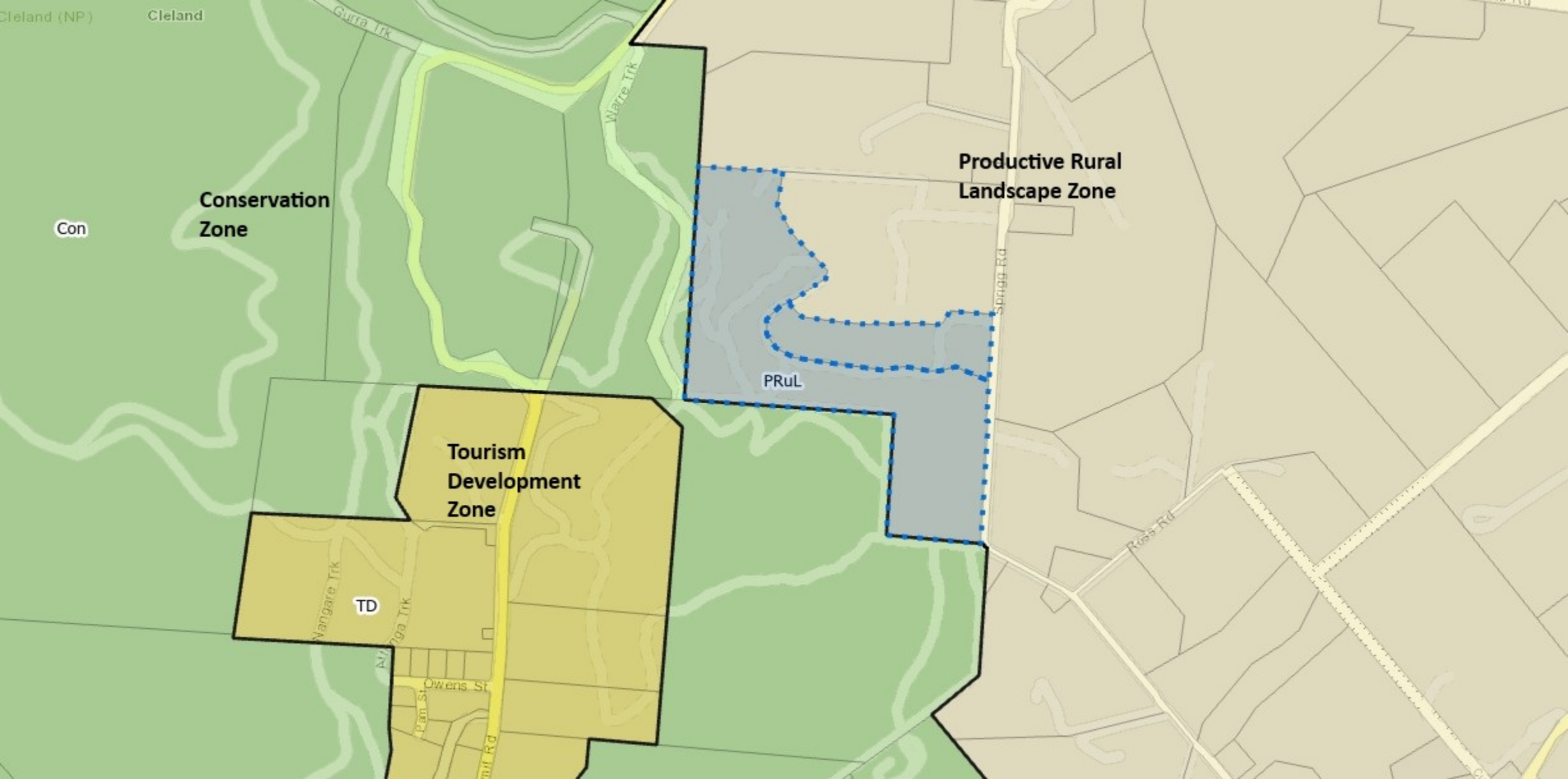
DISCLAIMER
Apart from any use permitted under the Copyright Act 1968, no part may be reproduced by any process without prior written permission obtained from the Adelaide Hills Council. Requests and enquiries concerning reproduction and rights should be directed to the Chief Executive Officer, The Adelaide Hills Council, PO Box 44, Woodside SA 5244. The Adelaide Hills Council, its employees and servants do not warrant or make any

representations regarding the use, or results of use of the information contained herein as to its correctness, accuracy, currency or otherwise. In particular, it should be noted that the accuracy of property boundaries when displayed over aerial photography cannot be considered to be accurate, and that the only certain method of determining boundary locations is to use the services of a licensed Surveyor. The Adelaide Hills Council, its

employees and servants expressly disclaim all liability or responsibility to any person using the information or advice contained herein. ©

Scale = 1:6172.740

200 m



Cleland (NP)

Cleland

Con

**Conservation
Zone**

**Productive Rural
Landscape Zone**

PRuL

**Tourism
Development
Zone**

TD

Mangare Trk

Avonlea Trk

Owens St

Pam St

Mill Rd

Spring Rd

Ross Rd

Memo



Date: 2 October 2025

To: Deryn Atkinson

Cc:

From: Craig Cockshell

Subject: DA 25015385-61 Sprigg Rd Crafers

File No:

The Adelaide Hills Council (AHC) completed spray seal treatment to sections of Sprigg Road in early 2024 as part of the annual seal renewal program.

Reseal works were not undertaken in front of the business, as heavy vehicle braking and turning movements occur along this section and a heavier treatment would be employed to manage the shear forces of turning heavy vehicles as they turn into the traffic lane.

While this section of road and sealed verge has areas of deflection, it is not scheduled for reseal this season.

Council's position is that the business is expected to contribute 50% of the cost of asphaltting the frontage.

It is agreed that the road currently has the capacity to manage additional general access vehicles as per the report.

Additional maintenance to roadside vegetation and shoulder renewal would be considered. As part of a scheduled maintenance program.

As recommended in the traffic report, Sprigg Rd widening is not being considered, as private property boundaries are located very close to the carriageway.

Doug Samardzija

From: Chris Turnbull <ct@sonus.com.au>
Sent: Wednesday, 8 October 2025 4:11 PM
To: Doug Samardzija
Subject: RE: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

Hi Doug,

I have reviewed the responses and make the following comments below:

Supplementary Response 2 (tonal reversing alarms)

The response is considered to be acceptable but it is noted that the offer to use broadband reversing alarms only applies to forklifts involved in loading/unloading of spring water. It therefore does not include trucks or forklifts involved in other activities.

Supplementary Response 4 (noise models)

The response relating to noise models is considered to be acceptable.

Supplementary Response 5 (predicted noise tables)

The issue is resolved by reviewing the latest noise report, which has now been provided.

Supplementary Response 5 (vehicles on public roads)

It is understood that the requirement to assess vehicles on public roads was based on legal advice. The response should therefore be provided by the author of the legal advice.

Please let me know if you would like to discuss.

Chris Turnbull
Director
0417 845 720
ct@sonus.com.au

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



From: Doug Samardzija <dsamardzija@ahc.sa.gov.au>
Sent: Wednesday, 8 October 2025 9:23 AM
To: Chris Turnbull <ct@sonus.com.au>
Subject: FW: DA 25015385 – Variation to Conditions – 61 Sprigg Road, Crafers

Hi Chris

As discussed, please see below latest response to your comments.

Can you please have a look at it and provide us with a summary of your thoughts on their comments.

Regards



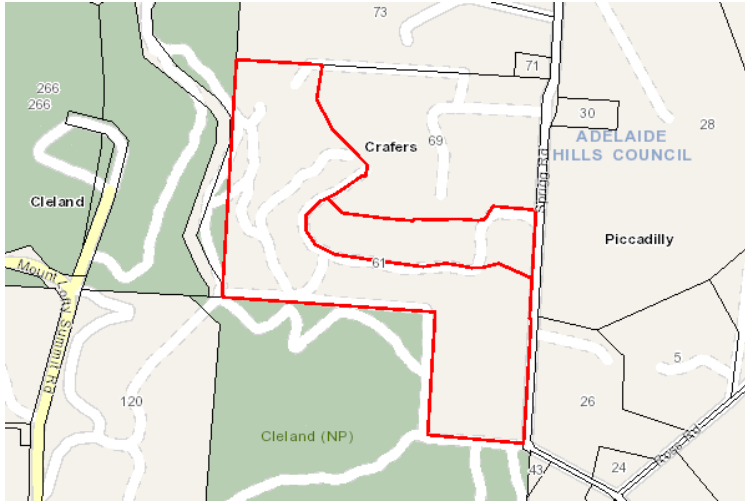
Doug Samardzija
Senior Statutory Planner
8408 0596
dsamardzija@ahc.sa.gov.au
ahc.sa.gov.au

Council acknowledges that we meet on the traditional Country of the Peramangk and Kaurna people. We pay our respects to Ancestors and Elders past and present as the Custodians of this ancient and beautiful land.

This email (including any attachments) is confidential and intended only for use by the addressee. It has been sent by Adelaide Hills Council. If you are not the intended recipient of this document, you are advised that any use, reproduction, disclosure or distribution of the information contained in this document is prohibited. If you have received this document in error, please advise us immediately and destroy the document. It is noted that legal privilege is not waived because you have read this email or its attachments. Any loss or damage incurred by using this document is the recipient's responsibility. Adelaide Hills Council's entire liability will be limited to resupplying the document. No warranty is made that this document is free from computer virus or other defect.

Address: 61 SPRIGG RD CRAFTERS SA 5152

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



Property Zoning Details

Zone

Productive Rural Landscape

Overlay

Environment and Food Production Area
 Hazards (Bushfire - High Risk)
 Heritage Adjacency
 Hazards (Flooding - Evidence Required)
 Limited Land Division
 Mount Lofty Ranges Water Supply Catchment (Area 2)
 Native Vegetation
 Prescribed Water Resources Area
 State Significant Native Vegetation
 Scenic Quality
 Traffic Generating Development
 Water Resources

Development Pathways

■ Productive Rural Landscape

1. Accepted Development

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

- None

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.

- Deck
- Horticulture

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.

- Deck

4. Impact Assessed - Restricted

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

Part 2 - Zones and Sub Zones

Productive Rural Landscape Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A diverse range of land uses at an appropriate scale and intensity that capitalise on the region's proximity to the metropolitan area and the tourist and lifestyle opportunities this presents while also conserving the natural and rural character, identity, biodiversity and sensitive environmental areas and scenic qualities of the landscape.
DO 2	A zone that promotes agriculture, horticulture, value adding opportunities, farm gate businesses, the sale and consumption of agricultural based products, tourist development and accommodation that expands the economic base and promotes its regional identity.
DO 3	Create local conditions that support new and continuing investment while seeking to promote co-existence with adjoining activities and mitigate land use conflicts.

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	
PO 1.1 The productive value of rural land for a range of primary production and horticultural activities and associated value adding of primary produce (such as beverage production), retailing and tourism is supported, protected and maintained. The proliferation of land uses that may be sensitive to those activities is avoided.	DTS/DPF 1.1 Development comprises one or more of the following: <ul style="list-style-type: none"> (a) Advertisement (b) Agricultural building (c) Brewery (d) Carport (e) Cidery (f) Commercial forestry (g) Distillery (h) Dwelling (i) Dwelling addition (j) Farming (k) Function venue (l) Horse keeping (m) Horticulture (n) Industry (o) Low intensity animal husbandry (p) Outbuilding (q) Shop (r) Small-scale ground mounted solar power facility (s) Tourist accommodation (t) Transport distribution (u) Verandah (v) Warehouse

	(w) Winery (x) Workers' accommodation
Siting and Design	
PO 2.1 Development is provided with suitable vehicle access.	DTS/DPF 2.1 Development is serviced by an all-weather trafficable public road.
PO 2.2 Buildings are generally located on flat land to minimise cut and fill and the associated visual impacts.	DTS/DPF 2.2 Buildings: <ul style="list-style-type: none"> (a) are located on a site with a slope not greater than 10% (1-in-10) (b) do not result excavation and/or filling of land that is greater than 1.5m from natural ground level.
Horticulture	
PO 3.1 Horticulture is located and conducted on land that has the physical capability of supporting the activity and in a manner that: <ul style="list-style-type: none"> (a) enhances the productivity of the land for the growing of food and produce in a sustainable manner (b) avoids adverse interface conflicts with other land uses (c) utilises sound environmental practices to mitigate negative impacts on natural resources and water quality (d) is sympathetic to surrounding rural landscape character and amenity, where horticulture is proposed to be carried out in an enclosed building such as such as a greenhouse. 	DTS/DPF 3.1 Horticultural activities: <ul style="list-style-type: none"> (a) are conducted on an allotment with an area of at least 1ha (b) are sited on land with a slope not greater than 10% (1-in-10) (c) are not conducted within 50m of a watercourse or native vegetation (d) are not conducted within 100m of a sensitive receiver in other ownership (e) provide for a headland area between plantings and property boundaries of at least 10m in width (f) where carried out in an enclosed building such as a greenhouse, the building has a total floor area not greater than 250m² (g) in the form of olive growing, is not located within 500m of a conservation or national park.
Rural Industry	
PO 4.1 Small-scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities provide opportunities for diversification and value adding to locally sourced primary production activities.	DTS/DPF 4.1 Industries, storage, warehousing, produce grading and packing and transport distribution activities and similar activities (or any combination thereof): <ul style="list-style-type: none"> (a) are directly related and ancillary to a primary production use on the same or adjoining allotment (b) are located on an allotment not less than 2ha in area (c) have a total floor area not exceeding 350m².
PO 4.2 Expansion of established small-scale or new large scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities: <ul style="list-style-type: none"> (a) are commensurate with the allotment on which it is situated to mitigate adverse impacts on the amenity of land in other ownership and the character of locality (b) realise efficiencies in primary production related storage, sorting, packaging, manufacturing and the like (c) primarily involve primary production commodities sourced from the same allotment and/or surrounding rural areas. 	DTS/DPF 4.2 None are applicable.
PO 4.3 Industry, storage, warehousing, transport distribution or similar activities are sited, designed and of a scale that maintains rural function and character in a manner that respects landscape amenity.	DTS/DPF 4.3 Buildings and associated activities: <ul style="list-style-type: none"> (a) are setback at least 50m from all road and allotment boundaries

	<ul style="list-style-type: none"> (b) are not sited within 100m of a sensitive receiver in other ownership (c) have a building height not greater than 10m above natural ground level (d) incorporate the loading and unloading of vehicles within the confines of the allotment.
Dwellings	
<p>PO 5.1</p> <p>Dwellings provide a convenient base for landowners to conduct and manage commercial scale primary production and related value adding activities without compromising the use of the allotment, adjacent land or long term purpose of the zone for primary production or related tourism values due to a proliferation of dwellings.</p>	<p>DTS/DPF 5.1</p> <p>Dwellings:</p> <ul style="list-style-type: none"> (a) are located on an allotment with an area not less than: (b) are located on an allotment used for and is ancillary to primary production and/or primary production related value-adding activities (c) will not result in more than one dwelling on an allotment. <p>In relation to DTS/DPF 5.1, in instances where:</p> <ul style="list-style-type: none"> (d) more than one value is returned, refer to the <i>Minimum Dwelling Allotment Size Technical and Numeric Variation</i> layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (e) no value is returned for DTS/DPF 5.1(a) (ie there is a blank field), then there is no minimum dwelling allotment size applicable and DTS/DPF 5.1(a) is met.
<p>PO 5.2</p> <p>Dwelling are sited, designed and of a scale that maintains a pleasant natural and rural character and amenity.</p>	<p>DTS/DPF 5.2</p> <p>Dwellings:</p> <ul style="list-style-type: none"> (a) are setback from all allotment boundaries by at least 40m (b) do not exceed 2 building levels and 9m measured from the top of the footings (c) have a wall height no greater than 6m.
<p>PO 5.3</p> <p>Development resulting in more than one dwelling on an allotment supports ageing in place for the owner of the allotment or multi-generational management of farms in a manner that minimises the potential loss of land available for primary production.</p>	<p>DTS/DPF 5.3</p> <p>Dwelling that will result in more than one dwelling on an allotment where all the following are satisfied:</p> <ul style="list-style-type: none"> (a) it is located within 20m of an existing dwelling (b) share the same utilities of the existing dwelling (c) will use the same access point from a public road as the existing dwelling (d) it is located on an allotment not less than 40ha in area (e) will not result in more than two dwellings on an allotment.
<p>PO 5.4</p> <p>Dwelling additions are sited, designed and of a scale that maintains a pleasant rural character and amenity.</p>	<p>DTS/DPF 5.4</p> <p>Additions or alterations to an existing dwelling:</p> <ul style="list-style-type: none"> (a) are setback behind the main façade of the existing dwelling (b) do not exceed 2 building levels and 9m measured from the top of the footings (c) have a wall height that is no greater than 6m from the top of the footings.
Shops, Tourism and Function Venues	
<p>PO 6.1</p> <p>Shops are associated with an existing primary production or primary</p>	<p>DTS/DPF 6.1</p> <p>Shops, other than where located in The Cedars Subzone:</p>

production related value adding industry to support diversification of employment, provide services to visitors and showcase local and regional products.	<ul style="list-style-type: none"> (a) are ancillary to and located on the same allotment or adjoining allotment used for primary production or primary production related value adding industries (b) offer for sale or consumption produce or goods that are primarily sourced, produced or manufactured on the same allotment or adjoining allotments (c) have a gross leasable floor area not exceeding 100m² or 250m² in the case of a cellar door (d) have an area for the display of produce or goods external to a building not exceeding 25m² (e) do not result in more than 75 seats for customer dining purposes in a restaurant.
<p>PO 6.2</p> <p>Shops that are proposed in new buildings are sited, designed and of a scale that maintains a pleasant rural character and amenity.</p>	<p>DTS/DPF 6.2</p> <p>Shops in new buildings:</p> <ul style="list-style-type: none"> (a) are setback from all property boundaries by at least 20m (b) are not sited within 100m of a sensitive receiver in other ownership (c) have a building height that does not exceed 9m above natural ground level.
<p>PO 6.3</p> <p>Tourist accommodation is associated with the primary use of the land for primary production or primary production related value adding industry to enhance and provide authentic visitor experiences.</p>	<p>DTS/DPF 6.3</p> <p>Tourist accommodation, other than where located in The Cedars Subzone:</p> <ul style="list-style-type: none"> (a) is ancillary to and located on the same allotment or an adjoining allotment used for primary production or primary production related value adding industry (b) in relation to the area used for accommodation: <ul style="list-style-type: none"> (i) where in a new building, or buildings, does not exceed a cumulative total floor area of 100m² or (ii) where in an existing building, does not exceed 150m² and (c) does not result in more than one tourist accommodation facility being located on the same allotment.
<p>PO 6.4</p> <p>Tourist accommodation proposed in a new building or buildings are sited, designed and of a scale that maintains a pleasant rural character and amenity.</p>	<p>DTS/DPF 6.4</p> <p>Tourist accommodation in new buildings:</p> <ul style="list-style-type: none"> (a) is setback from all property boundaries by at least 40m (b) has a building height that does not exceed 7m above natural ground level.
<p>PO 6.5</p> <p>Function venues are associated with the primary use of the land for primary production or primary production related value adding industry.</p>	<p>DTS/DPF 6.5</p> <p>Function venues, other than where located in The Cedars Subzone:</p> <ul style="list-style-type: none"> (a) are ancillary to and located on the same allotment or an adjoining allotment used for primary production or primary production related value adding industry (b) do not exceed a capacity of 75 persons for customer dining purposes.
<p>PO 6.6</p> <p>Function venues are sited, designed and of a scale that maintains a pleasant natural and rural character and amenity.</p>	<p>DTS/DPF 6.6</p> <p>Function venues:</p> <ul style="list-style-type: none"> (a) are located on an allotment having an area of at least 5ha (b) are setback from all property boundaries by at least 40m (c) are not sited within 100m of a sensitive receiver in other ownership (d) have a building height that does not exceed 9m above natural ground level.

Offices	
PO 7.1 Offices are directly related to and associated with the primary use of the land for primary production or primary production related value adding industry.	DTS/DPF 7.1 Offices, other than where located in The Cedars Subzone: (a) are ancillary to and located on the same allotment or an adjoining allotment used for primary production or primary production related value adding industry (b) have a gross leasable floor area not exceeding 100m ² .
Adaptive Reuse of Existing Buildings	
PO 8.1 Adaptive reuse of existing buildings for small-scale shops, offices, tourist accommodation or ancillary rural activities.	DTS/DPF 8.1 Development within an existing building is for any of the following: (a) a shop (b) office (c) tourist accommodation.
Workers' accommodation	
PO 9.1 Workers' accommodation provides short-term accommodation for persons temporarily engaged in the production, management or processing of primary produce.	DTS/DPF 9.1 Workers' accommodation: (a) is developed on a site at least 2ha in area (b) has a total floor area not exceeding 250m ² (c) is in the form of a single building or part of a cluster of buildings that are physically connected (d) amenities accommodate not more than 20 persons at any one time (e) is setback at least 50m from a road boundary (f) is setback at least 40m from a side or rear allotment boundary (g) is located within 20m of an existing dwelling on the same allotment (h) does not result in more than one facility being located on the same allotment.
Renewable Energy Facilities	
PO 10.1 Renewable energy facilities and ancillary development minimises significant fragmentation or displacement of existing primary production.	DTS/DPF 10.1 None are applicable.
PO 10.2 Small-scale ground mounted solar power facilities support rural production or value-adding industries.	DTS/DPF 10.2 None are applicable.
Built Form and Character	
PO 11.1 Large buildings designed and sited to reduce impacts on scenic and rural vistas by: (a) having substantial setbacks from boundaries and adjacent public roads (b) using low reflective materials and finishes that blend with the surrounding landscape (c) being located below ridgelines.	DTS/DPF 11.1 None are applicable.
Land Division	
PO 12.1 Land division creating additional allotments is not supported other than where located in The Cedars Subzone to support tourist development.	DTS/DPF 12.1 Except where the land division is proposed in The Cedars Subzone, no additional allotments are created.

<p>PO 12.2</p> <p>Allotment boundaries, including by realignment, are positioned to incorporate sufficient space around existing residential, tourist accommodation and other habitable buildings (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation) to:</p> <ul style="list-style-type: none"> (a) maintain a pleasant rural character and amenity for occupants (b) manage vegetation within the same allotment to mitigate bushfire hazard. 	<p>DTS/DPF 12.2</p> <p>Allotment boundaries are located no closer to an existing residential, tourist accommodation or other habitable building than the greater of the following:</p> <ul style="list-style-type: none"> (a) 40m (b) the distance required to accommodate an asset protection zone wholly within the relevant allotment.
Agricultural Buildings	
<p>PO 13.1</p> <p>Agricultural buildings and associated activities are sited, designed and of a scale that maintains a pleasant rural character and function.</p>	<p>DTS/DPF 13.1</p> <p>Agricultural buildings:</p> <ul style="list-style-type: none"> (a) are located on an allotment having an area of at least 2ha (b) are setback at least 40m from an allotment boundary (c) have a building height not exceeding 10m above natural ground level (d) do not exceed 350m² in total floor area (e) incorporate the loading and unloading of vehicles within the confines of the allotment.
Outbuildings, Carports and Verandahs	
<p>PO 14.1</p> <p>Outbuildings are sited, designed and of a scale that maintain a pleasant natural and rural character and amenity.</p>	<p>DTS/DPF 14.1</p> <p>Outbuildings:</p> <ul style="list-style-type: none"> (a) have a primary street setback that is at least as far back as the building to which it is ancillary (b) have a combined total floor area that does not exceed 100m² (c) do not exceed 5m in wall height measured from natural ground level (not including a gable end) (d) have a total roof height that does not exceed 6m measured from natural ground level (e) if clad in sheet metal, it is pre-colour treated or painted in a non-reflective colour (f) will not result in more than 2 outbuildings on the same allotment.
<p>PO 14.2</p> <p>Carports and verandahs are sited, designed and of a scale to maintain a pleasant natural and rural character and amenity.</p>	<p>DTS/DPF 14.2</p> <p>Carports and verandahs:</p> <ul style="list-style-type: none"> (a) are set back from the primary street at least as far back as the building to which it is ancillary (b) have a total floor area that does not exceed 80m² (c) have a post height that does not exceed 3m measured from natural ground level (not including a gable end) (d) have a total roof height that does not exceed 5m measured from natural ground level (e) if clad in sheet metal, the cladding is pre-colour treated or painted in a non-reflective colour.
Concept Plans	
<p>PO 15.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.</p>	<p>DTS/DPF 15.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <p>In relation to DTS/DPF 15.1, 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 15.1 is met.
Advertisements	
PO 16.1 Freestanding advertisements that identify the associated business without creating a visually dominant element within the locality.	DTS/DPF 16.1 Freestanding advertisements: (a) do not exceed 2m in height (b) do not have a sign face that exceeds 2m ² per side.

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) agricultural building (c) air handling unit, air conditioning system or exhaust fan (d) ancillary accommodation (e) carport (f) deck (g) fence (h) dwelling (i) dwelling addition (j) farming (k) horse keeping (l) internal building work (m) land division (n) outbuilding (o) pergola (p) private bushfire shelter (q) protective tree netting structure (r) replacement building	None specified.

<ul style="list-style-type: none"> (s) retaining wall (t) solar photovoltaic panels (roof mounted) (u) shade sail (v) swimming pool or spa pool and associated swimming pool safety features (w) temporary accommodation in an area affected by bushfire (x) tree damaging activity (y) verandah (z) water tank. 	
<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) industry (b) store (c) warehouse. 	<p>Except development that does not satisfy any of the following:</p> <ul style="list-style-type: none"> 1. Productive Rural Landscape Zone DTS/DPF 4.1 2. Productive Rural Landscape Zone DTS/DPF 4.3.
<p>4. Demolition.</p>	<p>Except any of the following:</p> <ul style="list-style-type: none"> 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
<p>5. Function venue within The Cedars Subzone.</p>	<p>None specified.</p>
<p>6. Function venue.</p>	<p>Except function venue that does not satisfy Productive Rural Landscape Zone DTS/DPF 6.6.</p>
<p>7. Horticulture.</p>	<p>Except horticulture that does not satisfy any of the following:</p> <ul style="list-style-type: none"> 1. Productive Rural Landscape Zone DTS/DPF 3.1(d) 2. Productive Rural Landscape Zone DTS/DPF 3.1(e).
<p>8. Railway line.</p>	<p>Except where located outside of a rail corridor or rail reserve.</p>
<p>9. Shop within The Cedars Subzone.</p>	<p>None specified.</p>
<p>10. Shop.</p>	<p>Except shop that does not satisfy any of the following:</p> <ul style="list-style-type: none"> 1. Productive Rural Landscape Zone DTS/DPF 6.1 2. Productive Rural Landscape Zone DTS/DPF 6.2.
<p>11. Tourist accommodation within The Cedars Subzone.</p>	<p>None specified.</p>
<p>12. Tourist accommodation.</p>	<p>Except tourist accommodation that does not to satisfy any of the following:</p> <ul style="list-style-type: none"> 1. Productive Rural Landscape Zone DTS/DPF 6.3 2. Productive Rural Landscape Zone DTS/DPF 6.4.

Placement of Notices - Exemptions for Performance Assessed Development

Pursuant to regulation 47(6)(c) of the Planning, Development and Infrastructure (General) Regulations 2017, the requirement to place a notice on the relevant land under section 107(3)(a)(ii) of the *Planning, Development and Infrastructure Act 2016* does not apply in the Productive Rural Landscape Zone.

Placement of Notices - Exemptions for Restricted Development

Pursuant to regulation 47(6)(c) of the Planning, Development and Infrastructure (General) Regulations 2017, the requirement to place a notice on the relevant land under section 110(2)(a)(iv) of the *Planning, Development and Infrastructure Act 2016* does not apply in the Productive Rural Landscape Zone.

Part 3 - Overlays

Environment and Food Production Areas Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Protection of valuable rural, landscape, environmental and food production areas from urban encroachment.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Land division undertaken in accordance with Section 7 of the <i>Planning, Development and Infrastructure Act 2016</i> .	DTS/DPF 1.1 None are applicable.

Procedural Matters (PM)

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

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

Hazards (Bushfire - High Risk) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development, including land division is sited and designed to minimise the threat and impact of bushfires on life and property with regard to the following risks: <ul style="list-style-type: none"> (a) potential for uncontrolled bushfire events taking into account the increased frequency and intensity of bushfires as a result of climate change (b) high levels and exposure to ember attack (c) impact from burning debris (d) radiant heat (e) likelihood and direct exposure to flames from a fire front.
DO 2	Activities that increase the number of people living and working in the area or where evacuation would be difficult is sited away from areas of unacceptable bushfire risk.
DO 3	To facilitate access for emergency service vehicles to aid the protection of lives and assets from bushfire danger.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use	
PO 1.1 Development that significantly increases the potential for fire outbreak as a result of the spontaneous combustion of materials, spark generation or through the magnification and reflection of light is not located in areas of unacceptable bushfire risk.	DTS/DPF 1.1 None are applicable.
PO 1.2 Child care facilities, educational facilities, hospitals, retirement and supported accommodation are sited away from areas of unacceptable bushfire risk and locations that: <ul style="list-style-type: none"> (a) are remote from or require extended periods of travel to reach safer locations (b) don't have a safe path of travel to safer locations. 	DTS/DPF 1.2 None are applicable.
Siting	
PO 2.1 Buildings and structures are located away from areas that pose an unacceptable bushfire risk as a result of vegetation cover and type, and terrain.	DTS/DPF 2.1 None are applicable.
Built Form	
PO 3.1 Buildings and structures are designed and configured to reduce the impact of bushfire through using designs that reduce the potential for trapping burning debris against or underneath the building or structure, or between the ground and building floor level in the case of transportable buildings and buildings on stilts.	DTS/DPF 3.1 None are applicable.
PO 3.2 Extensions to buildings, outbuildings and other ancillary structures are sited and constructed using materials to minimise the threat of fire spread to residential and tourist accommodation (including boarding houses, hostels, dormitory style accommodation, student accommodation and Workers' accommodation) in the event of bushfire.	DTS/DPF 3.2 Outbuildings and other ancillary structures are sited no closer than 6m from the habitable building.
Habitable Buildings	
PO 4.1 To minimise the threat, impact and potential exposure to bushfires on life and property, residential and tourist accommodation and habitable buildings for vulnerable communities (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation) is sited on the flatter portion of allotments away from steep slopes.	DTS/DPF 4.1 None are applicable.
PO 4.2 Residential and tourist accommodation and habitable buildings for vulnerable communities (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation) is sited away from vegetated areas that pose an unacceptable bushfire risk.	DTS/DPF 4.2 Residential and tourist accommodation and habitable buildings for vulnerable communities are provided with asset protection zone(s) in accordance with (a) and (b): <ul style="list-style-type: none"> (a) the asset protection zone has a minimum width of at least: <ul style="list-style-type: none"> (i) 50 metres to unmanaged grasslands

	<p>(ii) 100 metres to hazardous bushland vegetation</p> <p>(b) the asset protection zone is contained wholly within the allotment of the development.</p>
<p>PO 4.3</p> <p>Residential and tourist accommodation and habitable buildings for vulnerable communities (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation) has a dedicated area available that:</p> <p>(a) is capable of accommodating a bushfire protection system comprising firefighting equipment and water supply in accordance with <i>Ministerial Building Standard MBS 008 - Designated bushfire prone areas - additional requirements</i></p> <p>(b) includes the provision of an all-weather hardstand area in a location that:</p> <p>(i) allows fire-fighting vehicles to safely access the dedicated water supply and exit the site in a forward direction</p> <p>(ii) is no further than 6 metres from the dedicated water supply outlet(s) where required.</p>	<p>DTS/DPF 4.3</p> <p>None are applicable.</p>
Land Division	
<p>PO 5.1</p> <p>Land division for residential and tourist accommodation and habitable buildings for vulnerable communities (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation) is limited to those areas specifically set aside for these uses.</p>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>
<p>PO 5.2</p> <p>Land division is designed and incorporates measures to minimise the danger of fire hazard to residents and occupants of buildings, and to protect buildings and property from physical damage in the event of a bushfire.</p>	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>
<p>PO 5.3</p> <p>Land division is designed to provide a continuous street pattern (avoiding the use of dead end roads/cul-de-sac road design) to facilitate the safe movement and evacuation of emergency vehicles, residents, occupants and visitors. Where cul-de-sac / dead end roads are proposed, an alternative emergency evacuation route is provided.</p>	<p>DTS/DPF 5.3</p> <p>None are applicable.</p>
<p>PO 5.4</p> <p>Where 10 or more new allotments are proposed, land division includes at least two separate and safe exit points to enable multiple avenues of evacuation in the event of a bushfire.</p>	<p>DTS/DPF 5.4</p> <p>None are applicable.</p>
<p>PO 5.5</p> <p>Land division provides sufficient space for future asset protection zones and incorporates perimeter roads of adequate design in conjunction with bushfire buffer zones to achieve adequate separation between residential allotments and areas of unacceptable bushfire risk and to support safe access for the purposes of fire-fighting.</p>	<p>DTS/DPF 5.5</p> <p>None are applicable.</p>
Vehicle Access –Roads, Driveways and Fire Tracks	
<p>PO 6.1</p> <p>Roads are designed and constructed to facilitate the safe and effective:</p>	<p>DTS/DPF 6.1</p> <p>Roads:</p>

<p>(a) access, operation and evacuation of fire-fighting vehicles and emergency personnel</p> <p>(b) evacuation of residents, occupants and visitors.</p>	<p>(a) are constructed with a formed, all-weather surface</p> <p>(b) have a gradient of not more than 16 degrees (1-in-3.5) at any point along the road</p> <p>(c) have a cross fall of not more than 6 degrees (1-in-9.5) at any point along the road</p> <p>(d) have a minimum formed road width of 6m</p> <p>(e) provide overhead clearance of not less than 4.0m between the road surface and overhanging branches or other obstructions including buildings and/or structures (Figure 1)</p> <p>(f) allow fire-fighting services (personnel and vehicles) to travel in a continuous forward movement around road curves by constructing the curves with a minimum external radius of 12.5m (Figure 2)</p> <p>(g) incorporating cul-de-sac endings or dead end roads are provided within an alternative evacuation route and do not exceed 200m in length and the end of the road has either:</p> <p style="padding-left: 40px;">(i) a turning area with a minimum formed surface radius of 12.5m (Figure 3)</p> <p style="padding-left: 40px;">or</p> <p style="padding-left: 40px;">(ii) a 'T' or 'Y' shaped turning area with a minimum formed surface length of 11m and minimum internal radii of 9.5m (Figure 4)</p> <p>(h) incorporate solid, all-weather crossings over any watercourse that support fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes.</p>
<p>PO 6.2</p> <p>Access to habitable buildings is designed and constructed to facilitate the safe and effective:</p> <p>(a) use, operation and evacuation of fire-fighting and emergency personnel</p> <p>(b) evacuation of residents, occupants and visitors.</p>	<p>DTS/DPF 6.2</p> <p>Access is in accordance with (a) or (b):</p> <p>(a) a clear and unobstructed vehicle or pedestrian pathway of not greater than 60 metres in length is available between the most distant part of the habitable building and the nearest part of a formed public access road</p> <p>(b) driveways:</p> <p style="padding-left: 40px;">(i) do not exceed 600m in length</p> <p style="padding-left: 40px;">(ii) are constructed with a formed, all-weather surface</p> <p style="padding-left: 40px;">(iii) are connected to a formed, all-weather public road with the transition area between the road and driveway having a gradient of not more than 7 degrees (1-in-8)</p> <p style="padding-left: 40px;">(iv) have a gradient of not more than 16 degrees (1-in-3.5) at any point along the driveway</p> <p style="padding-left: 40px;">(v) have a crossfall of not more than 6 degrees (1-in-9.5) at any point along the driveway</p> <p style="padding-left: 40px;">(vi) have a minimum formed width of 3m (4m where the gradient of the driveway is steeper than 12 degrees (1-in-4.5)) plus 0.5 metres clearance either side of the driveway from overhanging branches or other obstructions, including buildings and/or structures (Figure 1)</p> <p style="padding-left: 40px;">(vii) incorporate passing bays with a minimum width of 6m and length of 17m every 200m (Figure 5)</p> <p style="padding-left: 40px;">(viii) provide overhead clearance of not less than 4.0m between the driveway surface and overhanging branches or other obstructions, including buildings and/or structures (Figure 1)</p> <p style="padding-left: 40px;">(ix) allow fire-fighting services (personnel and vehicles) to travel in a continuous forward movement around driveway curves by constructing the curves with a minimum external radius of 12.5m (Figure 2)</p> <p style="padding-left: 40px;">(x) allow fire-fighting vehicles to safely enter and exit an allotment in a forward direction by using a 'U' shaped drive through design or by incorporating at the end of the driveway either:</p> <p style="padding-left: 80px;">A. a loop road around the building</p> <p style="padding-left: 80px;">or</p>

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025	
		B. a turning area with a minimum radius of 12.5m (Figure 3) or C. a 'T' or 'Y' shaped turning area with a minimum formed length of 11m and minimum internal radii of 9.5m (Figure 4)	
		(xi) incorporate solid, all-weather crossings over any watercourse that support fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes.	
PO 6.3	Development does not rely on fire tracks as means of evacuation or access for fire-fighting purposes unless there are no safe alternatives available.	DTS/DPF 6.3	None are applicable.

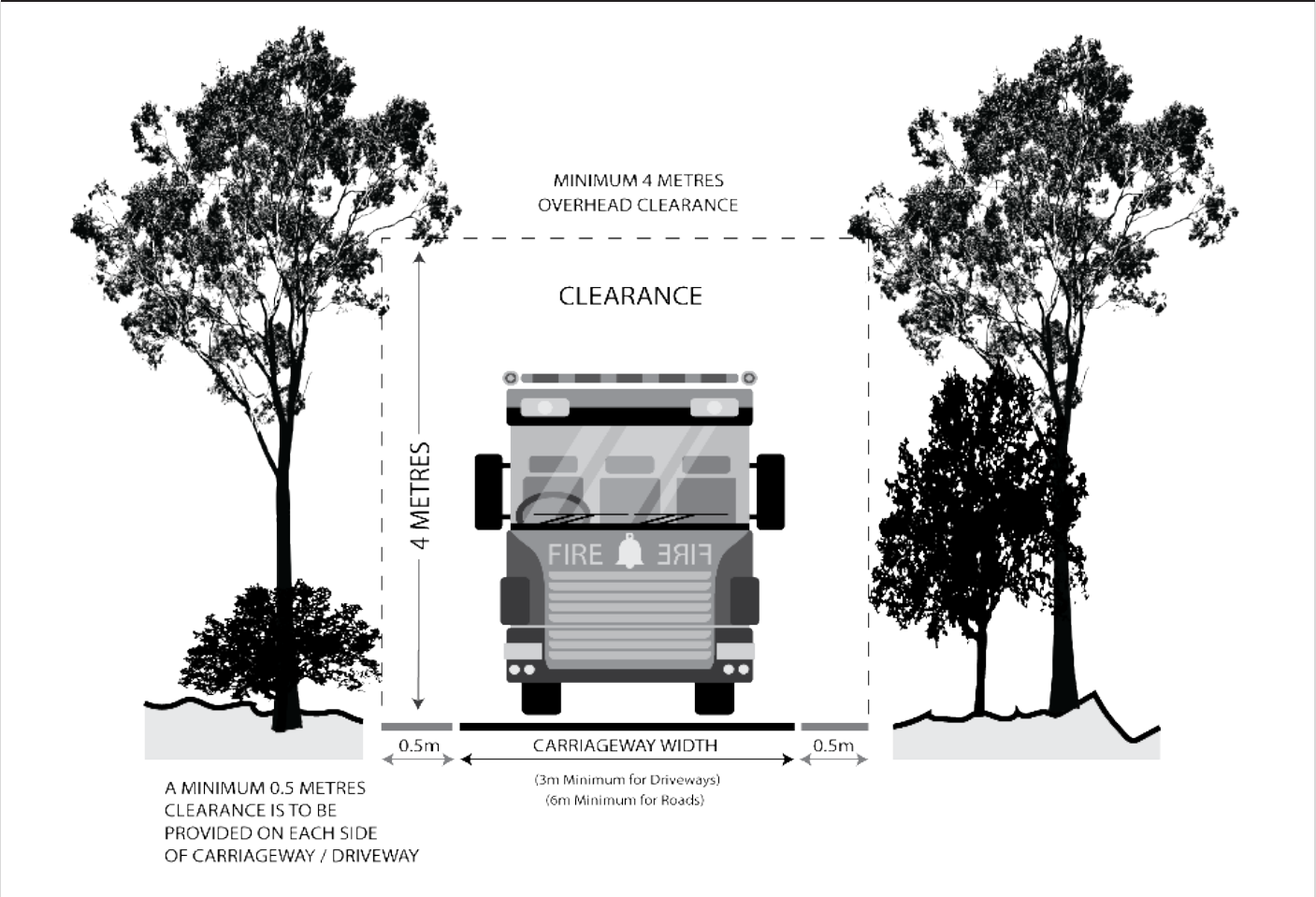
Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Except if a relevant certificate accompanies the application for planning consent in respect of the development, any of the following classes of development (including alterations and additions which increase the floor area of such buildings by 10% or more):</p> <ul style="list-style-type: none"> (a) land division creating one or more additional allotments (b) dwelling (c) ancillary accommodation (d) residential flat building (e) tourist accommodation (f) boarding home (g) dormitory style accommodation (h) workers' accommodation (i) student accommodation (j) child care facility (k) educational facility (l) retirement village (m) supported accommodation (n) residential park (o) hospital (p) camp ground. 	South Australian Country Fire Service.	To provide expert assessment and direction to the relevant authority on the potential impacts of bushfire on the development.	Development of a class to which Schedule 9 clause 3 item 2 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Figures and Diagrams

Fire Appliance Clearances
Figure 1 - Overhead and Side Clearances



Roads and Driveway Design

Figure 2 - Road and Driveway Curves

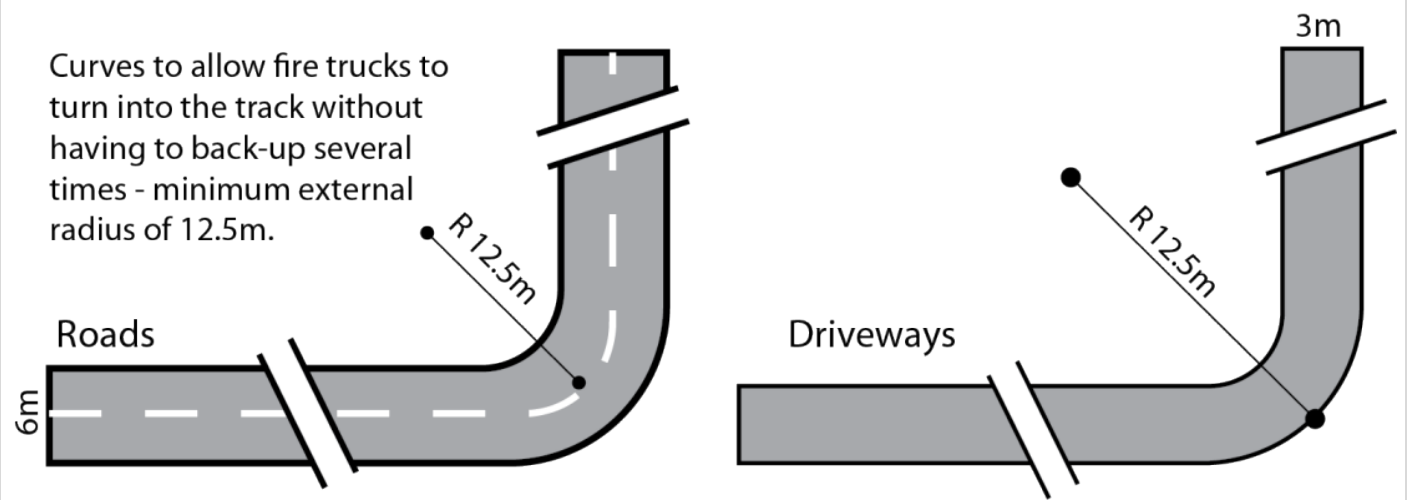


Figure 3 - Full Circle Turning Area

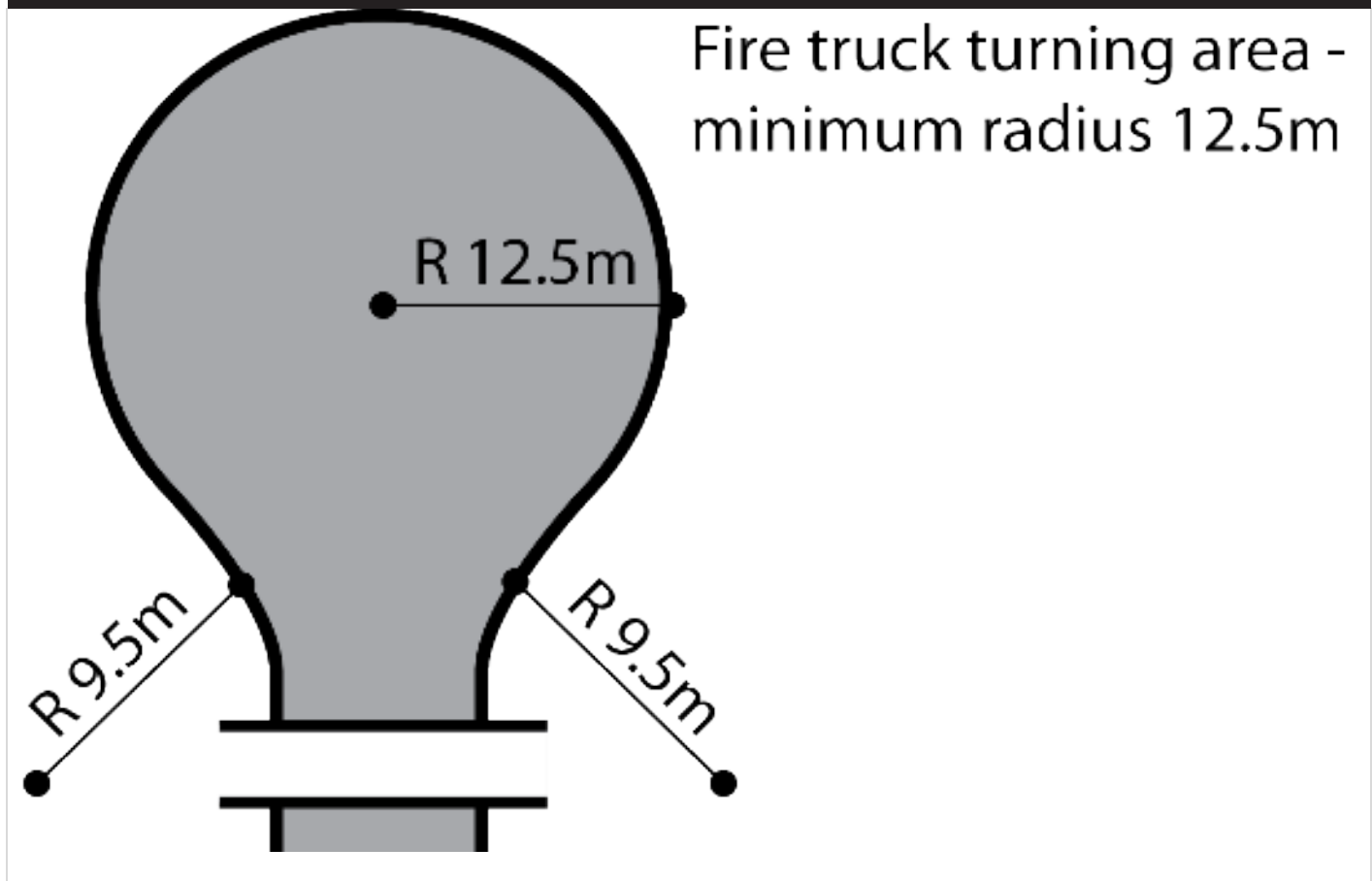
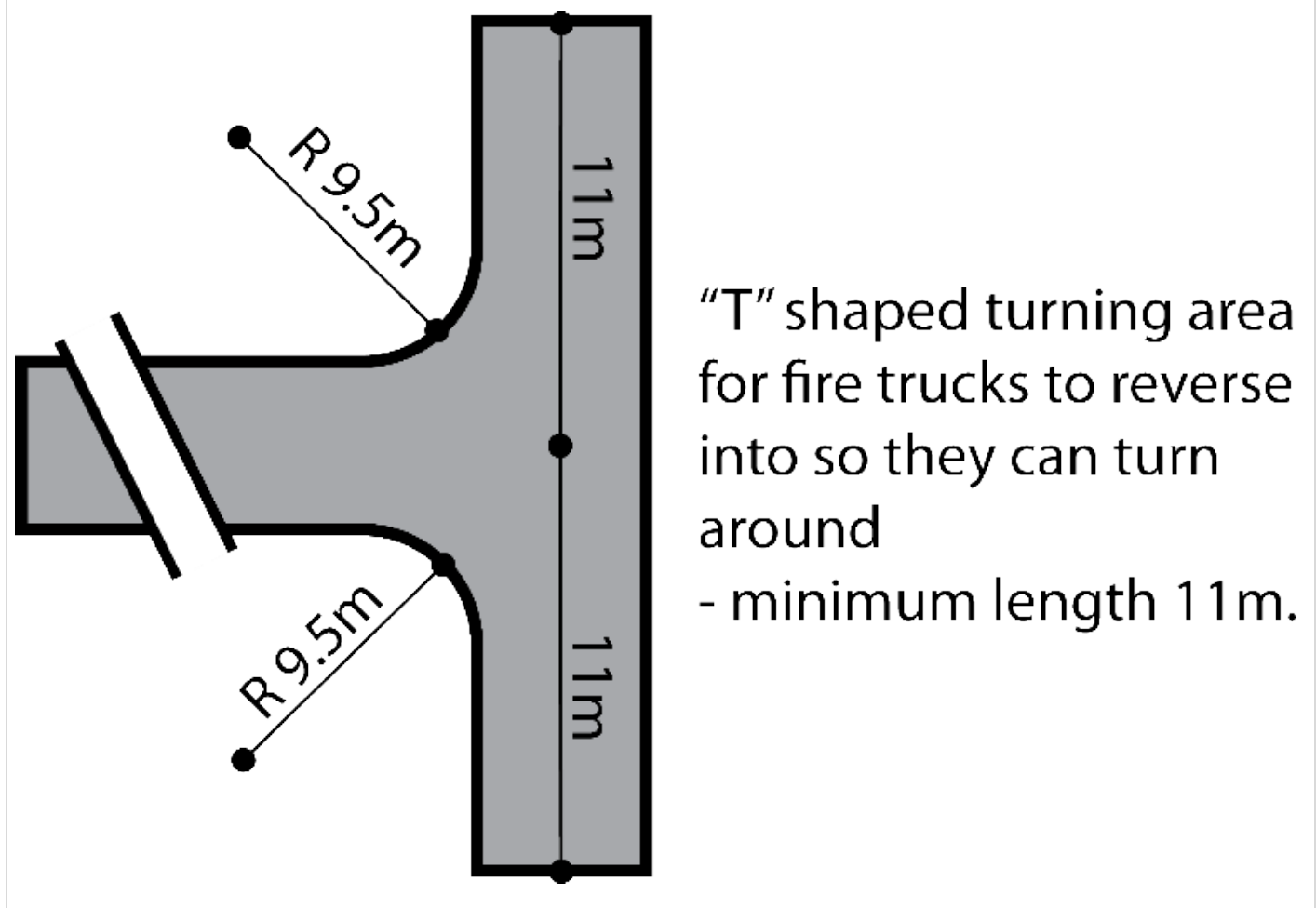


Figure 4 - 'T' or 'Y' Shaped Turning Head



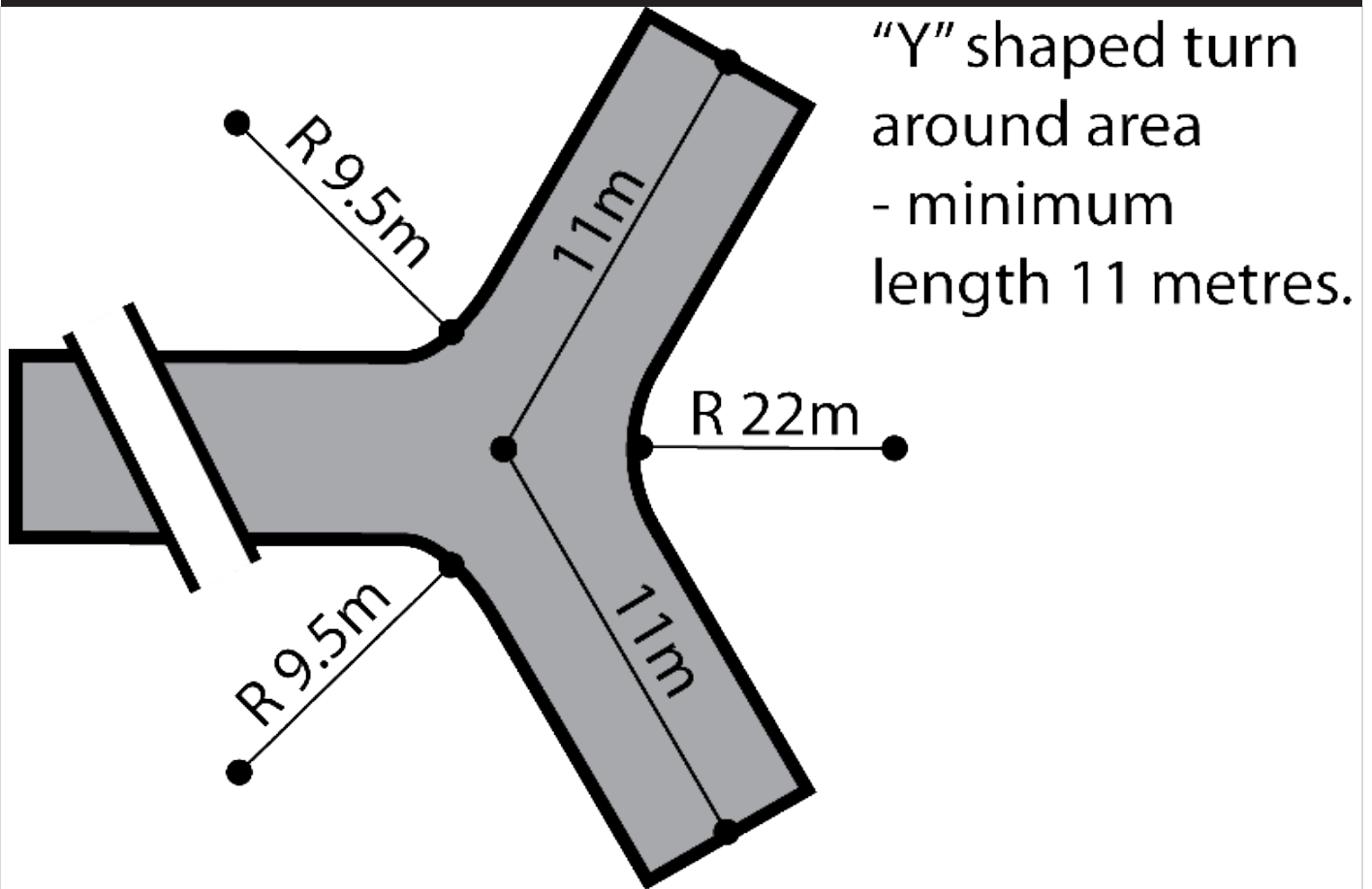
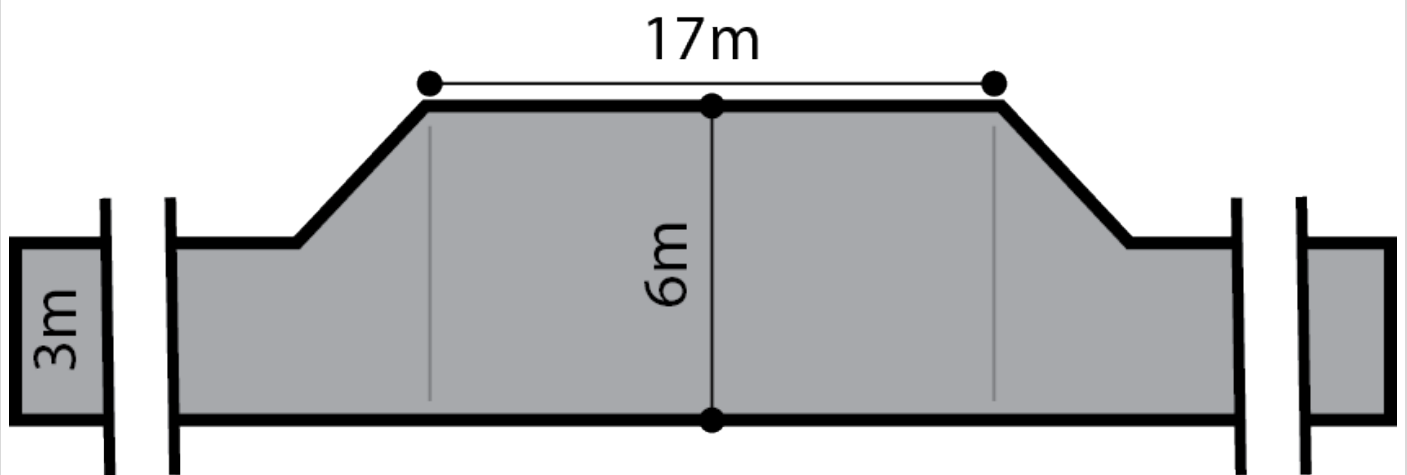


Figure 5 - Driveway Passing Bays

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



Hazards (Flooding - Evidence Required) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 1.1 Development is sited, designed and constructed to minimise the risk of entry of potential floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 1.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished floor level at least 300mm above: (a) the highest point of top of kerb of the primary street or (b) the highest point of natural ground level at the primary 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)

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	

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025
PO 2.1 Land division adjacent to a State or Local Heritage Place creates allotments that are of a size and dimension that enables the siting and setbacks of new buildings from allotment boundaries so that they do not dominate, encroach or unduly impact on the setting of the Place.	DTS/DPF 2.1 None are applicable.	

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development which in the opinion of the relevant authority materially affects the context within which the State Heritage Place is situated.	Minister responsible for the administration of the <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.

Limited Land Division Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	The long term use of land for primary production is maintained by minimising fragmentation through division of land.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Land division does not result in the creation of an additional allotment.	DTS/DPF 1.1 No additional allotments are created.
PO 1.2 Land division involving boundary realignments occurs only where the number of resulting allotments with a site area less than that specified in the relevant Zone is not greater than the number that existed prior to the realignment.	DTS/DPF 1.2 None are applicable.

Procedural Matters (PM) - Referrals

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

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

Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Wastewater	
<p>DTS/DPF 2.4</p> <p>All components of an effluent disposal area are:</p> <ul style="list-style-type: none"> (a) set back 50 metres or more from a watercourse (b) set back 100 metres or more from a public water supply reservoir (c) located on land with a slope no greater than 1-in-5 (20%) (d) located on land with 1.2m or more depth to bedrock or a seasonal or permanent water table (e) above the 10% AEP flood level. 	Stormwater
<p>DTS/DPF 3.4</p> <p>Development includes:</p> <ul style="list-style-type: none"> (a) rainwater tanks with a minimum capacity of 1,000L connected to carports, verandahs and outbuildings or (b) rainwater tanks with a minimum capacity of 4,500L connected to agricultural buildings exceeding 100m². 	<p>DTS/DPF 3.5</p> <p>Dwelling additions are connected to a rainwater tank with a minimum capacity of 1,000L.</p>
<p>DTS/DPF 3.6</p> <p>Shops and tourist accommodation satisfy all the following:</p> <ul style="list-style-type: none"> (a) are located 50m or more from watercourses, wetlands, land prone to waterlogging and bores (b) are located 100m or more from public water supply reservoirs and diversion weirs (c) are located on land with a slope not exceeding 20% (d) includes buildings connected to rainwater tanks with a minimum capacity of 1,000L (e) includes swales that divert clean stormwater away from areas where it could be polluted. 	<p>DTS/DPF 3.9</p> <p>Excavation and/or filling satisfy all the following:</p> <ul style="list-style-type: none"> (a) is located 50m or more from watercourses (b) is located 100m or more from public water supply reservoirs and diversion weirs (c) does not involve excavation exceeding a vertical height of 0.75m (d) does not involve filling exceeding a vertical height of 0.75m (e) does not involve a total combined excavation and filling vertical height of 1.5m.

Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Safeguard Greater Adelaide's public water supply by ensuring development has a neutral or beneficial effect on the quality of water harvested from secondary reservoirs or diversion weir catchments from the Mount Lofty Ranges.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Quality	
PO 1.1 Development results in a neutral or beneficial effect on the quality of water draining from the site to maintain and enhance the role of the catchment as a water supply.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development does not include land uses that have the potential to cause adverse impacts on the quality of water draining into secondary public water supply reservoirs and weirs.	DTS/DPF 1.2 Development does not involve any one or combination of the following: (a) landfill (b) special industry.
Wastewater	
PO 2.1 Development that generates human wastewater, including alterations and additions, are established at an intensity and in a manner to minimise potential adverse impact on water quality within secondary reservoir and weir catchment areas.	DTS/DPF 2.1 Development including alterations and additions, in combination with existing built form and activities within an allotment: (a) do not generate a combined total of more than 1500 litres of wastewater per day and (b) will be connected to the same on-site wastewater system that is compliant with relevant South Australian standards or is otherwise connected to a sewer or community wastewater management system.
PO 2.2 Dairy development is of a scale and design that will avoid adverse water quality impacts.	DTS/DPF 2.2 Dairy development satisfies all of the following: (a) is located at least 100 metres from any watercourse, dam, bore or well (b) is connected to a wastewater management system that is located 200 metres from any watercourse, dam, bore or well and is designed and constructed to avoid leakage to groundwater or overflow under extreme rainfall conditions (c) treated wastewater irrigation areas: (i) have a slope of less than 1-in-5 (20 percent) (ii) are greater than 100 metres from any watercourse, dam, bore or well are suitable to provide for seasonal wastewater irrigation without causing pollution of surface or groundwater.
PO 2.3 Development that generates trade or industrial wastewater is designed to ensure wastewater disposal avoids adverse impacts on the quality of water draining into secondary public water supply reservoirs and weirs.	DTS/DPF 2.3 Development that generates trade or industrial wastewater is connected to: (a) a sewer or community wastewater management system with sufficient hydraulic and treatment capacity to accept the inflow

	<p>or</p> <p>(b) an on-site wastewater holding tank which has storage capacity of more than four days total flow during peak operations and is contained within an impervious, bunded area with a total liquid holding capacity of more than 120 percent of the total holding tank capacity, prior to transporting for off-site disposal.</p>
<p>PO 2.4</p> <p>Wastewater management systems result in a neutral or beneficial effect on the quality of water draining from the site.</p>	<p>DTS/DPF 2.4</p> <p>Development results in:</p> <p>(a) a building or land use that is currently connected to an existing on-site wastewater system that is non-compliant with relevant South Australian standards being connected to a new or upgraded system that complies with such standards</p> <p>or</p> <p>(b) an existing on-site wastewater system being decommissioned and wastewater being disposed of to a sewer or community wastewater management system that complies with relevant South Australian standards.</p>
<p>PO 2.5</p> <p>Surface and groundwater protected from wastewater discharge pollution.</p>	<p>DTS/DPF 2.5</p> <p>All components of an effluent disposal area are:</p> <p>(a) setback 50 metres or more from a watercourse</p> <p>(b) setback 100 metres or more from a public water supply reservoir</p> <p>(c) located on land with a slope no greater than 1-in-5 (20%)</p> <p>(d) located on land with 1.2m or more depth to bedrock or a seasonal or permanent water table</p> <p>(e) above the 10% AEP flood level.</p>
Stormwater	
<p>PO 3.1</p> <p>Post-development peak stormwater discharge quantities and rates do not exceed pre-development quantities and rates to maintain water quality leaving the site.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
<p>PO 3.2</p> <p>Stormwater run-off from areas not likely to be subject to pollution diverted away from areas that could cause pollution.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
<p>PO 3.3</p> <p>Polluted stormwater is treated prior to discharge from the site.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>
<p>PO 3.4</p> <p>Stormwater from carports, verandahs, outbuildings and agricultural buildings captured to protect water quality.</p>	<p>DTS/DPF 3.4</p> <p>Development includes:</p> <p>(a) rainwater tanks with a minimum capacity of 1,000L connected to carports, verandahs and outbuildings</p> <p>or</p> <p>(b) rainwater tanks with a minimum capacity of 4,500L connected to agricultural buildings exceeding 100m².</p>
<p>PO 3.5</p> <p>Stormwater from dwelling additions captured to protect water quality.</p>	<p>DTS/DPF 3.5</p> <p>Dwelling additions are connected to a rainwater tank with a minimum capacity of 1,000L.</p>
<p>PO 3.6</p> <p>Stormwater from shops and tourist accommodation is managed to protect water quality.</p>	<p>DTS/DPF 3.6</p> <p>Shops and tourist accommodation satisfy all the following:</p> <p>(a) are located 50m or more from watercourses, wetlands, land prone to waterlogging and bores</p> <p>(b) are located 100m or more from public water supply reservoirs and diversion weirs</p>

	<ul style="list-style-type: none"> (c) are located on land with a slope not exceeding 20% (d) includes buildings connected to rainwater tanks with a minimum capacity of 1,000L (e) includes swales that divert clean stormwater away from areas where it could be polluted.
<p>PO 3.7</p> <p>Stormwater from horse keeping and low intensity animal husbandry is managed to protect water quality.</p>	<p>DTS/DPF 3.7</p> <p>Horse keeping and low intensity animal husbandry satisfy all the following:</p> <ul style="list-style-type: none"> (a) is located 50m or more from watercourses, wetlands, land prone to waterlogging and bores (b) is located on land with a slope not exceeding 10% (c) includes stables, shelters or other roofed structures connected to rainwater tanks with a minimum capacity of 1,000L (d) includes swales that divert clean stormwater away from areas (including yards, manure storage areas, and watering points) within which it could be polluted.
<p>PO 3.8</p> <p>Stormwater from horticulture is managed to protect water quality.</p>	<p>DTS/DPF 3.8</p> <p>Horticulture satisfies all the following:</p> <ul style="list-style-type: none"> (a) is located 50m or more from watercourses, wetlands, land prone to waterlogging and bores (b) is located 100m or more from public water supply reservoirs and diversion weirs (c) is located on land with a slope not exceeding 10% (d) includes swales or other structures that divert clean stormwater away from areas (including plant growing areas, chemical storage areas and plant waste storage areas) within which it could be polluted.
<p>PO 3.9</p> <p>Stormwater from excavated and filled areas is managed to protect water quality.</p>	<p>DTS/DPF 3.9</p> <p>Excavation and/or filling satisfy all the following:</p> <ul style="list-style-type: none"> (a) is located 50m or more from watercourses (b) is located 100m or more from public water supply reservoirs and diversion weirs (c) does not involve excavation exceeding a vertical height of 0.75m (d) does not involve filling exceeding a vertical height of 0.75m (e) does not involve a total combined excavation and filling vertical height of 1.5m.
Landscapes and Natural Features	
<p>PO 4.1</p> <p>Development minimises the need to modify landscapes and natural features.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
Land Division	
<p>PO 5.1</p> <p>Land division does not result in an increased risk of pollution to surface or underground water.</p>	<p>DTS/DPF 5.1</p> <p>Land division does not create additional allotments and satisfies (a) and/or (b):</p> <ul style="list-style-type: none"> (a) is for realignment of allotment boundaries to correct an anomaly in the placement of those boundaries with respect to the location of existing buildings or structures or (b) is for realignment of allotment boundaries in order to improve management of the land for primary production and/or conservation of natural features.
PO 5.2	DTS/DPF 5.2

Realignment of allotment boundaries does not create development potential for a dwelling and associated onsite wastewater management system where no such potential currently exists.	None are applicable.
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------

Procedural Matters (PM)

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Any of the following classes of development that are not connected (or not proposed to be connected) to a community wastewater management system or sewerage infrastructure:</p> <ul style="list-style-type: none"> (a) land division creating one or more additional allotments, either partly or wholly within the area of the overlay (b) function venue with more than 75 seats for customer dining purposes (c) restaurant with more than 40 seats for customer dining purposes (d) restaurant with more than 30 seats for customer dining purposes in association with a cellar door (e) dwelling where a habitable dwelling or tourist accommodation or workers' accommodation already exists on the same allotment (including where a valid planning authorisation exists to erect a dwelling or tourist accommodation or workers' accommodation on the same allotment), except where the existing habitable dwelling or tourist accommodation or workers' accommodation on the same allotment is proposed to be demolished and the existing on-site wastewater system is proposed to be decommissioned (f) tourist accommodation where a habitable dwelling or tourist accommodation or workers' accommodation already exists on the same allotment (including where a valid planning authorisation exists to erect a habitable dwelling or tourist accommodation or workers' accommodation on the same allotment), except where the existing habitable dwelling or tourist accommodation or workers' accommodation on the same allotment is proposed to be demolished and the existing on-site wastewater system is proposed to be decommissioned (g) workers' accommodation where a habitable dwelling or tourist accommodation or workers' accommodation already exists on the same allotment (including where a valid planning authorisation exists to erect a habitable dwelling or tourist accommodation or workers' accommodation on the same allotment), except where the existing habitable dwelling or tourist accommodation or workers' accommodation on the same allotment is proposed to be demolished and the existing on-site wastewater system is proposed to be decommissioned (h) any other development that generates human wastewater from a peak loading capacity of more than 40 persons (or more than 6,000 litres/day) 	Environment Protection Authority.	To provide expert technical assessment and direction to the relevant authority on whether a proposed development will have a neutral or beneficial impact on water quality.	Development of a class to which Schedule 9 clause 3 item 9 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Composting works (excluding a prescribed approved activity) - being a depot, facility or works with the capacity to treat, during a 12 month period more than 200 tonnes of organic waste or matter (EPA Licence)			
Wastewater treatment works - being sewage treatment works, a community wastewater management system, winery wastewater treatment works or any other wastewater treatment works with the capacity to treat, during a 12 month period more than 2.5 ML of wastewater (EPA Licence required at more than 5ML)			
Feedlots - being carrying on an operation for holding in confined yard or area and feeding principally by mechanical means or by hand not less than an average of 200 cattle (EPA Licence) or 1,600 sheep or goats per day over any period of 12 months, but excluding any such operation carried on at an abattoir, slaughterhouse or saleyard or for the purpose only of drought or other emergency feeding			
Piggeries - being the conduct of a piggery (being premises having confined or roofed structures for keeping pigs) with a capacity of 130 or more standard pig units (EPA Licence required at 650 or more standard pig units)			
Dairies - carrying on of a dairy with a total processing capacity exceeding 100 milking animals at any one time.			

Native Vegetation Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Environmental Protection	
PO 1.1 Development avoids, or where it cannot be practically avoided, minimises the clearance of native vegetation taking into account the siting of buildings, access points, bushfire protection measures and building maintenance.	DTS/DPF 1.1 An application is accompanied by: <ul style="list-style-type: none"> (a) a declaration stating that the proposal will not, or would not, involve clearance of native vegetation under the Native Vegetation Act 1991, including any clearance that may occur: <ul style="list-style-type: none"> (i) in connection with a relevant access point and / or driveway (ii) within 10m of a building (other than a residential building or tourist accommodation)

	<ul style="list-style-type: none"> (iii) within 20m of a dwelling or addition to an existing dwelling for fire prevention and control (iv) within 50m of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area <p>or</p> <ul style="list-style-type: none"> (b) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the clearance is categorised as 'Level 1 clearance'.
<p>PO 1.2</p> <p>Native vegetation clearance in association with development avoids the following:</p> <ul style="list-style-type: none"> (a) significant wildlife habitat and movement corridors (b) rare, vulnerable or endangered plants species (c) native vegetation that is significant because it is located in an area which has been extensively cleared (d) native vegetation that is growing in, or in association with, a wetland environment. 	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>Intensive animal husbandry, commercial forestry and agricultural activities are sited, set back and designed to minimise impacts on native vegetation, including impacts on native vegetation in an adjacent State Significant Native Vegetation Area, from:</p> <ul style="list-style-type: none"> (a) in the case of commercial forestry, the spread of fires from a plantation (b) the spread of pest plants and phytophthora (c) the spread of non-indigenous plants species (d) excessive nutrient loading of the soil or loading arising from surface water runoff (e) soil compaction (f) chemical spray drift. 	<p>DTS/DPF 1.3</p> <p>Development within 500 metres of a boundary of a State Significant Native Vegetation Area does not involve any of the following:</p> <ul style="list-style-type: none"> (a) horticulture (b) intensive animal husbandry (c) dairy (d) commercial forestry (e) aquaculture.
<p>PO 1.4</p> <p>Development restores and enhances biodiversity and habitat values through revegetation using locally indigenous plant species.</p>	<p>DTS/DPF 1.4</p> <p>None are applicable.</p>
Land division	
<p>PO 2.1</p> <p>Land division does not result in the fragmentation of land containing native vegetation, or necessitate the clearance of native vegetation, unless such clearance is considered minor, taking into account the location of allotment boundaries, access ways, fire breaks, boundary fencing and potential building siting or the like.</p>	<p>DTS/DPF 2.1</p> <p>Land division where:</p> <ul style="list-style-type: none"> (a) an application is accompanied by one of the following: <ul style="list-style-type: none"> (i) a declaration stating that none of the allotments in the proposed plan of division contain native vegetation under the <i>Native Vegetation Act 1991</i> (ii) a declaration stating that no native vegetation clearance under the <i>Native Vegetation Act 1991</i> will be required as a result of the division of land (iii) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the vegetation to be cleared is categorised as 'Level 1 clearance' <p>or</p> <ul style="list-style-type: none"> (b) an application for land division which is being considered concurrently with a proposal to develop each allotment which will satisfy, or would satisfy, the requirements of DTS/DPF 1.1, including any clearance that may occur <p>or</p> <ul style="list-style-type: none"> (c) the division is to support a Heritage Agreement under the Native Vegetation Act 1991 or the <i>Heritage Places Act 1993</i>.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development that is the subject of a report prepared in accordance with Regulation 18(2)(a) of the <i>Native Vegetation Regulations 2017</i> that categorises the clearance, or potential clearance, as 'Level 3 clearance' or 'Level 4 clearance'.	Native Vegetation Council	To provide expert assessment and direction to the relevant authority on the potential impacts of development on native vegetation.	Development of a class to which Schedule 9 clause 3 item 11 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Prescribed Water Resources Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>All development, but in particular development involving any of the following:</p> <ul style="list-style-type: none"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry <p>has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed water resource areas.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies either of the following:</p> <ul style="list-style-type: none"> (a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or (b) the proposal does not involve the taking of water for which a licence would be required under the <i>Landscape South Australia Act 2019</i>.
<p>PO 1.2</p> <p>Development comprising the erection, construction, modification, enlargement or removal of a dam, wall or other structure that will collect or divert surface water flowing over land is undertaken in a</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>

manner that maintains the quality and quantity of flows required to meet the needs of the environment as well as downstream users.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development that comprises the erection, construction, modification, enlargement or removal of a dam, wall or other structure that will collect or divert, or collects or diverts surface water flowing over land.	Relevant authority under the <i>Landscape South Australia Act 2019</i> that would, if it were not for the operation of section 106(1)(e) of that Act, have the authority under that Act to grant or refuse a permit to undertake the subject development.	To provide expert assessment and direction to the relevant authority on potential impacts from development on the health, sustainability and/or natural flow paths of water resources in accordance with the provisions of the relevant water allocation plan or regional landscape plan or equivalent.	Development of a class to which Schedule 9 clause 3 item 12 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
Any of the following classes of development that require or may require water to be taken in addition to any allocation that has already been granted under the <i>Landscape South Australia Act 2019</i> :	The Chief Executive of the Department of the Minister responsible for the administration of the <i>Landscape South Australia Act 2019</i> .	To provide expert technical assessment and direction to the relevant authority on the taking of water to ensure development is undertaken sustainably and maintains the health and natural flow paths of water resources.	Development of a class to which Schedule 9 clause 3 item 13 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
<ul style="list-style-type: none"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry 			
Commercial forestry that requires a forest water licence under Part 8 Division 6 of the <i>Landscape South Australia Act 2019</i> .			

Scenic Quality Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development complements natural and rural character, and areas of scenic value.

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 Land uses that complement and enhance the natural and rural character.	DTS/DPF 1.1 None are applicable.

Built Form and Character	
PO 2.1 Development is carefully sited and designed to: <ul style="list-style-type: none"> (a) complement rural or natural character (b) minimise disruption to natural landform (c) integrate existing natural environmental features (d) minimise impacts on scenic features (e) be low-scale (f) be visually unobtrusive and blend in with the surrounding area 	DTS/DPF 2.1 None are applicable.
Landscaping	
PO 3.1 Landscaping comprises locally indigenous species to enhance landscape quality and habitat restoration.	DTS/DPF 3.1 Landscaping plantings exclusively constitute locally indigenous plant species.
Earthworks	
PO 4.1 Excavation and filling of land is limited to that required to reduce the visual prominence of buildings and make provision for water storage facilities to maintain natural landforms and landscapes.	DTS/DPF 4.1 Excavation and/or filling is associated with a building or water storage facility and satisfies all of the following: <ul style="list-style-type: none"> (a) does not involve excavation exceeding a vertical height of 750mm (b) does not involve filling exceeding a vertical height of 750mm (c) does not involve a total combined excavation and filling vertical height of 1.5m (d) any scree slope is covered in topsoil and landscaped.

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

State Significant Native Vegetation Areas Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Protect, retain and restore significant areas of native vegetation.

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

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

Environmental Protection	
<p>PO 1.1</p> <p>Development enhances biodiversity and habitat values through revegetation and avoiding native vegetation clearance except to promote an appreciation and awareness of wildlife areas, including visitor parking and amenities, or for the administration and management of a reserve or park established for the protection and conservation of wildlife.</p>	<p>DTS/DPF 1.1</p> <p>An application is accompanied by either (a) or (b):</p> <ul style="list-style-type: none"> (a) a declaration stating that the proposal will not , or would not, involve clearance of native vegetation under the <i>Native Vegetation Act 1991</i>, including any clearance that may occur: <ul style="list-style-type: none"> (i) in connection with a relevant access point and / or driveway (ii) within 10m of a building (other than a residential building or tourist accommodation) (iii) within 20m of a dwelling or addition to an existing dwelling for fire prevention and control (iv) within 50m of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area (b) a report prepared in accordance with Regulation 18(2)(a) of the <i>Native Vegetation Regulations 2017</i> that confirms that the clearance is categorised as 'Level 1 clearance'.
Land division	
<p>PO 2.1</p> <p>Land division that contributes to the conservation, protection and enhancement of native vegetation.</p>	<p>DTS/DPF 2.1</p> <p>Land division satisfies one of the following:</p> <ul style="list-style-type: none"> (a) to create a public road or a public reserve where the application is accompanied by a report prepared in accordance with Regulation 18(2)(a) of the <i>Native Vegetation Regulations 2017</i> in which the extent of native vegetation clearance proposed to be undertaken in connection with the division is categorised as 'Level 1 clearance' (b) to realign allotment boundaries to incorporate land into a park or reserve established under the <i>National Parks and Wildlife Act 1972</i>.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>The following classes of development:</p> <ul style="list-style-type: none"> (a) land division where a report prepared in accordance with Regulation 18(2)(a) of the <i>Native Vegetation Regulations 2017</i> in connection with a development application categorises the clearance, or potential clearance, as 'Level 2 clearance', 'Level 3 clearance' or 'Level 4 clearance' (b) all other classes of development other than where DTS/DPF 1.1(a) or DTS/DPF 1.1(b) is achieved. 	Native Vegetation Council	To provide expert assessment and direction to the relevant authority on the potential impacts of development on native vegetation.	Development of a class to which Schedule 9 clause 3 item 11 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
<p>PO 1.1</p> <p>Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.</p>	<p>DTS/DPF 1.1</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more.
<p>PO 1.2</p> <p>Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.</p>	<p>DTS/DPF 1.2</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more.
<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) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<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) except where a proposed development has previously been referred under clause (b) - a building, or buildings, containing in excess of 50 dwellings (b) except where a proposed development has previously been referred under clause (a) - land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more. 	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.

Water Resources Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Catchment	
PO 1.1 Watercourses and their beds, banks, wetlands and floodplains (1% AEP flood extent) are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.	DTS/DPF 1.1 None are applicable.
PO 1.2	DTS/DPF 1.2

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025
Development avoids interfering with the existing hydrology or water regime of swamps and wetlands other than to improve the existing conditions to enhance environmental values.		None are applicable.
PO 1.3 Wetlands and low-lying areas providing habitat for native flora and fauna are not drained, except temporarily for essential management purposes to enhance environmental values.		DTS/DPF 1.3 None are applicable.
PO 1.4 Watercourses, areas of remnant native vegetation, or areas prone to erosion that are capable of natural regeneration are fenced off to limit stock access.		DTS/DPF 1.4 None are applicable.
PO 1.5 Development that increases surface water run-off includes a suitably sized strip of vegetated land on each side of a watercourse to filter runoff to: (a) reduce the impacts on native aquatic ecosystems (b) minimise soil loss eroding into the watercourse.		DTS/DPF 1.5 A strip of land 20m or more wide measured from the top of existing banks on each side of the watercourse is free from development, livestock use and revegetated with locally indigenous vegetation.
PO 1.6 Development resulting in the depositing or placing of an object or solid material in a watercourse or lake occurs only where it involves any of the following: (a) the construction of an erosion control structure (b) devices or structures used to extract or regulate water flowing in a watercourse (c) devices used for scientific purposes (d) the rehabilitation of watercourses.		DTS/DPF 1.6 None are applicable.
PO 1.7 Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by retaining and protecting existing native vegetation.		DTS/DPF 1.7 None are applicable.
PO 1.8 Watercourses, floodplains (1% AEP flood extent) and wetlands are protected and enhanced by stabilising watercourse banks and reducing sediments and nutrients entering the watercourse.		DTS/DPF 1.8 None are applicable.
PO 1.9 Dams, water tanks and diversion drains are located and constructed to maintain the quality and quantity of flows required to meet environmental and downstream needs.		DTS/DPF 1.9 None are applicable.

Procedural Matters (PM) - Referrals

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

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

Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)


Desired Outcome (DO)

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

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

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

PO 1.2 Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	DTS/DPF 1.2 Where development comprises an advertising hoarding, the supporting structure is: (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
PO 1.3 Advertising does not encroach on public land or the land of an adjacent allotment.	DTS/DPF 1.3 Advertisements and/or advertising hoardings are contained within the boundaries of the site.
PO 1.4 Where possible, advertisements on public land are integrated with existing structures and infrastructure.	DTS/DPF 1.4 Advertisements on public land that meet at least one of the following: (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
Proliferation of Advertisements	
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.
Advertising Content	
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.
Amenity Impacts	
PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.	DTS/DPF 4.1 Advertisements do not incorporate any illumination.
Safety	
PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.	DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025	
PO 5.2	Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2	No advertisement illumination is proposed.
PO 5.3	Advertisements and/or advertising hoardings do not create a hazard to drivers by: <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. 	DTS/DPF 5.3	Advertisements satisfy all of the following: <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 
PO 5.4	Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.	DTS/DPF 5.4	Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.
PO 5.5	Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.	DTS/DPF 5.5	Where the advertisement or advertising hoarding is: <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 (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following distance from the roadside edge of the kerb or the seal: <ul style="list-style-type: none"> (a) 110 km/h road - 14m (b) 100 km/h road - 13m (c) 90 km/h road - 10m (d) 70 or 80 km/h road - 8.5m.
PO 5.6	Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 5.6	Advertising: <ul style="list-style-type: none"> (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Animal Keeping and Horse Keeping

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Animals are kept at a density that is not beyond the carrying capacity of the land and in a manner that minimises their adverse

effects on the environment, local amenity and surrounding development.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or the amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Animal keeping and horse keeping is located and managed to minimise the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
Horse Keeping	
PO 2.1 Water from stable wash-down areas is directed to appropriate absorption areas and/or drainage pits to minimise pollution of land and water.	DTS/DPF 2.1 None are applicable.
PO 2.2 Stables, horse shelters or associated yards are sited appropriate distances away from sensitive receivers and/or allotments in other ownership to avoid adverse impacts from dust, erosion and odour.	DTS/DPF 2.2 Stables, horse shelters and associated yards are sited in accordance with all of the following: (a) 30m or more from any sensitive receivers (existing or approved) on land in other ownership (b) where an adjacent allotment is vacant and in other ownership, 30m or more from the boundary of that allotment.
PO 2.3 All areas accessible to horses are separated from septic tank effluent disposal areas to protect the integrity of that system. Stable flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 2.3 Septic tank effluent disposal areas are enclosed with a horse-proof barrier such as a fence to exclude horses from this area.
PO 2.4 To minimise environmental harm and adverse impacts on water resources, stables, horse shelters and associated yards are appropriately set back from a watercourse.	DTS/DPF 2.4 Stables, horse shelters and associated yards are set back 50m or more from a watercourse.
PO 2.5 Stables, horse shelters and associated yards are located on slopes that are stable to minimise the risk of soil erosion and water runoff.	DTS/DPF 2.5 Stables, horse shelters and associated yards are not located on land with a slope greater than 10% (1-in-10).
Kennels	
PO 3.1 Kennel flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 3.1 The floors of kennels satisfy all of the following: (a) are constructed of impervious concrete (b) are designed to be self-draining when washed down.
PO 3.2 Kennels and exercise yards are designed and sited to minimise noise nuisance to neighbours through measures such as: (a) adopting appropriate separation distances (b) orientating openings away from sensitive receivers.	DTS/DPF 3.2 Kennels are sited 500m or more from the nearest sensitive receiver on land in other ownership.
PO 3.3	DTS/DPF 3.3

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025	
Dogs are regularly observed and managed to minimise nuisance impact on adjoining sensitive receivers from animal behaviour.		Kennels are sited in association with a permanent dwelling on the land.	
Wastes			
PO 4.1 Storage of manure, used litter and other wastes (other than wastewater lagoons) is designed, constructed and managed to minimise attracting and harbouring vermin.		DTS/DPF 4.1 None are applicable.	
PO 4.2 Facilities for the storage of manure, used litter and other wastes (other than wastewater lagoons) are located to minimise the potential for polluting water resources.		DTS/DPF 4.2 Waste storage facilities (other than wastewater lagoons) are located outside the 1% AEP flood event areas.	

Aquaculture

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome		Deemed-to-Satisfy Criteria / Designated Performance Feature	
Land-based Aquaculture			
PO 1.1	Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.	DTS/DPF 1.1	Land-based aquaculture and associated components are located to satisfy all of the following: (a) 200m or more from a sensitive receiver in other ownership (b) 500m or more from the boundary of a zone primarily intended to accommodate sensitive receivers or The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
PO 1.2	Land-based aquaculture and associated components are sited and designed to prevent surface flows from entering ponds in a 1% AEP sea flood level event.	DTS/DPF 1.2	None are applicable.
PO 1.3	Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.	DTS/DPF 1.3	The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
PO 1.4	Land-based aquaculture and associated components are sited and designed to prevent farmed species escaping and entering into any waters.	DTS/DPF 1.4	The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .

PO 1.5 Land-based aquaculture and associated components, including intake and discharge pipes, are designed to minimise the need to traverse sensitive areas to minimise impact on the natural environment.	DTS/DPF 1.5 None are applicable.
PO 1.6 Pipe inlets and outlets associated with land-based aquaculture are sited and designed to minimise the risk of disease transmission.	DTS/DPF 1.6 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
PO 1.7 Storage areas associated with aquaculture activity are integrated with the use of the land and sited and designed to minimise their visual impact on the surrounding environment.	DTS/DPF 1.7 None are applicable.
Marine Based Aquaculture	
PO 2.1 Marine aquaculture is sited and designed to minimise its adverse impacts on sensitive ecological areas including: (a) creeks and estuaries (b) wetlands (c) significant seagrass and mangrove communities (d) marine habitats and ecosystems.	DTS/DPF 2.1 None are applicable.
PO 2.2 Marine aquaculture is sited in areas with adequate water current to disperse sediments and dissolve particulate wastes to prevent the build-up of waste that may cause environmental harm.	DTS/DPF 2.2 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
PO 2.3 Marine aquaculture is designed to not involve discharge of human waste on the site, on any adjacent land or into nearby waters.	DTS/DPF 2.3 The development does not include toilet facilities located over water.
PO 2.4 Marine aquaculture (other than inter-tidal aquaculture) is located an appropriate distance seaward of the high water mark.	DTS/DPF 2.4 Marine aquaculture development is located 100m or more seaward of the high water mark or The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
PO 2.5 Marine aquaculture is sited and designed to not obstruct or interfere with: (a) areas of high public use (b) areas, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports (c) areas of outstanding visual or environmental value (d) areas of high tourism value (e) areas of important regional or state economic activity, including commercial ports, wharfs and jetties (f) the operation of infrastructure facilities including inlet and outlet pipes associated with the desalination of sea water.	DTS/DPF 2.5 None are applicable.
PO 2.6 Marine aquaculture is sited and designed to minimise interference and obstruction to the natural processes of the coastal and marine environment.	DTS/DPF 2.6 None are applicable.
PO 2.7	DTS/DPF 2.7

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

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025	
disturbed areas ahead of, or upon, decommissioning.			
PO 4.4	Aquaculture operations incorporate measures for the removal and disposal of litter, disused material, shells, debris, detritus, dead animals and animal waste to prevent pollution of waters, wetlands, or the nearby coastline.	DTS/DPF 4.4	The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .

Beverage Production in Rural Areas

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome		Deemed-to-Satisfy Criteria / Designated Performance Feature	
Odour and Noise			
PO 1.1	Beverage production activities are designed and sited to minimise odour impacts on rural amenity.	DTS/DPF 1.1	None are applicable.
PO 1.2	Beverage production activities are designed and sited to minimise noise impacts on sensitive receivers.	DTS/DPF 1.2	None are applicable.
PO 1.3	Fermentation, distillation, manufacturing, storage, packaging and bottling activities occur within enclosed buildings to improve the visual appearance within a locality and manage noise associated with these activities.	DTS/DPF 1.3	None are applicable.
PO 1.4	Breweries are designed to minimise odours emitted during boiling and fermentation stages of production.	DTS/DPF 1.4	Brew kettles are fitted with a vapour condenser.
PO 1.5	Beverage production solid wastes are stored in a manner that minimises odour impacts on sensitive receivers in other ownership.	DTS/DPF 1.5	Solid waste from beverage production is collected and stored in sealed containers and removed from the site within 48 hours.
Water Quality			
PO 2.1	Beverage production wastewater management systems (including wastewater irrigation) are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.1	Wastewater management systems are set back 50m or more from the banks of watercourses and bores.
PO 2.2	The storage or disposal of chemicals or hazardous substances is	DTS/DPF 2.2	None are applicable.

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025	
undertaken in a manner to prevent pollution of water resources.			
PO 2.3	Stormwater runoff from areas that may cause contamination due to beverage production activities (including vehicle movements and machinery operations) is drained to an onsite stormwater treatment system to manage potential environmental impacts.	DTS/DPF 2.3	None are applicable.
PO 2.4	Stormwater runoff from areas unlikely to cause contamination by beverage production and associated activities (such as roof catchments and clean hard-paved surfaces) is diverted away from beverage production areas and wastewater management systems.	DTS/DPF 2.4	None are applicable.
Wastewater Irrigation			
PO 3.1	Beverage production wastewater irrigation systems are designed and located to not contaminate soil and surface and ground water resources or damage crops.	DTS/DPF 3.1	None are applicable.
PO 3.2	Beverage production wastewater irrigation systems are designed and located to minimise impact on amenity and avoid spray drift onto adjoining land.	DTS/DPF 3.2	Beverage production wastewater is not irrigated within 50m of any dwelling in other ownership.
PO 3.3	<p>Beverage production wastewater is not irrigated onto areas that pose an undue risk to the environment or amenity such as:</p> <ul style="list-style-type: none"> (a) waterlogged areas (b) land within 50m of a creek, swamp or domestic or stock water bore (c) land subject to flooding (d) steeply sloping land (e) rocky or highly permeable soil overlaying an unconfined aquifer. 	DTS/DPF 3.3	None are applicable.

Bulk Handling and Storage Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1	DTS/DPF 1.1
Bulk handling and storage facilities are sited and designed to minimise	Facilities for the handling, storage and dispatch of commodities in bulk

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

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Design

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

<p>(a) positioning plant and equipment in unobtrusive locations 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 is 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>(e) contribute to biodiversity.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
<p>PO 3.2</p> <p>Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
Environmental Performance	
<p>PO 4.1</p> <p>Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>

PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate-responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.	DTS/DPF 7.4 None are applicable.
PO 7.5 Street level parking areas incorporate soft landscaping to improve	DTS/DPF 7.5 None are applicable.

visual appearance when viewed from within the site and from public places.	
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and Walls	
PO 9.1 Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
Overlooking / Visual Privacy (in building 3 storeys or less)	

PO 10.1 Development mitigates direct overlooking from upper level windows to 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	
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	DTS/DPF 13.1 Ancillary buildings (excluding ancillary accommodation): (a) are ancillary to a dwelling erected on the same site

or neighbouring properties.

- (b) have a floor area not exceeding 60m²
- (c) are not constructed, added to or altered so that any part is situated:
 - (i) in front of any part of the building line of the dwelling to which it is ancillary or
 - (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)
- (d) in the case of a garage or carport, the garage or carport:
 - (i) is set back at least 5.5m from the boundary of the primary street
 - (ii) when facing a primary street or secondary street, has a total door / opening not exceeding:
 - A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser
 - B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width
- (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:
 - (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and
 - (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent
- (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary
- (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure
- (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)
- (i) have a roof height where no part of the roof is more than 5m above the natural ground level
- (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour
- (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:
 - (i) a total area as determined by the following table:

Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site
<150	10%
150-200	15%
201-450	20%
>450	25%
 - (ii) the amount of existing soft landscaping prior to the development occurring.

Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision or car parking requirements and do not result in over-development of the site.	Ancillary buildings and structures do not result in: <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 13.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa is positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.	DTS/DPF 13.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: <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. 						
PO 13.4 Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.	DTS/DPF 13.4 Non-residential ancillary buildings and structures: <ul style="list-style-type: none"> (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: <table border="1" data-bbox="906 869 1206 963"> <thead> <tr> <th>Allotment size</th><th>Floor area</th></tr> </thead> <tbody> <tr> <td>≤500m²</td><td>60m²</td></tr> <tr> <td>>500m²</td><td>80m²</td></tr> </tbody> </table> (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 main building to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: <ul style="list-style-type: none"> (i) is set back at least 5.5m from the boundary of the primary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: <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 (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour. 	Allotment size	Floor area	≤500m ²	60m ²	>500m ²	80m ²
Allotment size	Floor area						
≤500m ²	60m ²						
>500m ²	80m ²						
PO 13.5 Ancillary accommodation:	DTS/DPF 13.5 Ancillary accommodation:						

- (a) is sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties
- (b) is integrated within the site of the dwelling to which it is ancillary and incorporates shared utilities and shared open space.

- (a) is ancillary to a dwelling erected on the same site
- (b) has a floor area not exceeding 70m²
- (c) is 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) if situated on a boundary (not being a boundary with a primary street or secondary street), does not exceed a length of 11.5m unless:
 - (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and
 - (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent
- (e) 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
- (f) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or abut the proposed wall or structure
- (g) has a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)
- (h) has a roof height where no part of the roof is more than 5m above the natural ground level
- (i) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour
- (j) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:
 - (i) a total area as determined by the following table:

Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site
<150	10%
150-200	15%
201-450	20%
>450	25%
 - (ii) the amount of existing soft landscaping prior to the development occurring.
- (k) does not have separate connection to utilities and services (such as electricity, gas, water, telecommunications, sewerage system, wastewater system or waste control system) to those servicing the existing dwelling
- (l) has unrestricted access to the private open space associated with the existing dwelling to which it is ancillary
- (m) in the case of the Rural Zone, Productive Rural Landscape Zone, or Rural Horticulture Zone, is located within 20m of an existing dwelling.

Garage appearance

PO 14.1

Garaging is designed to not detract from the streetscape or

DTS/DPF 14.1

Garages and carports facing a street:

appearance of a dwelling.	<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	
PO 15.1 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 15.1 None are applicable
Dwelling additions	
PO 16.1 Dwelling additions are sited and designed to not detract from the streetscape or amenity of adjoining properties and do not impede on-site functional requirements.	DTS / DPF 16.1 Dwelling additions: <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 of: <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	
PO 17.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 17.1 Private open space is provided in accordance with Design Table 1 - Private Open Space.
Water Sensitive Design	
PO 18.1	DTS/DPF 18.1

Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	Residential development creating a common driveway / access that services 5 or more dwellings achieves the following stormwater runoff outcomes: <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.
PO 18.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 18.2 Development creating a common driveway / access that services 5 or more dwellings: <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	
PO 19.1 Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): <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.
PO 19.2 Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.2 Uncovered car parking spaces have: <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
PO 19.3 Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.	DTS/DPF 19.3 Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.
PO 19.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 19.4 Vehicle access to designated car parking spaces satisfy (a) or (b): <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 of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram: <div style="text-align: center;"> <p>Diagram illustrating the required angle for a driveway access. The driveway centerline must be between 70° and 110° off the street boundary.</p> </div> <ul style="list-style-type: none"> (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) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 20.1	DTS/DPF 20.1

Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	None are applicable.										
Design of Transportable Dwellings											
PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b): (a) are not transportable or (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.										
Group dwelling, residential flat buildings and battle-axe development											
Amenity											
PO 22.1 Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.	DTS/DPF 22.1 Dwellings have a minimum internal floor area in accordance with the following table: <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 respond to the existing neighbourhood context.	DTS/DPF 22.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.										
Communal Open Space											
PO 23.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 23.1 None are applicable.										
PO 23.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 23.2 Communal open space incorporates a minimum dimension of 5 metres.										
PO 23.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 23.3 None are applicable.										

<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> <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</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</p>

areas.	between a dwelling and common driveway.
PO 25.2 Soft landscaping is provided that improves the appearance of common driveways.	DTS/DPF 25.2 Where a common driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 26.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 26.1 None are applicable.
PO 26.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 26.2 None are applicable.
PO 26.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 26.3 None are applicable.
PO 26.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 26.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 26.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 26.5 None are applicable.
PO 26.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 26.6 None are applicable.
Supported accommodation and retirement facilities	
Siting and Configuration	
PO 27.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 27.1 None are applicable.
Movement and Access	
PO 28.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40 and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 28.1 None are applicable.
Communal Open Space	
PO 29.1	DTS/DPF 29.1

Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	None are applicable.
PO 29.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 29.5 None are applicable.
PO 29.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 29.6 None are applicable.
Site Facilities / Waste Storage	
PO 30.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.	DTS/DPF 30.1 None are applicable.
PO 30.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 30.2 None are applicable.
PO 30.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 30.3 None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	DTS/DPF 30.4 None are applicable.
PO 30.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 30.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 30.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 30.6 None are applicable.
PO 30.7 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 30.7 None are applicable.

All non-residential development			
Water Sensitive Design			
<p>PO 31.1</p> <p>Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.</p>	<p>DTS/DPF 31.1</p> <p>None are applicable.</p>		
<p>PO 31.2</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 31.2</p> <p>None are applicable.</p>		
Wash-down and Waste Loading and Unloading			
<p>PO 32.1</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, vessels, 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) designed to drain wastewater to either: <ul style="list-style-type: none"> (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis. 	<p>DTS/DPF 32.1</p> <p>None are applicable.</p>		
Decks			
Design and Siting			
<p>PO 33.1</p> <p>Decks are designed and sited to:</p> <ul style="list-style-type: none"> (a) complement the associated building form (b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space) (c) minimise cut and fill and overall massing when viewed from adjacent land. 	<p>DTS/DPF 33.1</p> <p>Decks:</p> <ul style="list-style-type: none"> (a) where ancillary to a dwelling: <ul style="list-style-type: none"> (i) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> A. in front of any part of the building line of the dwelling to which it is ancillary or B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (ii) are set back at least 900mm from side or rear allotment boundaries (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling (iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less: <ul style="list-style-type: none"> A. a total area is determined by the following table: <table border="1"> <tr> <td>Site area (or in the case of residential flat building or</td><td>Minimum percentage of</td></tr> </table>	Site area (or in the case of residential flat building or	Minimum percentage of
Site area (or in the case of residential flat building or	Minimum percentage of		

		group dwelling(s), average site area) (m ²)	site
		<150	10%
		150-200	15%
		>200-450	20%
		>450	25%
		B. the amount of existing soft landscaping prior to the development occurring.	
		(b) where in association with a non-residential use:	
		(i) are set back at least 2 metres from the boundary of an allotment used for residential purposes.	
		(ii) are set back at least 2 metres from a public road.	
		(iii) have a floor area not exceeding 25m ²	
		(c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.	
PO 33.2		DTS/DPF 33.2	Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 33.3		DTS/DPF 33.3	Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

Table 1 - Private Open Space

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

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	<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 Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: <ul style="list-style-type: none"> (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses. 	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management,	DTS/DPF 1.5 None are applicable.

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

<p>(b) the depth and directional flow of surface water and groundwater</p> <p>(c) the quality and function of natural springs.</p>	
On-site Waste Treatment Systems	
<p>PO 6.1</p> <p>Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.</p>	<p>DTS/DPF 6.1</p> <p>Effluent disposal drainage areas do not:</p> <ul style="list-style-type: none"> (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
<p>PO 7.1</p> <p>Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as:</p> <ul style="list-style-type: none"> (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure. 	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
<p>PO 7.2</p> <p>Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.</p>	<p>DTS/DPF 7.2</p> <p>None are applicable.</p>
<p>PO 7.3</p> <p>Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.</p>	<p>DTS/DPF 7.3</p> <p>None are applicable.</p>
<p>PO 7.4</p> <p>Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.</p>	<p>DTS/DPF 7.4</p> <p>Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.</p>
<p>PO 7.5</p> <p>Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.</p>	<p>DTS/DPF 7.5</p> <p>Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of:</p> <ul style="list-style-type: none"> (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
<p>PO 7.6</p> <p>Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.</p>	<p>DTS/DPF 7.6</p> <p>None are applicable.</p>
<p>PO 7.7</p> <p>Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.</p>	<p>DTS/DPF 7.7</p> <p>None are applicable.</p>
Earthworks and sloping land	
<p>PO 8.1</p>	<p>DTS/DPF 8.1</p>

Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	Development does not involve any of the following: <ul style="list-style-type: none"> (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): <ul style="list-style-type: none"> (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): <ul style="list-style-type: none"> (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land. 	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslide or increase the potential for landslide 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	DTS/DPF 10.2

Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	One of the following is satisfied: <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 sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	
External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: <ul style="list-style-type: none"> (a) masonry (b) natural stone

	(c) pre-finished materials that minimise staining, discolouring or deterioration.																						
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.																						
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are: (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment.																						
PO 12.8 Building services, plant and mechanical equipment are screened from the public realm.	DTS/DPF 12.8 None are applicable.																						
Landscaping																							
PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.																						
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	<div>DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.</div> <table><tr><th>Site area</th><th>Minimum deep soil area</th><th>Minimum dimension</th><th>Tree / deep soil zones</th></tr><tr><td><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></table> <div>Tree size and site area definitions</div> <table><tr><td>Small tree</td><td>4-6m mature height and 2-4m canopy spread</td></tr><tr><td>Medium tree</td><td>6-12m mature height and 4-8m canopy spread</td></tr><tr><td>Large tree</td><td>12m mature height and >8m canopy spread</td></tr></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	Small tree	4-6m mature height and 2-4m canopy spread	Medium tree	6-12m mature height and 4-8m canopy spread	Large tree	12m mature height and >8m canopy spread
Site area	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																				
Small tree	4-6m mature height and 2-4m canopy spread																						
Medium tree	6-12m mature height and 4-8m canopy spread																						
Large tree	12m mature height and >8m canopy spread																						

	Site area	The total area for development site, not average area per dwelling
PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.	
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.	
Environmental		
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.	
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.	
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level.	DTS/DPF 14.3 None are applicable.	
Car Parking		
PO 15.1 Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1 Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.	
PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	DTS/DPF 15.2 None are applicable.	
Overlooking/Visual Privacy		
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as:	DTS/DPF 16.1 None are applicable.	

<ul style="list-style-type: none"> (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity. 	
All residential development	
Front elevations and passive surveillance	
<p>PO 17.1</p> <p>Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 17.1</p> <p>Each dwelling with a frontage to a public street:</p> <ul style="list-style-type: none"> (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m² facing the primary street.
<p>PO 17.2</p> <p>Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.</p>	<p>DTS/DPF 17.2</p> <p>Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.</p>
Outlook and Amenity	
<p>PO 18.1</p> <p>Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 18.1</p> <p>A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.</p>
<p>PO 18.2</p> <p>Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.</p>	<p>DTS/DPF 18.2</p> <p>None are applicable.</p>
Ancillary Development	
<p>PO 19.1</p> <p>Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 19.1</p> <p>Ancillary buildings (excluding ancillary accommodation):</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

	<p>(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <ul style="list-style-type: none"> (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 <p>(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</p> <p>(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p> <p>(h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>(k) retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (i) or (ii), whichever is less:</p> <ul style="list-style-type: none"> (i) 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> (ii) the amount of existing soft landscaping prior to the development occurring. 	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%										
<p>PO 19.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.</p>	<p>DTS/DPF 19.2</p> <p>Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas. 										
<p>PO 19.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.</p>	<p>DTS/DPF 19.3</p> <p>The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:</p> <ul style="list-style-type: none"> (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment. 										

PO 19.4

Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.

DTS/DPF 19.4

Non-residential ancillary buildings and structures:

- (a) are ancillary and subordinate to an existing non-residential use on the same site
- (b) have a floor area not exceeding the following:

Allotment size	Floor area
≤500m ²	60m ²
>500m ²	80m 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 main building to which it is ancillary
 - or
 - (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)
- (d) in the case of a garage or carport, the garage or carport:
 - (i) is set back at least 5.5m from the boundary of the primary street
- (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:
 - (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary
 - (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent
- (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary
- (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure
- (h) have a wall height (or post height) not exceeding 3m (and not including a gable end)
- (i) have a roof height where no part of the roof is more than 5m above the natural ground level
- (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.

PO 19.5

Ancillary accommodation:

- (a) is sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties
- (b) is integrated within the site of the dwelling to which it is ancillary and incorporates shared utilities and shared open space.

DTS/DPF 19.5

Ancillary accommodation:

- (a) is ancillary to a dwelling erected on the same site
- (b) has a floor area not exceeding 70m²
- (c) is 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) if situated on a boundary (not being a boundary with a primary street or secondary street), does 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

	<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>(e) 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>(f) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or abut the proposed wall or structure</p> <p>(g) has a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)</p> <p>(h) has a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(i) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>(j) retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (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>>200-450</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> <p>(k) does not have separate connection to utilities and services (such as electricity, gas, water, telecommunications, sewerage system, wastewater system or waste control system) to those servicing the existing dwelling</p> <p>(l) has unrestricted access to the private open space associated with the existing dwelling to which it is ancillary</p> <p>(m) in the case of the Rural Zone, Productive Rural Landscape Zone, or Rural Horticulture Zone, is located within 20m of an existing dwelling.</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%	>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%										

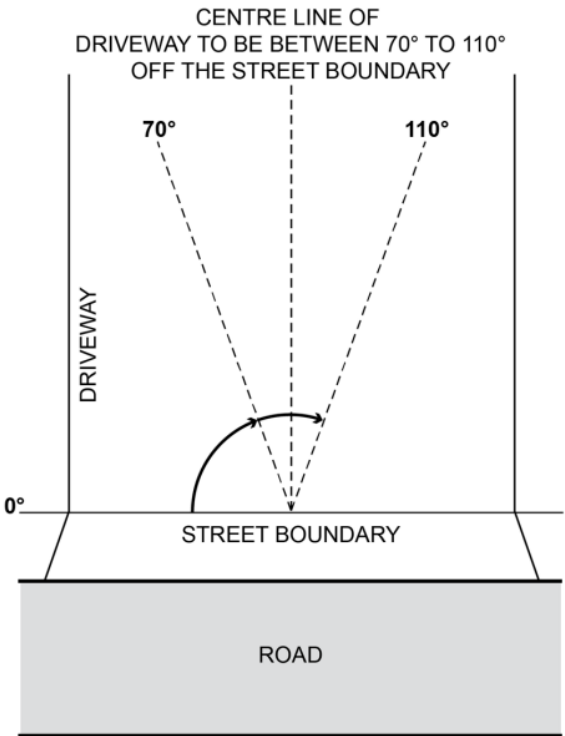
Residential Development - Low Rise

External appearance

<p>PO 20.1</p> <p>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>	<p>DTS/DPF 20.1</p> <p>Garages and carports facing a street:</p> <p>(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</p> <p>(b) are set back at least 5.5m from the boundary of the primary street</p> <p>(c) have a garage door / opening width not exceeding 7m</p> <p>(d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.</p>
<p>PO 20.2</p> <p>Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of</p>	<p>DTS/DPF 20.2</p> <p>Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the</p>

common driveway areas.	<p>following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:</p> <ul style="list-style-type: none"> (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a single material or finish. 										
PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable										
Private Open Space											
PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.										
PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.										
Landscaping											
PO 22.1 Soft landscaping is incorporated into development to: <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 for the entire development site, including any common property, as determined by the following table: <table border="1" data-bbox="906 1563 1524 1915"> <thead> <tr> <th>Site area (or in the case of residential flat building, co-located housing or group dwelling(s), average site area) (m²)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td><150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>>200-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </tbody> </table> (b) at least 30% of any land between the primary street boundary and the primary building line. 	Site area (or in the case of residential flat building, co-located housing or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	>200-450	20%	>450	25%
Site area (or in the case of residential flat building, co-located housing or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
>200-450	20%										
>450	25%										
Car parking, access and manoeuvrability											
PO 23.1 Enclosed car parking spaces are of dimensions to be functional,	DTS/DPF 23.1 Residential car parking spaces enclosed by fencing, walls or other										

accessible and convenient.	<p>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, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.</p>	<p>DTS/DPF 23.3</p> <p>Driveways and access points satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: <ul style="list-style-type: none"> (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
<p>PO 23.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 23.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 23.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 23.5</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping

	<p>(b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:</p>  <p>(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>
<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.
Residential Development - Medium and High Rise (including serviced apartments)	
Outlook and Visual Privacy	
PO 26.1 Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.	DTS/DPF 26.1 Buildings: (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.
PO 26.2 The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2 The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space	
PO 27.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1 Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings	
PO 28.1 Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1 Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2 Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to: (a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy (b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas.	DTS/DPF 28.2 Balconies utilise one or a combination of the following design elements: (a) sun screens (b) pergolas (c) louvres (d) green facades (e) openable walls.
PO 28.3 Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.	DTS/DPF 28.3 Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.
PO 28.4 Dwellings are provided with sufficient space for storage to meet likely occupant needs.	DTS/DPF 28.4 Dwellings (not including student accommodation or serviced apartments) are provided with storage at the following rates with at least 50% or more of the storage volume to be provided within the dwelling: (a) studio: not less than 6m ³ (b) 1 bedroom dwelling / apartment: not less than 8m ³ (c) 2 bedroom dwelling / apartment: not less than 10m ³ (d) 3+ bedroom dwelling / apartment: not less than 12m ³ .
PO 28.5 Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.	DTS/DPF 28.5 Light wells: (a) are not used as the primary source of outlook for living rooms

	(b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms (c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.										
PO 28.6 Attached or abutting dwellings are designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.	DTS/DPF 28.6 None are applicable.										
PO 28.7 Dwellings are designed so that internal structural columns correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.	DTS/DPF 28.7 None are applicable.										
Dwelling Configuration											
PO 29.1 Buildings containing in excess of 10 dwellings provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling to contribute to housing diversity.	DTS/DPF 29.1 Buildings containing in excess of 10 dwellings provide at least one of each of the following: <ul style="list-style-type: none"> (a) studio (where there is no separate bedroom) (b) 1 bedroom dwelling / apartment with a floor area of at least 50m² (c) 2 bedroom dwelling / apartment with a floor area of at least 65m² (d) 3+ bedroom dwelling / apartment with a floor area of at least 80m², and any dwelling over 3 bedrooms provides an additional 15m² 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: <ul style="list-style-type: none"> (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. 										
Co-located Housing, Group Dwellings, Residential Flat Buildings and Battle axe Development											
Amenity											
PO 31.1 Dwellings are of a suitable size to provide a high standard of amenity for occupants.	DTS/DPF 31.1 Dwellings have a minimum internal floor area in accordance with the following table: <table border="1"> <thead> <tr> <th>Number of bedrooms</th><th>Minimum internal floor area</th></tr> </thead> <tbody> <tr> <td>Studio</td><td>35m²</td></tr> <tr> <td>1 bedroom</td><td>50m²</td></tr> <tr> <td>2 bedroom</td><td>65m²</td></tr> <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 31.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 31.2 None are applicable.
PO 31.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 31.3 None are applicable.
PO 31.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 31.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.
Communal Open Space	
PO 32.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 32.1 None are applicable.
PO 32.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 32.2 Communal open space incorporates a minimum dimension of 5 metres.
PO 32.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 32.3 None are applicable.
PO 32.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 32.4 None are applicable.
PO 32.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 32.5 None are applicable.
Car parking, access and manoeuvrability	
PO 33.1 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 33.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: (a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 33.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 33.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 33.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 33.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:

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

PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	
PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 39.1 None are applicable.
PO 39.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 39.2 None are applicable.
PO 39.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 39.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 39.4 Communal open space is designed and sited to:	DTS/DPF 39.4 None are applicable.

<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 39.5</p> <p>Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.</p>	<p>DTS/DPF 39.5</p> <p>None are applicable.</p>
<p>PO 39.6</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 39.6</p> <p>None are applicable.</p>
Site Facilities / Waste Storage	
<p>PO 40.1</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 40.1</p> <p>None are applicable.</p>
<p>PO 40.2</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 40.2</p> <p>None are applicable.</p>
<p>PO 40.3</p> <p>Provision is made for suitable external clothes drying facilities.</p>	<p>DTS/DPF 40.3</p> <p>None are applicable.</p>
<p>PO 40.4</p> <p>Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.</p>	<p>DTS/DPF 40.4</p> <p>None are applicable.</p>
<p>PO 40.5</p> <p>Waste and recyclable material storage areas are located away from dwellings.</p>	<p>DTS/DPF 40.5</p> <p>Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.</p>
<p>PO 40.6</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 40.6</p> <p>None are applicable.</p>
<p>PO 40.7</p> <p>Services, including gas and water meters, are conveniently located and screened from public view.</p>	<p>DTS/DPF 40.7</p> <p>None are applicable.</p>
Student Accommodation	
<p>PO 41.1</p> <p>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.</p>	<p>DTS/DPF 41.1</p> <p>Student accommodation provides:</p> <p>(a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units</p> <p>(b) common or shared facilities to enable a more efficient use of space, including:</p> <p>(i) shared cooking, laundry and external drying facilities</p> <p>(ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space</p> <p>(iii) common storage facilities at the rate of 8m³ for every 2 dwellings or students</p>

	<p>(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</p> <p>(v) bicycle parking at the rate of one space for every 2 students.</p>
<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 (ii) a holding tank and its subsequent removal off-site on a regular basis. 	<p>DTS/DPF 43.1</p> <p>None are applicable.</p>
Laneway Development	
Infrastructure and Access	
<p>PO 44.1</p> <p>Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where:</p> <ul style="list-style-type: none"> (a) existing utility infrastructure and services are capable of accommodating the development 	<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>

- (b) the primary street can support access by emergency and regular service vehicles (such as waste collection)
- (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems)
- (d) safety of pedestrians or vehicle movement is maintained
- (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.

Decks

Design and Siting

PO 45.1

Decks are designed and sited to:

- (a) complement the associated building form
- (b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space)
- (c) minimise cut and fill and overall massing when viewed from adjacent land.

DTS/DPF 45.1

Decks:

- (a) where ancillary to a dwelling:
 - (i) are not constructed, added to or altered so that any part is situated:
 - A. in front of any part of the building line of the dwelling to which it is ancillary or
 - B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)
 - (ii) are set back at least 900mm from side or rear allotment boundaries
 - (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling
 - (iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less:
 - A. a total area is determined by the following table:

Site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site
<150	10%
150-200	15%
>200-450	20%
>450	25%
 - B. the amount of existing soft landscaping prior to the development occurring.
- (b) where in association with a non-residential use:
 - (i) are set back at least 2 metres from the boundary of an allotment used for residential purposes.
 - (ii) are set back at least 2 metres from a public road.
 - (iii) have a floor area not exceeding 25m²
- (c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.

PO 45.2

Decks are designed and sited to minimise direct overlooking of

DTS/DPF 45.2

Decks with a finished floor level/s 500mm or more above natural

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025	
habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.		ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.	
PO 45.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.		DTS/DPF 45.3 Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.	

Table 1 - Private Open Space

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

Forestry

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

	<div>(c) are aligned to provide straight through access at junctions, or if they are a no through access track are appropriately signposted and provide suitable turnaround areas for fire-fighting vehicles</div> <div>(d) partition the plantation into units of 40ha or less in area.</div>																					
Power-line Clearances																						
<div>PO 4.1</div> <div>Commercial forestry plantations achieve and maintain appropriate clearances from aboveground powerlines.</div>	<div>DTS/DPF 4.1</div> <div>Commercial forestry plantations incorporating trees with an expected mature height of greater than 6m meet the clearance requirements listed in the following table:</div> <table><tr><th>Voltage of transmission line</th><th>Tower or Pole</th><th>Minimum horizontal clearance distance between plantings and transmission lines</th></tr><tr><td>500 kV</td><td>Tower</td><td>38m</td></tr><tr><td>275 kV</td><td>Tower</td><td>25m</td></tr><tr><td>132 kV</td><td>Tower</td><td>30m</td></tr><tr><td>132 kV</td><td>Pole</td><td>20m</td></tr><tr><td>66 kV</td><td>Pole</td><td>20m</td></tr><tr><td>Less than 66 kV</td><td>Pole</td><td>20m</td></tr></table>	Voltage of transmission line	Tower or Pole	Minimum horizontal clearance distance between plantings and transmission lines	500 kV	Tower	38m	275 kV	Tower	25m	132 kV	Tower	30m	132 kV	Pole	20m	66 kV	Pole	20m	Less than 66 kV	Pole	20m
Voltage of transmission line	Tower or Pole	Minimum horizontal clearance distance between plantings and transmission lines																				
500 kV	Tower	38m																				
275 kV	Tower	25m																				
132 kV	Tower	30m																				
132 kV	Pole	20m																				
66 kV	Pole	20m																				
Less than 66 kV	Pole	20m																				

Housing Renewal

Assessment Provisions (AP)

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

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

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>Residential development provides a range of housing choices.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> (a) detached dwellings (b) semi-detached dwellings (c) row dwellings (d) group dwellings

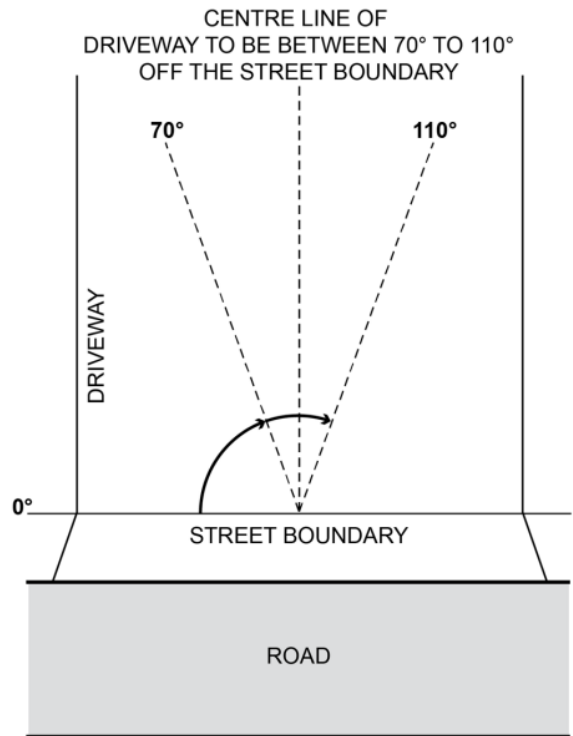
	(e) residential flat buildings.
PO 1.2 Medium-density housing options or higher are located in close proximity to public transit, open space and/or activity centres.	DTS/DPF 1.2 None are applicable.
Building Height	
PO 2.1 Buildings generally do not exceed 3 building levels unless in locations close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

<p>(a) separation between dwellings in a way that contributes to a suburban character</p> <p>(b) access to natural light and ventilation for neighbours.</p>	<p>from side boundaries in accordance with the following:</p> <p>(a) where the wall height does not exceed 3m - at least 900mm</p> <p>(b) for a wall that is not south facing and the wall height exceeds 3m - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings</p> <p>(c) for a wall that is south facing and the wall height exceeds 3m - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings.</p>
Rear Boundary Setback	
<p>PO 7.1</p> <p>Buildings are set back from rear boundaries to provide:</p> <p>(a) separation between dwellings in a way that contributes to a suburban character</p> <p>(b) access to natural light and ventilation for neighbours</p> <p>(c) private open space</p> <p>(d) space for landscaping and vegetation.</p>	<p>DTS/DPF 7.1</p> <p>Dwellings are set back from the rear boundary:</p> <p>(a) 3m or more for the first building level</p> <p>(b) 5m or more for any subsequent building level.</p>
Buildings elevation design	
<p>PO 8.1</p> <p>Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.</p>	<p>DTS/DPF 8.1</p> <p>Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:</p> <p>(a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line</p> <p>(b) a porch or portico projects at least 1m from the building elevation</p> <p>(c) a balcony projects from the building elevation</p> <p>(d) a verandah projects at least 1m from the building elevation</p> <p>(e) eaves of a minimum 400mm width extend along the width of the front elevation</p> <p>(f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm.</p> <p>(g) a minimum of two different materials or finishes are incorporated on the walls of the building elevation, with a maximum of 80% of the building elevation in a single material or finish.</p>
<p>PO 8.2</p> <p>Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 8.2</p> <p>Each dwelling with a frontage to a public street:</p> <p>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</p> <p>(b) has an aggregate window area of at least 2m² facing the primary street</p>
<p>PO 8.3</p> <p>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</p>	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>
<p>PO 8.4</p> <p>Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.</p>	<p>DTS/DPF 8.4</p> <p>None are applicable.</p>
<p>PO 8.5</p>	<p>DTS/DPF 8.5</p>

Entrances to multi-storey buildings are: (a) oriented towards the street (b) visible and easily identifiable from the street (c) designed to include a common mail box structure.	None are applicable.			
Outlook and amenity				
PO 9.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 9.1	A living room of a dwelling incorporates a window with an external outlook towards the street frontage or private open space.		
PO 9.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 9.2	None are applicable.		
Private Open Space				
PO 10.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 10.1	Private open space is provided in accordance with the following table:		
		Dwelling Type	Dwelling / Site Configuration	Minimum Rate
		Dwelling (at ground level)		Total area: 24m ² located behind the building line Minimum adjacent to a living room: 16m ² with a minimum dimension 3m
		Dwelling (above ground level)	Studio	4m ² / minimum dimension 1.8m
			One bedroom dwelling	8m ² / minimum dimension 2.1m
			Two bedroom dwelling	11m ² / minimum dimension 2.4m
			Three + bedroom dwelling	15 m ² / minimum dimension 2.6m
	PO 10.2 Private open space positioned to provide convenient access from internal living areas.	DTS/DPF 10.2	At least 50% of the required area of private open space is accessible from a habitable room.	
PO 10.3 Private open space is positioned and designed to: (a) provide useable outdoor space that suits the needs of occupants; (b) take advantage of desirable orientation and vistas; and (c) adequately define public and private space.	DTS/DPF 10.3	None are applicable.		
Visual privacy				
PO 11.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 11.1	Upper level windows facing side or rear boundaries shared with another residential allotment/site satisfy one of the following:		

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

Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area): <ul style="list-style-type: none"> (a) single parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.5m (iii) minimum garage door width of 2.4m per space.
PO 14.3 Uncovered car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.3 Uncovered car parking spaces have: <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.
PO 14.4 Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.	DTS/DPF 14.4 Visitor car parking for group and residential flat buildings incorporating 4 or more dwellings is provided on-site at a minimum ratio of 0.25 car parking spaces per dwelling.
PO 14.5 Residential flat buildings provide dedicated areas for bicycle parking.	DTS/DPF 14.5 Residential flat buildings provide one bicycle parking space per dwelling.
Overshadowing	
PO 15.1 Development minimises overshadowing of the private open spaces of adjoining land by ensuring that ground level open space associated with residential buildings receive direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.	DTS/DPF 15.1 None are applicable.
Waste	
PO 16.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 16.1 A waste bin storage area is provided behind the primary building line that: <ul style="list-style-type: none"> (a) has a minimum area of 2m² with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
PO 16.2 Residential flat buildings provide a dedicated area for the on-site storage of waste which is: <ul style="list-style-type: none"> (a) easily and safely accessible for residents and for collection vehicles (b) screened from adjoining land and public roads (c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection. 	DTS/DPF 16.2 None are applicable.

Vehicle Access	
<p>PO 17.1</p> <p>Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages and on-street parking.</p>	<p>DTS/DPF 17.1</p> <p>None are applicable.</p>
<p>PO 17.2</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 17.2</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 17.3</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 17.3</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  <p style="text-align: center;">CENTRE LINE OF DRIVEWAY TO BE BETWEEN 70° TO 110° OFF THE STREET BOUNDARY</p> <p style="text-align: center;">70° 110°</p> <p style="text-align: center;">0°</p> <p style="text-align: center;">STREET BOUNDARY</p> <p style="text-align: center;">ROAD</p>

	(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.
PO 17.4 Driveways and access points are designed and distributed to optimise the provision of on-street parking.	DTS/DPF 17.4 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 17.5 Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.	DTS/DPF 17.5 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 17.6 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 17.6 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre
PO 17.7 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 17.7 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Storage	
PO 18.1 Dwellings are provided with sufficient and accessible space for storage to meet likely occupant needs.	DTS/DPF 18.1 Dwellings are provided with storage at the following rates and 50% or more of the storage volume is provided within the dwelling: (a) studio: not less than 6m ³ (b) 1 bedroom dwelling / apartment: not less than 8m ³ (c) 2 bedroom dwelling / apartment: not less than 10m ³ (d) 3+ bedroom dwelling / apartment: not less than 12m ³ .
Earthworks	
PO 19.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 19.1 The development does not involve: (a) excavation exceeding a vertical height of 1m or (b) filling exceeding a vertical height of 1m or (c) a total combined excavation and filling vertical height exceeding 2m.
Service connections and infrastructure	
PO 20.1 Dwellings are provided with appropriate service connections and	DTS/DPF 20.1 The site and building:

infrastructure.	<ul style="list-style-type: none"> (a) have the ability to be connected to a permanent potable water supply (b) have the ability to be connected to a sewerage system, or a wastewater system approved under the <i>South Australian Public Health Act 2011</i> (c) have the ability to be connected to electricity supply (d) have the ability to be connected to an adequate water supply (and pressure) for fire-fighting purposes (e) would not be contrary to the Regulations prescribed for the purposes of Section 86 of the <i>Electricity Act 1996</i>.
Site contamination	
PO 21.1 Land that is suitable for sensitive land uses to provide a safe environment.	DTS/DPF 21.1 Development satisfies (a), (b), (c) or (d): <ul style="list-style-type: none"> (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a <u>more sensitive use</u> (c) involves a change in the use of land to a <u>more sensitive use</u> on land at which <u>site contamination</u> does not exist (as demonstrated in a <u>site contamination declaration form</u>) (d) involves a change in the use of land to a <u>more sensitive use</u> on land at which <u>site contamination</u> exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: <ul style="list-style-type: none"> (i) a <u>site contamination audit report</u> has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that <ul style="list-style-type: none"> A. <u>site contamination</u> does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further <u>remediation</u>) or C. where <u>remediation</u> is, or remains, necessary for the proposed use (or range of uses), <u>remediation work</u> has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other <u>class 1 activity</u> or <u>class 2 activity</u> has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a <u>site contamination declaration form</u>).

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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

(such as viewing platforms / lookouts) to reduce risks to public safety from fire or equipment malfunction.	
PO 4.3 Bushfire hazard risk is minimised for renewable energy facilities by providing appropriate access tracks, safety equipment and water tanks and establishing cleared areas around substations, battery storage and operations compounds.	DTS/DPF 4.3 None are applicable.
Electricity Infrastructure and Battery Storage Facilities	
PO 5.1 Electricity infrastructure is located to minimise visual impacts through techniques including: (a) siting utilities and services: (i) on areas already cleared of native vegetation (ii) where there is minimal interference or disturbance to existing native vegetation or biodiversity (b) grouping utility buildings and structures with non-residential development, where practicable.	DTS/DPF 5.1 None are applicable.
PO 5.2 Electricity supply (excluding transmission lines) serving new development in urban areas and townships installed underground, excluding lines having a capacity exceeding or equal to 33kV.	DTS/DPF 5.2 None are applicable.
PO 5.3 Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.	DTS/DPF 5.3 None are applicable.
Telecommunication Facilities	
PO 6.1 The proliferation of telecommunications facilities in the form of towers/monopoles in any one locality is managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.	DTS/DPF 6.1 None are applicable.
PO 6.2 Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.	DTS/DPF 6.2 None are applicable.
PO 6.3 Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods: (a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose or all of the following: (b) using existing buildings and landscape features to obscure or interrupt views of a facility from nearby public roads, residential areas and places of high public amenity to the extent practical without unduly hindering the effective provision of telecommunications services	DTS/DPF 6.3 None are applicable.

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

<div>(a) incorporating wildlife corridors and habitat refuges</div> <div>(b) avoiding the use of extensive security or perimeter fencing or incorporating fencing that enables the passage of small animals without unreasonably compromising the security of the facility.</div>																																				
<div>PO 9.3</div> <div>Amenity impacts of solar power facilities are minimised through separation from conservation areas and sensitive receivers in other ownership.</div>	<div>DTS/DPF 9.3</div> <div>Ground mounted solar power facilities are set back from land boundaries, conservation areas and relevant zones in accordance with the following criteria:</div> <table><tr><th>Generation Capacity</th><th>Approximate size of array</th><th>Setback from adjoining land boundary</th><th>Setback from conservation areas</th><th>Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones¹</th></tr><tr><td>50MW></td><td>80ha+</td><td>30m</td><td>500m</td><td>2km</td></tr><tr><td>10MW<50MW</td><td>16ha-<80ha</td><td>25m</td><td>500m</td><td>1.5km</td></tr><tr><td>5MW<10MW</td><td>8ha to <16ha</td><td>20m</td><td>500m</td><td>1km</td></tr><tr><td>1MW<5MW</td><td>1.6ha to <8ha</td><td>15m</td><td>500m</td><td>500m</td></tr><tr><td>100kW<1MW</td><td>0.5ha<1.6ha</td><td>10m</td><td>500m</td><td>100m</td></tr><tr><td><100kW</td><td><0.5ha</td><td>5m</td><td>500m</td><td>25m</td></tr></table> <div>Notes:</div> <div>1. Does not apply when the site of the proposed ground mounted solar power facility is located within one of these zones.</div>	Generation Capacity	Approximate size of array	Setback from adjoining land boundary	Setback from conservation areas	Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones ¹	50MW>	80ha+	30m	500m	2km	10MW<50MW	16ha-<80ha	25m	500m	1.5km	5MW<10MW	8ha to <16ha	20m	500m	1km	1MW<5MW	1.6ha to <8ha	15m	500m	500m	100kW<1MW	0.5ha<1.6ha	10m	500m	100m	<100kW	<0.5ha	5m	500m	25m
Generation Capacity	Approximate size of array	Setback from adjoining land boundary	Setback from conservation areas	Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones ¹																																
50MW>	80ha+	30m	500m	2km																																
10MW<50MW	16ha-<80ha	25m	500m	1.5km																																
5MW<10MW	8ha to <16ha	20m	500m	1km																																
1MW<5MW	1.6ha to <8ha	15m	500m	500m																																
100kW<1MW	0.5ha<1.6ha	10m	500m	100m																																
<100kW	<0.5ha	5m	500m	25m																																
<div>PO 9.4</div> <div>Ground mounted solar power facilities incorporate landscaping within setbacks from adjacent road frontages and boundaries of adjacent allotments accommodating non-host dwellings, where balanced with infrastructure access and bushfire safety considerations.</div>	<div>DTS/DPF 9.4</div> <div>None are applicable.</div>																																			
Hydropower / Pumped Hydropower Facilities																																				
<div>PO 10.1</div> <div>Hydropower / pumped hydropower facility storage is designed and operated to minimise the risk of storage dam failure.</div>	<div>DTS/DPF 10.1</div> <div>None are applicable.</div>																																			
<div>PO 10.2</div> <div>Hydropower / pumped hydropower facility storage is designed and operated to minimise water loss through increased evaporation or system leakage, with the incorporation of appropriate liners, dam covers, operational measures or detection systems.</div>	<div>DTS/DPF 10.2</div> <div>None are applicable.</div>																																			
<div>PO 10.3</div> <div>Hydropower / pumped hydropower facilities on existing or former mine sites minimise environmental impacts from site contamination, including from mine operations or water sources subject to such processes, now or in the future.</div>	<div>DTS/DPF 10.3</div> <div>None are applicable.</div>																																			
Water Supply																																				
<div>PO 11.1</div>	<div>DTS/DPF 11.1</div>																																			

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025	
Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.		Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.	
PO 11.2 Dwellings are connected to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the intended use. Where this is not available an appropriate rainwater tank or storage system for domestic use is provided.		DTS/DPF 11.2 A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is: (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.	
Wastewater Services			
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following: (a) it is wholly located and contained within the allotment of the development it will service (b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources (c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.		DTS/DPF 12.1 Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following: (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.	
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.		DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.	
Temporary Facilities			
PO 13.1 In rural and remote locations, development that is likely to generate significant waste material during construction, including packaging waste, makes provision for a temporary on-site waste storage enclosure to minimise the incidence of wind-blown litter.		DTS/DPF 13.1 A waste collection and disposal service is used to dispose of the volume of waste at the rate it is generated.	
PO 13.2 Temporary facilities to support the establishment of renewable energy facilities (including borrow pits, concrete batching plants, laydown, storage, access roads and worker amenity areas) are sited and operated to minimise environmental impact.		DTS/DPF 13.2 None are applicable.	

Intensive Animal Husbandry and Dairies

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Intensive animal husbandry, dairies and associated activities are sited, designed, constructed and managed to not unreasonably impact on the environment or amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Intensive animal husbandry, dairies and associated activities are sited, designed, constructed and managed to prevent the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
PO 1.3 Intensive animal husbandry and associated activities such as wastewater lagoons and liquid/solid waste disposal areas are sited, designed, constructed and managed to not unreasonably impact on sensitive receivers in other ownership in terms of noise and air emissions.	DTS/DPF 1.3 None are applicable.
PO 1.4 Dairies and associated activities such as wastewater lagoons and liquid/solid waste disposal areas are sited, designed, constructed and managed to not unreasonably impact on sensitive receivers in other ownership in terms of noise and air emissions.	DTS/DPF 1.4 Dairies, associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities are located 500m or more from the nearest sensitive receiver in other ownership.
PO 1.5 Lagoons for the storage or treatment of milking shed effluent is adequately separated from roads to minimise impacts from odour on the general public.	DTS/DPF 1.5 Lagoons for the storage or treatment of milking shed effluent are set back 20m or more from public roads.
Waste	
PO 2.1 Storage of manure, used litter and other wastes (other than waste water lagoons) is sited, designed, constructed and managed to: (a) avoid attracting and harbouring vermin (b) avoid polluting water resources (c) be located outside 1% AEP flood event areas.	DTS/DPF 2.1 None are applicable.
Soil and Water Protection	
PO 3.1 To avoid environmental harm and adverse effects on water resources, intensive animal husbandry operations are appropriately set back from: (a) public water supply reservoirs (b) major watercourses (third order or higher stream) (c) any other watercourse, bore or well used for domestic or stock water supplies.	DTS/DPF 3.1 Intensive animal husbandry operations are set back: (a) 800m or more from a public water supply reservoir (b) 200m or more from a major watercourse (third order or higher stream) (c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.
PO 3.2 Intensive animal husbandry operations and dairies incorporate	DTS/DPF 3.2 None are applicable.

appropriately designed effluent and run-off facilities that:

- (a) have sufficient capacity to hold effluent and runoff from the operations on site
- (b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome		Deemed-to-Satisfy Criteria / Designated Performance Feature									
General Land Use Compatibility											
PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.		DTS/DPF 1.1 None are applicable.									
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.		DTS/DPF 1.2 None are applicable.									
Hours of Operation											
PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to: (a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the zone (d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.		DTS/DPF 2.1 Development operating within the following hours:									
		<table><tr><th>Class of Development</th><th>Hours of operation</th></tr><tr><td>Consulting room</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr><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</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday</td></tr></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	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	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday										

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

<p>(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</p> <p>(c) housing plant and equipment within an enclosed structure or acoustic enclosure</p> <p>(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</p>					
<p>PO 4.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.3</p> <p>The pump and/or filtration system ancillary to a dwelling erected on the same site is:</p> <p>(a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or</p> <p>(b) located at least 12m from the nearest habitable room located on an adjoining allotment.</p>				
<p>PO 4.4</p> <p>External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.</p>	<p>DTS/DPF 4.4</p> <p>Adjacent land is used for residential purposes.</p>				
<p>PO 4.5</p> <p>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" data-bbox="831 1162 1490 1375"> <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 accommodate sensitive receivers.</p>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>				
<p>PO 5.2</p> <p>Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by:</p> <p>(a) incorporating appropriate treatment technology before exhaust emissions are released</p> <p>(b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.</p>	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>				
Light Spill					
<p>PO 6.1</p>	<p>DTS/DPF 6.1</p>				

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

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025	
		(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> .

Land Division

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

	<p>(a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the <i>Development Act 1993</i> or <i>Planning, Development and Infrastructure Act 2016</i> where the allotments are used or are proposed to be used solely for residential purposes</p> <p>(b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments.</p>
<p>PO 1.2</p> <p>Land division considers the physical characteristics of the land, preservation of environmental and cultural features of value and the prevailing context of the locality.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
Design and Layout	
<p>PO 2.1</p> <p>Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Land division maximises the number of allotments that face public open space and public streets.</p>	<p>DTS/DPF 2.3</p> <p>None are applicable.</p>
<p>PO 2.4</p> <p>Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.</p>	<p>DTS/DPF 2.4</p> <p>None are applicable.</p>
<p>PO 2.5</p> <p>Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.</p>	<p>DTS/DPF 2.5</p> <p>None are applicable.</p>
<p>PO 2.6</p> <p>Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.</p>	<p>DTS/DPF 2.6</p> <p>None are applicable.</p>
<p>PO 2.7</p> <p>Land division results in legible street patterns connected to the surrounding street network.</p>	<p>DTS/DPF 2.7</p> <p>None are applicable.</p>
<p>PO 2.8</p> <p>Land division is designed to preserve existing vegetation of value including native vegetation and regulated and significant trees.</p>	<p>DTS/DPF 2.8</p> <p>None are applicable.</p>
Roads and Access	
<p>PO 3.1</p> <p>Land division provides allotments with access to an all-weather public road.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
<p>PO 3.2</p> <p>Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
<p>PO 3.3</p> <p>Land division does not impede access to publicly owned open space and/or recreation facilities.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>
<p>PO 3.4</p>	<p>DTS/DPF 3.4</p>

Road reserves provide for safe and convenient movement and parking of projected volumes of vehicles and allow for the efficient movement of service and emergency vehicles.	None are applicable.
PO 3.5 Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.	DTS/DPF 3.5 None are applicable.
PO 3.6 Road reserves accommodate stormwater drainage and public utilities.	DTS/DPF 3.6 None are applicable.
PO 3.7 Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.	DTS/DPF 3.7 None are applicable.
PO 3.8 Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	DTS/DPF 3.8 None are applicable.
PO 3.9 Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	DTS/DPF 3.9 None are applicable.
PO 3.10 Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	DTS/DPF 3.10 None are applicable.
Infrastructure	
PO 4.1 Land division incorporates public utility services within road reserves or dedicated easements.	DTS/DPF 4.1 None are applicable.
PO 4.2 Waste water, sewage and other effluent is capable of being disposed of from each allotment without risk to public health or the environment.	DTS/DPF 4.2 Each allotment can be connected to: (a) a waste water treatment plant that has the hydraulic volume and pollutant load treatment and disposal capacity for the maximum predicted wastewater volume generated by subsequent development of the proposed allotment or (b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.
PO 4.3 Septic tank effluent drainage fields and other waste water disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 4.3 Development is not built on, or encroaches within, an area that is or will be, required for a sewerage system or waste control system.
PO 4.4 Constructed wetland systems, including associated detention and retention basins, are sited and designed to ensure public health and safety is protected, including by minimising potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 4.4 None are applicable.
PO 4.5 Constructed wetland systems, including associated detention and retention basins, are sited and designed to allow sediments to settle prior to discharge into watercourses or the marine environment.	DTS/DPF 4.5 None are applicable.
PO 4.6 Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape	DTS/DPF 4.6 None are applicable.

feature.	
Minor Land Division (Under 20 Allotments)	
Open Space	
PO 5.1 Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.	DTS/DPF 5.1 None are applicable.
Solar Orientation	
PO 6.1 Land division for residential purposes facilitates solar access through allotment orientation.	DTS/DPF 6.1 None are applicable.
Water Sensitive Design	
PO 7.1 Land division creating a new road or common driveway includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 7.1 None are applicable.
PO 7.2 Land division designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 7.2 None are applicable.
Battle-Axe Development	
PO 8.1 Battle-axe development appropriately responds to the existing neighbourhood context.	DTS/DPF 8.1 Allotments are not in the form of a battle-axe arrangement.
PO 8.2 Battle-axe development designed to allow safe and convenient movement.	DTS/DPF 8.2 The handle of a battle-axe development: (a) has a minimum width of 4m or (b) where more than 3 allotments are proposed, a minimum width of 5.5m.
PO 8.3 Battle-axe allotments and/or common land are of a suitable size and dimension to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 8.3 Battle-axe development allows a B85 passenger vehicle to enter and exit parking spaces in no more than a three-point turn manoeuvre.
PO 8.4 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 8.4 Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Major Land Division (20+ Allotments)	
Open Space	
PO 9.1 Land division allocates or retains evenly distributed, high quality areas of open space to improve residential amenity and provide urban heat amelioration.	DTS/DPF 9.1 None are applicable.
PO 9.2	DTS/DPF 9.2

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025	
Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.		None are applicable.	
PO 9.3 Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.		DTS/DPF 9.3 None are applicable.	
Water Sensitive Design			
PO 10.1 Land division creating 20 or more allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.		DTS/DPF 10.1 None are applicable.	
PO 10.2 Land division creating 20 or more allotments includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.		DTS/DPF 10.2 None are applicable.	
Solar Orientation			
PO 11.1 Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.		DTS/DPF 11.1 None are applicable.	

Marinas and On-Water Structures

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025	
Navigation and access channels are not impaired by marinas and on-water structures.		None are applicable.	
PO 1.4	Commercial shipping lanes are not impaired by marinas and on-water structures.	DTS/DPF 1.4	Marinas and on-water structures are set back 250m or more from commercial shipping lanes.
PO 1.5	Marinas and on-water structures are located to avoid interfering with the operation or function of a water supply pumping station.	DTS/DPF 1.5	On-water structures are set back: <ul style="list-style-type: none"> (a) 3km or more from upstream water supply pumping station take-off points (b) 500m or more from downstream water supply pumping station take-off points.
PO 1.6	Maintenance of on-water infrastructure, including revetment walls, is not impaired by marinas and on-water structures.	DTS/DPF 1.6	None are applicable.
Environmental Protection			
PO 2.1	Development is sited and designed to facilitate water circulation and exchange.	DTS/DPF 2.1	None are applicable.

Open Space and Recreation

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025	
PO 7.2	Buildings and structures in open space areas are clustered where practical to ensure that the majority of the site remains open.	DTS/DPF 7.2	None are applicable.
PO 7.3	Development in open space is constructed to minimise the extent of impervious surfaces.	DTS/DPF 7.3	None are applicable.
PO 7.4	Development that abuts or includes a coastal reserve or Crown land used for scenic, conservation or recreational purposes is located and designed to have regard to the purpose, management and amenity of the reserve.	DTS/DPF 7.4	None are applicable.
Landscaping			
PO 8.1	Open space and recreation facilities provide for the planting and retention of large trees and vegetation.	DTS/DPF 8.1	None are applicable.
PO 8.2	Landscaping in open space and recreation facilities provides shade and windbreaks: <ul style="list-style-type: none"> (a) along cyclist and pedestrian routes; (b) around picnic and barbecue areas; (c) in car parking areas. 	DTS/DPF 8.2	None are applicable.
PO 8.3	Landscaping in open space facilitates habitat for local fauna and facilitates biodiversity.	DTS/DPF 8.3	None are applicable.
PO 8.4	Landscaping including trees and other vegetation passively watered with local rainfall run-off, where practicable.	DTS/DPF 8.4	None are applicable.

Out of Activity Centre Development

Assessment Provisions (AP)

Desired Outcome (DO)

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

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres: <ul style="list-style-type: none"> (a) as primary locations for shopping, administrative, cultural, entertainment and community services (b) as a focus for regular social and business gatherings (c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities. 	DTS/DPF 1.1 None are applicable.

PO 1.2 Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities: (a) that support the needs of local residents and workers, particularly in underserviced locations (b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre.	DTS/DPF 1.2 None are applicable.
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------

Resource Extraction

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Resource extraction activities minimise landscape damage outside of those areas unavoidably disturbed to access and exploit a resource and provide for the progressive reclamation and betterment of disturbed areas.	DTS/DPF 1.1 None are applicable.
PO 1.2 Resource extraction activities avoid damage to cultural sites or artefacts.	DTS/DPF 1.2 None are applicable.
Water Quality	
PO 2.1 Stormwater and/or wastewater from resource extraction activities is diverted into appropriately sized treatment and retention systems to enable reuse on site.	DTS/DPF 2.1 None are applicable.
Separation Treatments, Buffers and Landscaping	
PO 3.1 Resource extraction activities minimise adverse impacts upon sensitive receivers through incorporation of separation distances and/or mounding/vegetation.	DTS/DPF 3.1 None are applicable.
PO 3.2 Resource extraction activities are screened from view from adjacent land by perimeter landscaping and/or mounding.	DTS/DPF 3.2 None are applicable.

Site Contamination

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Tourism Development

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Policy24		P&D Code (in effect) Version 2025.10 29/05/2025	
subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.			
PO 3.3	Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	DTS/DPF 3.3	None are applicable.
PO 3.4	Tourist accommodation is designed to prevent conversion to private dwellings through: <ul style="list-style-type: none"> (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling (d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling. 	DTS/DPF 3.4	None are applicable.

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.

turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided

	(b) for sites with a frontage to a public road greater than 20m: <ul style="list-style-type: none"> (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing: <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.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: <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. 	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: <ul style="list-style-type: none"> (a) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for	DTS/DPF 6.3 None are applicable.

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

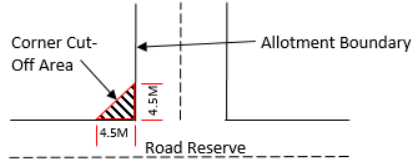
	 <p>The diagram illustrates a corner cut-off area at the intersection of a road and an allotment. A dashed line represents the 'Allotment Boundary'. A solid line represents the 'Road Reserve'. A red hatched area indicates the 'Corner Cut-Off Area', which is a quarter-circle with a radius of 4.5M. The distance from the corner of the allotment to the start of the road reserve is also marked as 4.5M.</p>
Heavy Vehicle Parking	
<p>PO 11.1</p> <p>Heavy vehicle parking and access is designed and sited so that the activity does not result in nuisance to adjoining neighbours as a result of dust, fumes, vibration, odour or potentially hazardous loads.</p>	<p>DTS/DPF 11.1</p> <p>Heavy vehicle parking occurs in accordance with the following:</p> <ul style="list-style-type: none"> (a) the site is not located within a Neighbourhood-type zone (except a Rural Living Zone) (b) the site is a minimum of 0.4 ha (c) where the site is 2 ha or more, no more than 2 vehicles exceeding 3,000 kilograms each (and trailers) are to be parked on the allotment at any time (d) where the site is between 0.4 ha and 2 ha, only one vehicle exceeding 3,000 kilograms (and one trailer) are to be parking on the allotment at any time (e) the vehicle parking area achieves the following setbacks: <ul style="list-style-type: none"> (i) behind the building line or 30m, whichever is greater (ii) 20m from the secondary street if it is a State Maintained Road (iii) 10m from the secondary street if it is a local road (iv) 10m from side and rear boundaries (f) parking and access areas (including internal driveways) should be sealed or have a surface that can be treated and maintained to minimise dust and mud nuisance (g) does not include refrigerated trailers or vehicles (h) vehicles only enter and exit the property in accordance with the following hours: <ul style="list-style-type: none"> (i) Monday to Saturday 6:00am and 9:30pm (ii) Sunday and public holidays between 9:30 am and 7:00 pm (i) the handling or trans-shipment of freight is not carried out on the property.
<p>PO 11.2</p> <p>Heavy vehicle parking ensures that vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.</p>	<p>DTS/DPF 11.2</p> <p>Heavy vehicles:</p> <ul style="list-style-type: none"> (a) can enter and exit the site in a forward direction; and (b) operate within the statutory mass and dimension limited for General Access Vehicles (as prescribed by the National Heavy Vehicle Regulator).
<p>PO 11.3</p> <p>Heavy vehicle parking is screened through siting behind buildings, screening, landscaping or the like to obscure views from adjoining properties and public roads.</p>	<p>DTS/DPF 11.3</p> <p>None are applicable.</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	
Co-located Housing	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling to be located in a shared car parking area / arrangement.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling to be located in a shared car parking area / arrangement.</p> <p>Where development involves 3 or more dwellings, 0.33 spaces per dwelling for visitor parking to be located in a shared car parking area / arrangement.</p>
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> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
Row Dwelling where vehicle access is from the primary street	<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>
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	<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>
Semi-Detached Dwelling	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Aged / Supported Accommodation	
Retirement facility	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	

Caravan and tourist park	<p>Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation.</p> <p>Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation.</p> <p>A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.</p>
Tourist accommodation other than a caravan and tourist park	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Motor repair station	3 spaces per service bay.
Office	<p>For a call centre, 8 spaces per 100m2 of gross leasable floor area</p> <p>In all other cases, 4 spaces per 100m2 of gross leasable floor area.</p>
Retail fuel outlet	3 spaces per 100m2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m2 of gross leasable floor area
Shop (no commercial kitchen)	<p>1 space per 100m2 of outdoor area used for display purposes.</p> <p>5.5 spaces per 100m2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.</p> <p>5 spaces per 100m2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.</p>
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	<p>Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat.</p> <p>Premises with take-away service but with no seats - 12 spaces per 100m2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point.</p> <p>Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.</p>
Community and Civic Uses	
Community facility	<p>For a library, 4 spaces per 100m2 of total floor area.</p> <p>For a hall/meeting hall, 0.2 spaces per seat.</p> <p>In all other cases, 10 spaces per 100m2 of total floor area.</p>
Educational facility	<p>For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.</p> <p>For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.</p> <p>For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.</p>
Place of worship	1 space for every 3 visitor seats.
Child care facility	<p>For a child care centre, 0.25 spaces per child</p> <p>In all other cases, 1 per employee plus 0.25 per child (drop off/pick up bays).</p>
Health Related Uses	
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Hospital	<p>4.5 spaces per bed for a public hospital.</p> <p>1.5 spaces per bed for a private hospital.</p>

Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m2 of total floor area in a public bar plus 1 space for every 6m2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m2 of total floor area for a Fitness Centre 4.5 spaces per 100m2 of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m2 total floor area 1 spaces per 100m2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m2 of total floor area.
Store	0.5 spaces per 100m2 of total floor area.
Timber yard	1.5 spaces per 100m2 of total floor area 1 space per 100m2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m2 of total building floor area.

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

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

In the area identified in Concept Plan 152 Brompton Gasworks, car parking can be provided in a consolidated manner for that precinct rather than on a development-by-development basis

on a development-by-development basis			
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
		1 space for each dwelling with a total floor area less than 75 square metres	City Riverbank Zone
		2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres	Adelaide Park Lands Zone
		3 spaces for each dwelling with a total floor area greater than 150 square metres.	Business Neighbourhood Zone (within the City of Adelaide)
		Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	5 spaces per 100m2 of gross leasable floor area.	City Living Zone
			Urban Corridor (Boulevard) Zone
			Urban Corridor (Business) Zone
			Urban Corridor (Living) Zone
			Urban Corridor (Main Street) Zone
			Urban Neighbourhood Zone

			(except for Bowden, Brompton or Hindmarsh)
Non-residential development excluding tourist accommodation	<p>Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham</p> <p>Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area</p> <p>Suburban Activity Centre Zone when the site is also in a high frequency public transit area</p> <p>Suburban Business Zone when the site is also in a high frequency public transit area</p> <p>Business Neighbourhood Zone outside of the City of Adelaide when the site is also in a high frequency public transit area</p> <p>Suburban Main Street Zone when the site is also in a high frequency public transit area</p> <p>Urban Activity Centre Zone</p>	3 spaces per 100m ² of gross leasable floor area.	6 spaces per 100m ² of gross leasable floor area.
Non-residential development excluding tourist accommodation	<p>3 spaces per 100 square metres of gross leasable floor area</p> <p>1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop</p>	3 spaces per 100 square metres of gross leasable floor area	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	<p>City Living Zone</p> <p>Urban Activity Centre Zone when the site is also in a high frequency public transit area</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street) Zone</p> <p>Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)</p>
Residential development			
Residential component of a multi-storey building	<p>Dwelling with no separate bedroom - 0.25 spaces per dwelling</p> <p>1 bedroom dwelling - 0.75 spaces per dwelling</p> <p>2 bedroom dwelling - 1 space per dwelling</p>	None specified.	<p>City Living Zone</p> <p>Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham</p> <p>Strategic Innovation Zone outside</p>

	3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.		the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential component of a multi-storey building	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)
Residential flat building	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Row dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Semi-detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)
Notes			
1	In the area identified in Concept Plan 152 Brompton Gasworks, car parking can be provided in a consolidated manner for that precinct rather than on a development-by-development basis		

Table 3 - Off-Street Bicycle Parking Requirements

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

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

	For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.	
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.	
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m2 of gross leasable floor area for visitors.	
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.	
Office	1 space for every 200m2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m2 of gross leasable floor area for visitors.	
Child care facility	1 space per 20 full time employees plus 1 space per 40 full time children.	
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.	
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.	
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.	
Shop	1 space for every 300m2 of gross leasable floor area plus 1 space for every 600m2 of gross leasable floor area for customers.	
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.	
Schedule to Table 3	Designated Area	Relevant part of the State
		The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
	All zones	City of Adelaide
	Business Neighbourhood Zone	Metropolitan Adelaide
	Strategic Innovation Zone	
	Suburban Activity Centre Zone	
	Suburban Business Zone	
	Suburban Main Street Zone	
	Urban Activity Centre Zone	
	Urban Corridor (Boulevard) Zone	
	Urban Corridor (Business) Zone	
	Urban Corridor (Living) Zone	
	Urban Corridor (Main Street) Zone	
	Urban Neighbourhood Zone	

Waste Treatment and Management Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as: <ul style="list-style-type: none"> (a) containing potential groundwater and surface water contaminants within waste operations areas (b) diverting clean stormwater away from waste operations areas and potentially contaminated areas (c) providing a leachate barrier between waste operations areas and underlying soil and groundwater. 	DTS/DPF 2.1 None are applicable.
PO 2.2 Wastewater lagoons are set back from watercourses to minimise environmental harm and adverse effects on water resources.	DTS/DPF 2.2 Wastewater lagoons are set back 50m or more from watercourse banks.
PO 2.3 Wastewater lagoons are designed and sited to: <ul style="list-style-type: none"> (a) avoid intersecting underground waters; (b) avoid inundation by flood waters; (c) ensure lagoon contents do not overflow; (d) include a liner designed to prevent leakage. 	DTS/DPF 2.3 None are applicable.
PO 2.4 Waste operations areas of landfills and organic waste processing facilities are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.4 Waste operations areas are set back 100m or more from watercourse banks.
Amenity	
PO 3.1 Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Access routes to waste treatment and management facilities via residential streets is avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Litter control measures minimise the incidence of windblown litter.	DTS/DPF 3.3 None are applicable.
PO 3.4 Waste treatment and management facilities are designed to minimise adverse impacts on both the site and surrounding areas from weed and vermin infestation.	DTS/DPF 3.4 None are applicable.
Access	

PO 4.1 Traffic circulation movements within any waste treatment or management site are designed to enable vehicles to enter and exit the site in a forward direction.	DTS/DPF 4.1 None are applicable.
PO 4.2 Suitable access for emergency vehicles is provided to and within waste treatment or management sites.	DTS/DPF 4.2 None are applicable.
Fencing and Security	
PO 5.1 Security fencing provided around waste treatment and management facilities prevents unauthorised access to operations and potential hazard to the public.	DTS/DPF 5.1 Chain wire mesh or pre-coated painted metal fencing 2m or more in height is erected along the perimeter of the waste treatment or waste management facility site.
Landfill	
PO 6.1 Landfill gas emissions are managed in an environmentally acceptable manner.	DTS/DPF 6.1 None are applicable.
PO 6.2 Landfill facilities are separated from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 6.2 Landfill facilities are set back 250m or more from a public open space reserve, forest reserve, national park or Conservation Zone.
PO 6.3 Landfill facilities are located on land that is not subject to land slip.	DTS/DPF 6.3 None are applicable.
PO 6.4 Landfill facilities are separated from areas subject to flooding.	DTS/DPF 6.4 Landfill facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Organic Waste Processing Facilities	
PO 7.1 Organic waste processing facilities are separated from the coast to avoid potential environment harm.	DTS/DPF 7.1 Organic waste processing facilities are set back 500m or more from the coastal high water mark.
PO 7.2 Organic waste processing facilities are located on land where the engineered liner and underlying seasonal water table cannot intersect.	DTS/DPF 7.2 None are applicable.
PO 7.3 Organic waste processing facilities are sited away from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 7.3 Organic waste processing facilities are set back 250m or more from a public open space reserve, forest reserve, national park or a Conservation Zone.
PO 7.4 Organic waste processing facilities are located on land that is not subject to land slip.	DTS/DPF 7.4 None are applicable.
PO 7.5 Organic waste processing facilities separated from areas subject to flooding.	DTS/DPF 7.5 Organic waste processing facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Major Wastewater Treatment Facilities	
PO 8.1 Major wastewater treatment and disposal systems, including lagoons, are designed to minimise potential adverse odour impacts on sensitive receivers, minimise public and environmental health risks and protect water quality.	DTS/DPF 8.1 None are applicable.
PO 8.2	DTS/DPF 8.2

Artificial wetland systems for the storage of treated wastewater are designed and sited to minimise potential public health risks arising from the breeding of mosquitoes.	None are applicable.
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------

Workers' accommodation and Settlements

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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

DECISION NOTIFICATION FORM

FOR DEVELOPMENT APPLICATION DATED 23.9.2002

Development Number

473/958/02

REGISTERED ON 25.9.2002

To:- I & J Bailey 61 Sprigg Road PICCADILLY SA 5151	ASSESSMENT NO A9523 VALUER GENERAL NUMBER 3304970616
--------------------------------------------------------------	---------------------------------------------------------------

LOCATION OF PROPOSED DEVELOPMENT

House No 61	Lot No 8	Street SPRIGG ROAD	Town/Suburb CRAFERS
Sect/No 841 FULL		Hundred of ONKAPARINGA	Certificate of Title 5159/747

Nature of
Proposed
Development

The relocation of the storage area for bottled and packaged spring water from the existing (lower site level) building to new storage buildings (upper site level) the relocation of the loading/unloading area and six (6) carparking spaces from the lower to the upper site level and the change of use of the lower site level building from office and storage to office and farm implement shed

From

ADELAIDE HILLS COUNCIL

In respect of this proposed development you are informed that:-

Nature of Decision	Consent Granted	No of Conditions	Consent refused	Not Applicable
Provisional Development Plan Consent	17.3.2003	10		
Land Division				X
Land Division (Strata)				X
Provisional Building Rules Consent	1.8.2003	5		
Public Space				X
Other				X
DEVELOPMENT APPROVAL	1.8.2003	15		

If applicable, details of the building classification and the approved number of occupants under the Building Code are attached.

Reasons for this decision, any conditions imposed, and the reasons for imposing those conditions are set out on the attached sheet.

Date of Decision:- 1.8.2003

Signed:

Date:-1/8/03

Development Assessment Commission or delegate

✓ Council Chief Executive Officer or delegate

Private Certifier

✓ Sheets Attached. (3)

COPY

NOTES FOR APPLICANT

1. You may have a right of appeal if this notification is:
 - a refusal (appeal rights do not apply to applicants for non-complying forms of development)
 - a consent

Such an appeal must be lodged within two months of the day on which you receive this notice or such longer time as the Environmental Resources and Development Court allows.

For assistance in the cost and lodgement of an appeal it is suggested you contact the Court which is located in the Sir Samuel Way Building, Victoria Square, Adelaide, or phone the Court on (08) 8204 0300.

2. If your application was the subject of third party representations, any consent, or consent subject to conditions shall not operate until fifteen (15) days from the date of the decision made on the application. If there is an appeal by a third party, any consent or consent subject to conditions shall not operate until determination of the appeal. Fifteen (15) days from the date of the decision on your application, contact the Environmental Resources and Development Court to find out if there has been an appeal lodged.
3. If this is a consent or consent with conditions:
 - the development must be substantially commenced or
 - for land division, you must apply for Certificates of Approval within twelve (12) months of the date of this notification unless this period has been extended by the Council or Development Assessment Commission.

AND

Any act or work authorised or required by this notification must be completed within three (3) years of the date of the notification or a longer time as allowed by the Council or the Development Assessment Commission.

You will require a fresh consent before commencing or continuing the development if you are unable to satisfy these requirements.

ADDITIONAL INFORMATION

ALLOTMENT BOUNDARIES:

Allotment Boundaries will not be certified by Council Staff. The onus of ensuring that buildings are sited in the approved position on the correct allotment is the responsibility of the owner.

PROTECTION OF PROPERTY:

Your co-operation is sought in ensuring that the street, road, kerb, gutter, and footway are protected from damage during delivery of any building materials to the site. Re-instatement costs can be recovered from the owner in addition to a penalty imposed by a court if damage is caused. Any changes to existing entrance-ways must be approved by Council.

S A WATER:

Townships - where an allotment is served by S A Water Sewer, the owner is required to give notice to that department of the intended building work.

ETSA:

The Electricity Trust of South Australia should be notified of all proposed additions and alterations to existing buildings and those proposals to erect signs, awnings, temporary scaffolding or other structures near overhead electricity services and street mains. Building work near overhead electricity conductors sometimes creates dangerous situations while underground cables are often covered in such a way that maintenance becomes impossible. Failure to observe safe clearances to existing services in building operations may make you liable to pay damages to the Trust.

WARNINGS:

- a) The owner is warned that the Council is required to approve the minimum allowable footing sizes under the regulations and A.S.2870. Such designs do not provide a guarantee against footing failures. Advice from a qualified engineer in this matter is recommended.
- b) This approval does not imply compliance with the (State) Electricity Trust of South Australia Act 1946, Equal Opportunity Act, 1984 and the Commonwealth Disability Discrimination Act 1993 as amended or the regulations thereunder. It is the responsibility of the applicant and the person erecting the building to ensure compliance with same.

Adelaide Hills Council

1. PROVISIONAL DEVELOPMENT PLAN CONDITIONS RELATING TO DEVELOPMENT APPLICATION NO 473/958/02

1. The development hereby approved shall be in accordance with the plans and written submissions accompanying the application unless altered by the following conditions.
2. The existing building located on the lower bench level of the site shall only be used for office use in association with the spring water business (77 sq metres) and the storage of farm machinery and implements with no machinery associated with the packaging or bottling of spring water being operated within the building at any time except for the existing compressor.
3. That the number of articulated tanker or semi-trailer deliveries to and/or from the site shall be limited to a maximum of 40 vehicles per week (with an average of no more than 8 vehicles per working day).
4. No vehicle movements associated with the commercial distribution of product shall occur from points of ingress and egress to the subject land prior to 7.00am Monday to Friday.
The operating hours of the business shall be 7.00am to 6.00pm except during day light saving when the operating hours will be 7.00am to 8.00pm.
6. The existing screen of vegetation adjacent to the upper platform shall be retained and additional evergreen trees and shrubs shall be planted with a mature height of 4 metres to create a dense vegetative screen with multiple layers. The vegetative screen shall be kept in good health at all times and supplemented or replaced if it becomes sick or dies.
7. The applicants or other persons for the item being making use of the subject land now approved shall at all times maintain in good and substantial condition to the reasonable satisfaction of Council in all respects all buildings structures and other improvements erected on the subject land and all paint work on the external parts of such buildings structures and other improvements.
8. The development hereby approved shall not detrimentally affect the amenity of the locality by reason of noise vibration smell fumes smoke soot ash dust or grit.
9. Management of the property shall be undertaken in such a manner as to prevent denudation erosion or pollution of the environment.
10. The maximum noise level associated with noise generating activities associated with the operation on site must not exceed a level which is 5 dB(A) below the relevant maximum noise levels prescribed in the Environment Protection (Industrial) Noise Policy 1994 when measured in accordance with that Policy.

REASONS for the conditions are:

- *To maintain and enhance the visual amenity of the locality in which the subject land is situated.*
- *To maintain and enhance the natural environment and avoid pollution.*
- *To provide safe and convenient access and to maintain and enhance the natural environment.*

NOTE: The applicant is reminded of its general environmental duty as required by Section 25 of the Environment Protection Act to take all reasonable and practical measures to ensure that the activities on the whole site including during construction do not pollute the environment in a way which causes or may cause environmental harm.

2. BUILDING RULES CONSENT CONDITIONS RELATING TO DEVELOPMENT APPLICATION NO 473/958/02

1) Building Classification

The building is not to be used for any other purpose than the classification approved by Council (Class 7). Application may be made to Council for determination of a new classification.

2) Mandatory Notifications for Inspection

A person undertaking the building work must give the Council one business day notification of the following stages of work.

- a) Commencement of building work on the site.
- b) Completion of steel reinforcement prior to placement of concrete into a footing or other structural member that will transfer load directly to a foundation.
- c) Completion of steel roof and wall framing.
- d) Completion of building work (including installation of emergency exit lights, fire hose reels, portable fire extinguishers, fire hydrant etc.).

3) Building Surveyors Report

Council approval is subject to and includes recommended conditions of approval contained in the attached Building Surveyor's report dated 2nd June 2003.

4) Essential Safety Provisions

The essential safety provisions detail attached to this Development Approval must be complied with in all respects before occupation of the building.

5) Certificate of Occupancy

A person must not occupy the approved building unless the Adelaide Hills Council has issued a Certificate of Occupancy for the building.

An application for a Certificate of Occupancy must be accompanied by a written statement from a licensed builder, who under an agreement with the owner of the land was responsible for undertaking any part of the building work. In the case of an owner builder the statement must be signed by a registered building work supervisor or private certifier.

The statement must state that the building work has been carried out in accordance with the Development Approval and that all service connections have been made in accordance with the relevant authority.

CLASS 7 SINGLE STOREY BUILDINGS

**NOTES ON ESSENTIAL SAFETY PROVISIONS
& CERTIFICATE OF OCCUPANCY**

28 Main Street
PO Box 44
Woodside 5244
South Australia

T: (08) 8408 0400
F: (08) 8389 7440
E: mail@ahc.sa.gov.au
W: www.ahc.sa.gov.au

Pursuant to the Development Act 1993., the owner of a building to which **Essential Safety Provisions & Certificates of Occupancy** apply has a responsibility for the following:

The owner must not permit the use of a building unless the **Essential Safety Provisions** have been installed and tested and a **Certificate of Occupancy** has been issued by Council.

Form 1 (attached) specifies what **Essential Safety Provisions** are applicable to your building.

Form2 (attached) is required to be completed and submitted to Council before the building is in use and before the **Certificate of Occupancy** may be issued by Council.

Form 3 (attached) is a yearly return to Council that is required to be submitted on or near the 1st of January each year. Council will normally send out a reminder of this in December each year, but the onus is on the owner to ensure the return is completed and submitted by the due date

Certificate of Occupancy Request Form (attached) is required to be completed and submitted to Council.

Should you have any queries on Essential Safety Provisions please contact the Council Building Control Unit.

SCHEDULE 16
Essential Safety Provisions

FORM 1

Development Act 1993
Development Regulations 1993-Regulation 76(3)

SCHEDULE OF ESSENTIAL SAFETY PROVISIONS
Adelaide Hills Council

Address of building: LOT 8 SPRIGG ROAD PICCADILLY
Name of owner: I & J BAILEY
Development Number: 473/958/02

This is to specify the essential safety provisions required for the above building and the standards/codes/conditions of approval for maintenance and testing in respect of each of those provisions:

Essential Safety Provisions for Single Storey Class 7 Buildings

Items to be inspected or tested as nominated by Council	Installation standards/codes/ Conditions of approval	Nature of inspection and/or test frequency
1. Means of Egress (a) Exits and paths of travel to exits including doors, doorways, operation of latches (including automatic closing or unlocking devices) and clearance from obstructions	Exits and paths of travel to exits including doors, doorways, operation of latches (including automatic closing or unlocking devices) and clearance from obstructions	Three monthly inspection to ensure compliance with Section D of Vol 1 of the BCA and to ensure paths are clear of obstructions
2. Fire Fighting Services and Equipment		
a) Fire hydrant installations	Clause E1.3 of Vol 1 of the BCA and AS 2419.1	As prescribed in AS 1851.4
b) Fire hose reels	Clause E1.4 of Vol 1 of the BCA and AS 2441	As prescribed in AS 1851.2
c) Portable fire extinguishers	Clause E1.6 of Vol 1 of the BCA and AS 2444	As prescribed in AS 1851.1.

3.

Signs

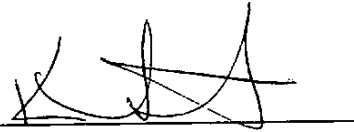
a)

Internally illuminated
exit signs

Clauses E4.5 and
E4.8 of BCA and
AS/NZS 2293.1

Monthly visual
inspection to confirm
operation, avoidance
from obstructions and
power availability and
six monthly inspection
as prescribed in
AS/NZS 2293.2

Signed Authorised Officer



Form 2
Development Act 1993
Development Regulations 1993-Regulation 83(2)

CERTIFICATE OF COMPLIANCE WITH ESSENTIAL SAFETY PROVISIONS

To: Adelaide Hills Council

Address of building: Lot 8 SPRIGG ROAD PICCADILLY
Name of owner: I & J BAILEY
Development Number: 473/958/02

This is to certify that the essential safety provisions for the above building have been installed and tested in accordance with the following standards/codes/conditions of approval:

Essential Safety Provisions for Single Storey Class 7 Buildings

Items to be inspected or tested as nominated by Council	Installation standards/codes/ Conditions of approval	Nature of inspection and/or test frequency
1. Means of Egress		
(a) Exits and paths of travel to exits including doors, doorways, operation of latches (including automatic closing or unlocking devices) and clearance from obstructions	Exits and paths of travel to exits including doors, doorways, operation of latches (including automatic closing or unlocking devices) and clearance from obstructions	Three monthly inspection to ensure compliance with Section D of Vol 1 of the BCA and to ensure paths are clear of obstructions
2. Fire Fighting Services and Equipment		
a) Fire hydrant installations	Clause E1.3 of Vol 1 of the BCA and AS 2419.1	As prescribed in AS 1851.4
b) Fire hose reels	Clause E1.4 of Vol 1 of the BCA and AS 2441	As prescribed in AS 1851.2
c) Portable fire extinguishers	Clause E1.6 of Vol 1 of the BCA and AS 2444	As prescribed in AS 1851.1.

3.
a)

Signs

Internally illuminated
exit signs

Clauses E4.5 and
E4.8 of BCA and
AS/NZS 2293.1

Monthly visual
inspection to confirm
operation; avoidance
from obstructions and
power availability and
six monthly inspection
as prescribed in
AS/NZS 2293.2

Signed Building Owner _____ Date _____

Form 3

Development Act 1993
Development Regulations 1993-Regulation 76(5) and (6)

**CERTIFICATE OF COMPLIANCE WITH MAINTENANCE PROCEDURES
FOR
ESSENTIAL SAFETY PROVISIONS**

TO:- ADELAIDE HILLS COUNCIL

Address of building: I & J BAILEY
Name of owner: Lot 8 SPRIGG ROAD PICCADILLY
Development Number: 473/958/02

This is to certify that maintenance and testing have been carried out in respect of each of the following essential safety provisions for the above building in accordance with the standards/codes/conditions of approval as specified in the schedule of essential safety provisions issued in respect of the building on(date)

ESSENTIAL SAFETY PROVISIONS	STANDARDS/CODES/CONDITIONS OF APPROVAL
1. Means of Egress	
(a) Exits and paths of travel to exits including doors, doorways, operation of latches (including automatic closing or unlocking devices) and clearance from obstructions	Exits and paths of travel to exits including doors, doorways, operation of latches (including automatic closing or unlocking devices) and clearance from obstructions Three monthly inspection to ensure compliance with Section D of Vol 1 of the BCA and to ensure paths are clear of obstructions
2. Fire Fighting Services and Equipment	
a) Fire hydrant installations	Clause E1.3 of Vol 1 of the BCA and AS 2419.1 As prescribed in AS 1851.4
b) Fire hose reels	Clause E1.4 of Vol 1 of the BCA and AS 2441 As prescribed in AS 1851.2
c) Portable fire extinguishers	Clause E1.6 of Vol 1 of the BCA and AS 2444 As prescribed in AS 1851.1.

3.	Signs		
a)	Internally illuminated exit signs	Clauses E4.5 and E4.8 of BCA and AS/NZS 2293.1	Monthly visual inspection to confirm operation, avoidance from obstructions and power availability and six monthly inspection as prescribed in AS/NZS 2293.2

APPLICATION FOR CERTIFICATE OF OCCUPANCY

SECTION 67, DEVELOPMENT ACT, 1993

Applicants Name & Address _____

Address of premises for which the Certificate of Occupancy is sought _____

Development Application No: 473/958/02
(For the building which is to be occupied)

INFORMATION SUPPLIED PURSUANT TO DEVELOPMENT REGULATION 83(2)

We advise that the Building Work has been completed in accordance with the approved application and the following

- (a) with regard to the building work;
- (b) with regard to the connection of services;
- (c) with regard to Essential Safety Provisions;
- (d) with regard to complex or novel forms of construction;
- (e) with regard to any conditions to which the consent or approval is subject;
- (f) with regard to partial construction or alteration of a building where further building work is envisaged.

OFFICE USE

Date: _____

Information supplied and checked. Okay to issue Certificate.

Applicant's Signature: _____

Date

Arlane

Mcalister, Max (CFS) [Mcalister.Max@cfs.org.au]
Tuesday, 29 July 2003 3:40 PM
Mail
Dev App 473 958 02

COPY

Subject:

1849-7/MM/210-03

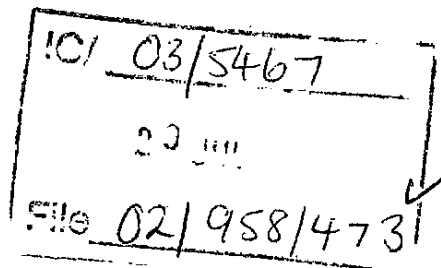
Dev App: 473 958 02
Location: Lot 8 Sprigg Road, Piccadilly, SA
Project: Extension

The Fire Authority provides the following comments:

- * Water Supply. Information supplied by Council would appear to be 1266 LPM @ 200kPa residual pressure. This is an adequate supply for the establishment.
- * ESP. Council is satisfied that there is sufficient FHR, Emergency Lighting, Hydrant provides coverage in accordance with AS2419, 90m coverage of all floor space.
- * General. Council is satisfied with egress requirements.
- * ESP Maintenance Logbook. In accordance with Section 76 of the Dev Act 1993 the owner is required to maintain a maintenance log book recording the maintenance of ESP and supply a Form 3 to Council annually. The Fire Authority may be of assistance in the layout of this log.

Hard copy of this e-mail shall only be forwarded if requested by Council.

Max Mc Alister
Senior Built Environment Officer
COUNTRY FIRE SEREVICE
Phone: (08) 8204 3653 Mobile: 0427 977 090 e-mail mcalister.max@cfs.org.au "BE SAFE - STAY SAFE"



Direct line: 8408 0511
File Ref: 473/958/02
Website: www.ahc.sa.gov.au



22nd July 2003

Mr Max McAlister
CFS - Fire Safety Section
GPO Box 98
ADELAIDE SA 5000

28 Main Street
PO Box 44
Woodside 5244
South Australia

T: (08) 8408 0400
F: (08) 8389 7440
E: mail@ahc.sa.gov.au
W: www.ahc.sa.gov.au

Dear Max,

Re: Fire Authority Opinion

Development No.	473/958/02
Applicant	I & J Bailey
Proposal	Class 7 additions to existing factory.
Subject land	Lot 8 Sprigg Rd, Piccadilly

Hello Max, as discussed earlier today, I forward amended details for the above development application to you for your acceptance and confirmation of the proposed fire services.

The amended details include;

- Amended floor layout plan, and
- Flow test results (Munro Pumps and Power, dated 15/7/03).

In my opinion this building has sufficient exits, emergency exit lights, fire hose reel and hydrant facilities to accommodate BCA requirements. Portable extinguishers have been nominated by the owner and these requirements will be included on the Development Approval (as conditions) and as part of the ES Provisions.

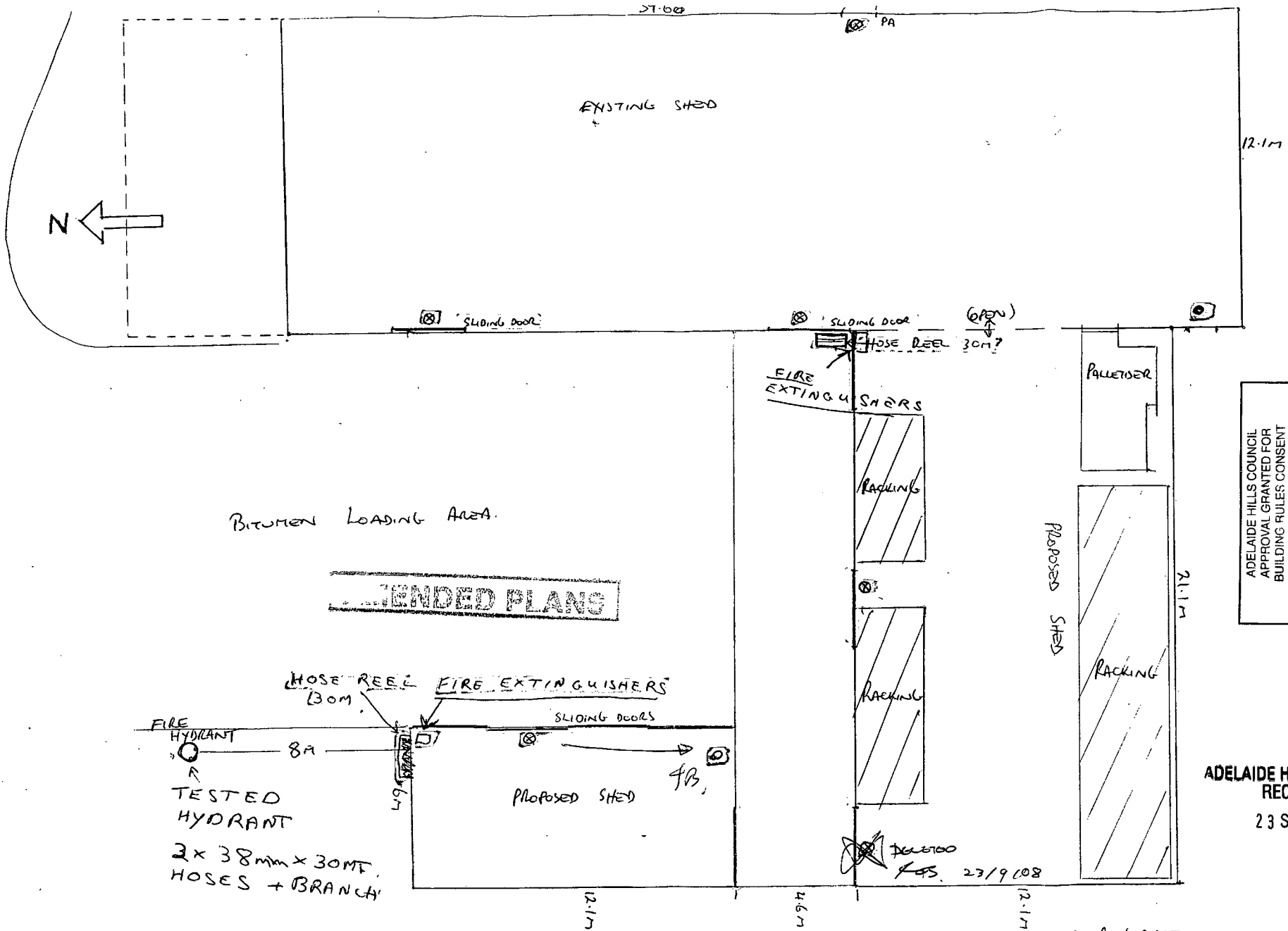
A report at your earliest convenience is requested (the applicant is also an elected member).

Please contact me on (ph) 8408 0511 if I can be of further assistance.

Regards

Peter Morgan
Building and Environmental Health Officer

ACCESS RD



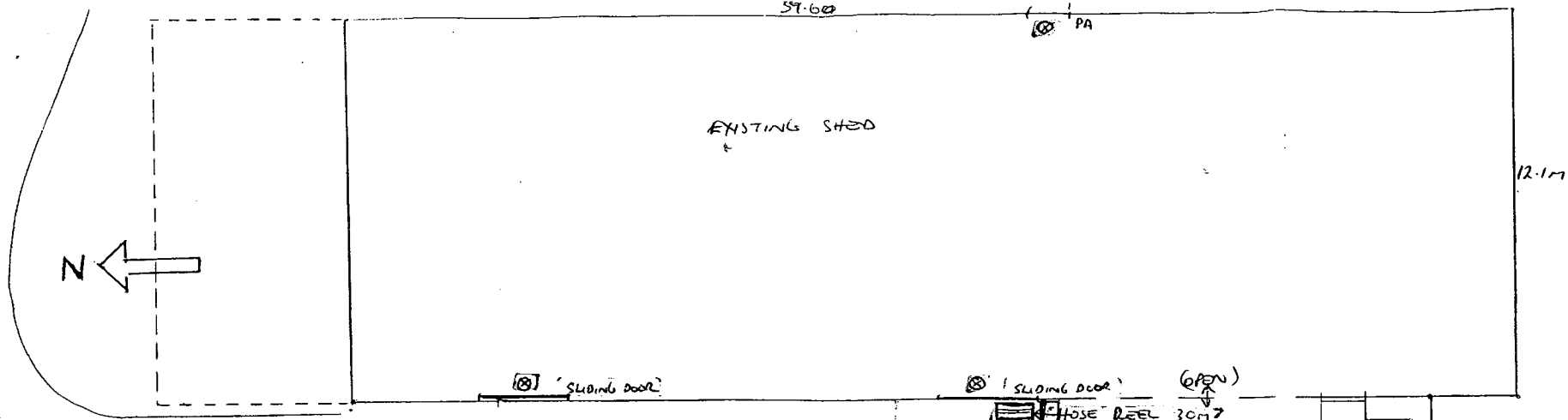
PROPOSED SHED

ADELAIDE HILLS COUNCIL
APPROVAL GRANTED FOR
BUILDING RULES CONSENT
SUBJECT TO CONDITIONS LISTED ON
DECISION NOTIFICATION OF FC 473/872/08
DATE: 23/8/08
AUTHORISED OFFICER

ADELAIDE HILLS COUNCIL
RECEIVED
23 SEP 2008

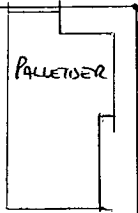
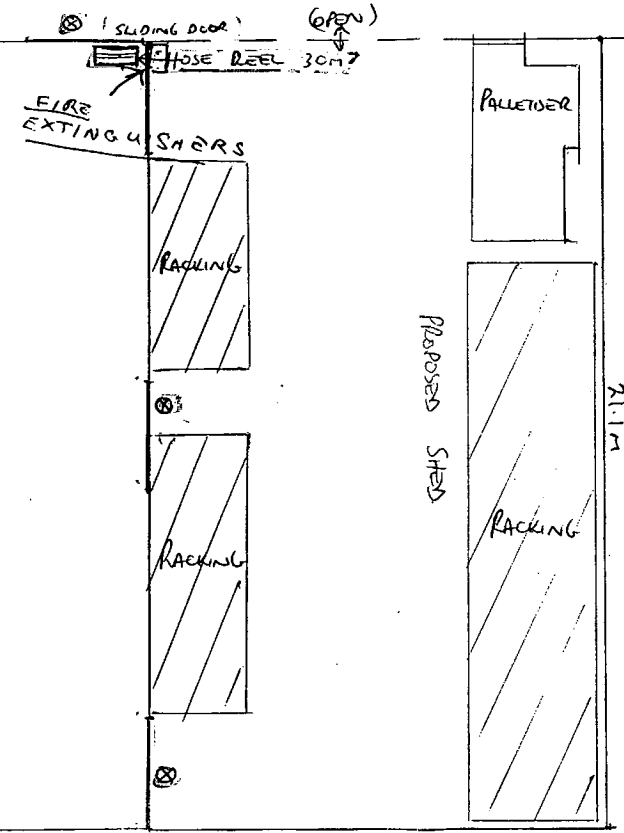
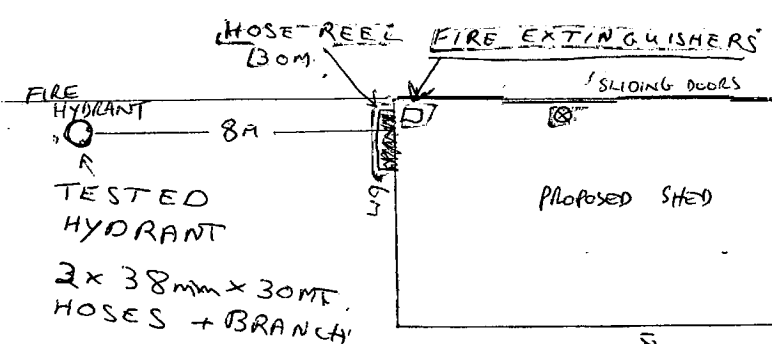
SPRINGWATER BEVERAGES
61 SPRING RD MCCADILL
EXTINGUISHERS
SCALE 134:1

ACCESS Rd



BITUMEN LOADING AREA

EXTENDED PLANS



SUPER 2000

SPRINGWATER BEVERAGES
61 SPRING RD PICCADILLY
EXIT LIGHTS
SCALE 1:34

ADELAIDE HILLS COUNCIL
APPROVAL GRANTED FOR
DEVELOPMENT APPROVAL
SUBJECT TO CONDITIONS LISTED ON
DECISION NOTIFICATION FORM NO:-
4731958102
DEVELOPMENT OFFICER Ru 18/03

RECEIVED
22 JUL 2003

DECISION NOTIFICATION FORM

Section 126(1) of the Planning, Development and Infrastructure Act 2016

TO THE APPLICANT(S):

Name: Ian Bailey
Postal address: 61 SPRIGG ROAD CRAFTERS SA 5152
Email: admin@crystalspring.com.au

IN REGARD TO:

Development application no.: 23003710	Lodged on: 16 Feb 2023
Nature of proposed development: Variation to conditions 4 & 5 of development authorisation 473/958/02 to alter timing of vehicle movements & adjust hours of operation	

LOCATION OF PROPOSED DEVELOPMENT:

Location reference: 61 SPRIGG RD CRAFTERS SA 5152		
Title ref.: CT 6223/726	Plan Parcel: D120793 AL21	Council: ADELAIDE HILLS COUNCIL

Location reference: 61 SPRIGG RD CRAFTERS SA 5152		
Title ref.: CT 6151/231	Plan Parcel: D95188 AL1	Council: ADELAIDE HILLS COUNCIL

DECISION:

Decision type	Decision (granted/refused)	Decision date	No. of conditions	No. of reserved matters	Entity responsible for decision (relevant authority)
Planning Consent	Granted	12 Jul 2023	7	0	Assessment Panel at Adelaide Hills Council
Building Consent	Still Required				To be Determined
Development Approval - Planning Consent; Building Consent	Still Required				Adelaide Hills Council

FROM THE RELEVANT AUTHORITY: Assessment Panel - Section 93 at Adelaide Hills Council
Date: 14 Jul 2023

CONDITIONS

Planning Consent

Condition 1

The development granted shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below.

This form constitutes the form of a decision notification under section 126(1) of the Planning, Development and Infrastructure Act 2016, as determined by the Minister for Planning for the Purposes of regulation 57(1) of the Planning, Development and Infrastructure (General) Regulations 2017. Published: 7 July 2022.



Government of South Australia

Department for Trade and Investment

Condition 2

No vehicles associated with the commercial distribution of spring water shall:

- a) Enter the subject land after 8:00pm or prior to 7:00am Monday to Friday; and/or
- b) Exit the subject land prior to 5:00am Monday to Friday.

Condition 3

A maximum of five (5) vehicles per week associated with the commercial distribution of spring water shall exit the subject land between the hours of 5:00am and 7:00am excluding Saturday, Sunday & public holidays.

Condition 4

Before 7:00am vehicles associated with the commercial distribution of spring water shall only depart the land in a forward motion between the hours of 5:00am and 7:00am and only from the nominated truck departure location as shown on page 7 of the Noise Assessment Report by Echo, dated 23 May 2023.

Condition 5

With the exception of the following, the hours of operation of the business (including deliveries) shall be 7:00am to 6:00pm Monday to Friday during standard time (excluding public holidays) and 7:00am to 8:00pm Monday to Friday during daylight saving time (excluding public holidays):

- a) Subject to conditions (3) and (4) imposed on this development authorisation, vehicles associated with the commercial distribution of spring water can exit the subject site from as early as 5:00am Monday to Friday; and
- b) Vehicles associated with the commercial distribution of spring water can enter/return to the subject site up to 8:00pm Monday to Friday.

Condition 6

The packing and loading of any vehicle associated with the commercial distribution of spring water shall occur only between 7:00am and 6:00pm Monday to Friday (excluding public holidays) during standard time and between 7:00am and 8:00pm Monday to Friday (excluding public holidays) during daylight saving time.

Condition 7

Except where varied by this authorisation, all other conditions, plans and details relating to Development Authorisation 473/958/02 continue to apply to this amended authorisation.

ADVISORY NOTES**Planning Consent**

Appeal rights – General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

CONTACT DETAILS OF CONSENT AUTHORITIES

Name: Adelaide Hills Council	Type of consent: Planning
Telephone: 08 8408 0400	Email: developmentadmin@ahc.sa.gov.au
Postal address: 63 Mount Barker Road, STIRLING SA 5152	



61 Sprigg Road

Environmental Noise Assessment

23 May 2023
Reference ID: 242-2



PLANNING CONSENT
CONDITIONS & NOTES APPLY
DA: 23003710
DATE: 12/07/2023



DEVELOPMENT APPROVAL
CONDITIONS & NOTES APPLY
DA: 23003710
DATE: 12/07/2023

Contents

Executive Summary 1

Introduction 2

Assessment Criteria 4

Assessment..... 7

Conclusion 10

References 11

Figures

Figure 1 The Facility and Surrounding Dwellings 3

Figure 2 The Measurement Locations 7

Figure 3 The Prime Mover 8

Tables

Table 1 Predicted Noise Levels dB(A) 9

Abbreviations

DO	Desired Outcome of the Code
DTS / DPF	Deemed to Satisfy / Designated Performance Feature of the Code
EPA	South Australian Environment Protection Authority
PO	Performance Outcome of the Code

Glossary

A-weighting	A mathematical adjustment to the measured noise levels to represent the human response to sound. An <i>A-weighted noise level</i> is presented as dB(A).
Ambient noise level	The noise level associated with the environment in the absence of the activity under investigation.
Associated dwellings	Dwellings which are on separate land to the noise source and which have an established relationship with the noise source such that the Part 4 (compliance) provisions of the Policy are more applicable for the purposes of development assessment than the more onerous Part 5 (development) provisions. The approach acknowledges the relationship status, and accounts for future change in ownership or the relationship status (that is, it provides for both a reasonable level of residential amenity and for the ongoing operation of the noise source)
Background noise level	The noise level exceeded for 90% of the measurement period. The background noise level represents the lulls in the ambient environment.
Characteristic	A characteristic determined in accordance with the <i>Environment Protection (Noise) Policy 2007</i> (the Policy) to be fundamental to the nature and impact of the noise. For example, a noise source is deemed to exhibit a characteristic if it produces distinctive tonal, impulsive, low frequency or modulating features.
Code	<i>Planning and Design Code</i> Version 2023.5 dated 27 April 2023, PlanSA.
Day	A period defined by the <i>Environment Protection (Noise) Policy 2007</i> as between 7.00am and 10.00pm.
dB	The logarithmic unit of measurement to define the magnitude of a fluctuating air pressure wave. Used as the unit for <i>sound</i> or <i>noise level</i> . An <i>A-weighted noise level</i> is presented as dB(A).
EP Act	<i>Environment Protection Act 1993</i>
Equivalent noise level	The A-weighted noise level which is equivalent to a noise level which varies over time. The descriptor is L_{Aeq} and it is the A-weighted <i>source noise level</i> (<i>continuous</i>) referenced in the Policy. The L_{Aeq} is also referenced as an average noise level for simplicity.

Frequency	Represents the number of fluctuating air pressure waves in one second. High frequency sound (high pitch or squeal) will generate many waves and low frequency sound (bass or rumble) will generate a small number of waves. The unit of frequency is Hz
Indicative Noise Level	The (<i>equivalent</i>) noise level assigned by the Policy at a location to represent an impact on the acoustic amenity at that location. No further action is required to be taken under the <i>Environment Protection Act 1993</i> for noise levels which are lower than the Indicative Noise Level.
Night	A period defined by the <i>Environment Protection (Noise) Policy 2007</i> as between 10.00pm and 7.00am.
Noise	An interchangeable term with sound but which is most often described as <i>unwanted sound</i> .
Noise Sensitive Premises	Premises that could be "noise-affected". For the purposes of this assessment, the noise sensitive premises are dwellings.
Octave Band	The segregation of sound into discrete frequency components. For example, the 63 Hz octave band is a low frequency component of sound/noise, and the 2000 Hz octave band is a high frequency component of sound/noise. Reference to 1/3 octave band is reference to a more finite segregation of sound to assist in determining the presence of <i>characteristics</i>
Policy	The <i>Environment Protection (Noise) Policy 2007</i>
Sound	An activity or operation which generates a fluctuating air pressure wave. The ear drum can perceive both the frequency (pitch) and the magnitude (loudness) of the fluctuations to convert those waves to sound.
Sound pressure level	The magnitude of sound (or noise) at a position. The sound pressure level can vary according to location relative to the noise source, and operational, meteorological and topographical influences. The terms <i>sound pressure level</i> and <i>noise level</i> are used interchangeably in this assessment.
WHO Guidelines	<i>Guidelines For Community Noise</i> Birgitta Berglund Thomas Lindvall Dietrich H Schwela London, United Kingdom, April 1999, World Health Organization.

Executive Summary

Crystal Spring sources, packages, and distributes spring water at 61 Sprigg Road, Crafers, within a *Productive Rural Landscape Zone* (the **facility**).

Conditions 4 and 5 of the Development Approval for DA 473/958/02 dated 23 September 2002 for the facility require respectively:

No vehicle movements associated with the commercial distribution of product shall occur from points of ingress and egress to the subject land prior to 7.00am Monday to Friday.

The operating hours of the business shall be 7.00am to 6.00pm except during day light saving when the operating hours will be 7.00am to 8.00pm.

Development Application 23003710 proposes to vary Condition 4 to allow for *an average of 5 truck movements per week associated with the commercial distribution of spring water from points of ingress and egress to the subject land between the hours of 5.00am and 7.00am*. Packaging and loading is not proposed to occur outside the current hours of operation of the facility established by Condition 5.

The Adelaide Hills Council Request for information (Application ID: 23003710), dated 1 March 2023, requests an *acoustic report to provide commentary on the noise impacts of vehicle start up and idling times*.

Noise level measurements associated with the starting and idling of articulated (semi-trailer prime mover) trucks have been made at the facility and at or near dwellings in the vicinity to enable comparison against the *Environment Protection (Noise) Policy 2007* (the **Policy**). The Policy provides objective standards to ensure the facility does not adversely impact on the amenity of any dwelling in the locality in accordance with the relevant provisions of the *Planning and Design Code*.

The measurement results confirm the facility can easily achieve the Policy without any specific noise control measures other than those proposed by the facility, being:

- 1. ensuring that packaging and the loading of any vehicle associated with the commercial distribution of spring water occurs between 7.00am and 6.00pm during standard time, and between 7.00am and 8.00pm during day light savings time*
- 2. parking the trucks in the designated area and orientating the trucks such that reversing is not required for departure from the area before 7.00am*
- 3. minimising the idling time such that departure occurs as close as practical to starting the truck.*

In achieving the Policy, the noise generated by the pre-7.00am starting and idling of trucks proposed under Development Application 23003710 will not adversely impact on the amenity of any dwelling.

Introduction

Crystal Spring sources, packages, and distributes spring water at 61 Sprigg Road, Crafers, within a *Productive Rural Landscape Zone* (the **facility**).

Conditions 4 and 5 of the Development Approval for DA 473/958/02 dated 23 September 2002 for the facility require respectively:

No vehicle movements associated with the commercial distribution of product shall occur from points of ingress and egress to the subject land prior to 7.00am Monday to Friday.

The operating hours of the business shall be 7.00am to 6.00pm except during day light saving when the operating hours will be 7.00am to 8.00pm.

Development Application 23003710 proposes to vary Condition 4 to allow for *an average of 5 truck movements per week associated with the commercial distribution of spring water from points of ingress and egress to the subject land between the hours of 5.00am and 7.00am*. Packaging and loading is not proposed to occur outside the current hours of operation of the facility established by Condition 5.

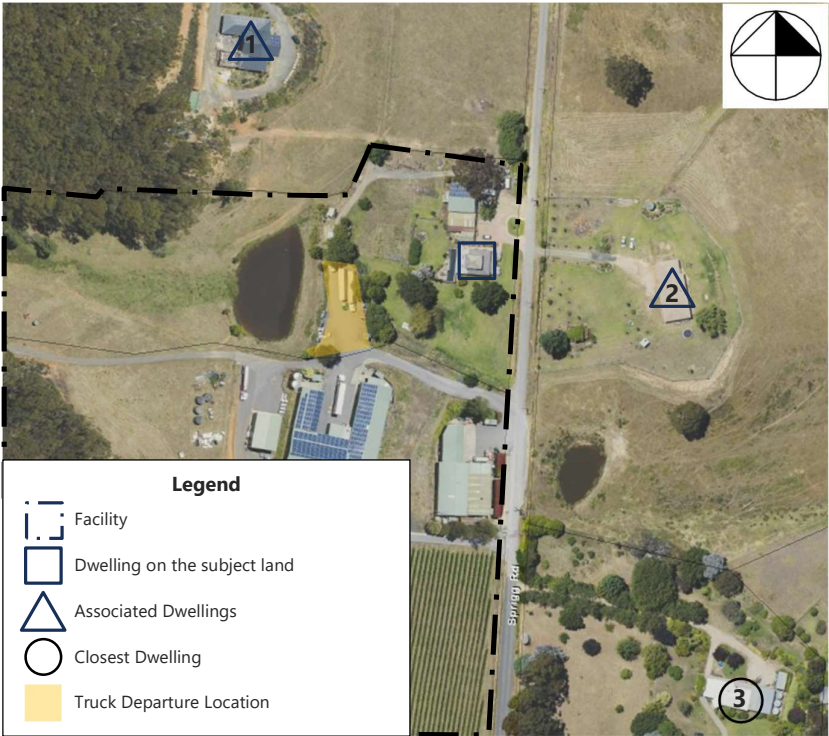
The Adelaide Hills Council Request for information (Application ID: 23003710), dated 1 March 2023, requests an *acoustic report to provide commentary on the noise impacts of vehicle start up and idling times*.

Noise level measurements associated with the starting and idling of articulated (semi-trailer prime mover) trucks have been made at the facility and near dwellings in the vicinity to enable comparison against standards in the *Environment Protection (Noise) Policy 2007* (the **Policy**). The Policy provides an objective measure to ensure the facility does not adversely impact on the amenity of any dwelling in the locality in accordance with the relevant provisions of the *Planning and Design Code*.

A dwelling is located on the subject land and the closest dwellings to the north and east are owned and occupied by family members. For the purposes of comparison with the Policy, the dwelling on the subject land is not required to be assessed, and the closest dwellings to the north and east are considered *associated* dwellings.

The facility, truck parking and departure location and dwellings are shown in Figure 1. The associated dwellings are numbered 1 and 2. Dwelling 3 is the closest non-associated dwelling to the facility.

Figure 1 The Facility and Surrounding Dwellings



Source Plan SA – SA Property & Planning Atlas

Assessment Criteria

The Planning and Design Code

The facility and dwellings designated as 1 to 3 (inclusive) in Figure 1 are all within a *Productive Rural Landscape Zone* of the *Planning and Design Code Version 2023.5* dated 27 April 2023 (the **Code**). The following provisions within the Code are considered relevant to the environmental noise assessment.

Productive Rural Landscape Zone (Part 2 - Zones and Sub Zones)

Desired Outcome DO 3

Create local conditions that support new and continuing investment while seeking to promote co-existence with adjoining activities and *mitigate land use conflicts*.

Interface between Land Uses (Part 4 – General Development Policies)

Desired Outcome DO 1

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

Performance Outcome 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*.

Performance Outcome 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.

Performance Outcome PO 4.1

Development that emits noise (other than music) *does not unreasonably impact the amenity of sensitive receivers* (or lawfully approved sensitive receivers).

Deemed to Satisfy / Designated Performance Feature DTS / DPF 4.1

Noise that might affect sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.

Performance Outcome PO 4.2

Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited *to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers* due to noise and vibration by adopting techniques including:

- a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers
- b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers
- c) housing plant and equipment within an enclosed structure or acoustic enclosure
- d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.

The Policy

Interface between Land Uses Deemed to Satisfy / Designated Performance Feature DTS / DPF 4.1 references the *Environment Protection (Noise) Policy 2007* (the **Policy**).

The Policy is an objective instrument under the *Environment Protection Act 1993* (the **EP Act**). The EP Act incorporates a requirement to ensure the acoustic *amenity of a locality is not unreasonably interfered with*. The Policy provides an objective approach to satisfy this overarching requirement and is underpinned by the World Health Organization's *Guidelines for Community Noise*, that address community annoyance and sleep disturbance.

Compliance with the Policy will satisfy both the EP Act and *Interface between land uses* PO 4.1. With the overarching requirement of the EP Act being consistent with Code provisions, compliance with the Policy is also considered to satisfy the remaining Desired and Performance Outcomes in the Code relevant to this assessment (being the *Productive Rural Landscape Zone DO 3* and the *Interface between land uses DO 1, PO 1.2, PO 2.1, and PO 4.2*).

The Policy establishes noise levels that apply at noise sensitive premises (dwellings) for both the day (7.00am to 10.00pm) and night (10.00pm to 7.00am the following day) periods. The noise levels vary according to the land uses promoted in the zones where the facility and the dwellings are located.

For associated dwellings, the noise criteria that apply are considered to be the *Indicative Noise Levels*.

For all other dwellings subject to a new noise source forming part of a development application, the noise criteria that apply are the *Indicative Noise Levels* minus 5 dB(A).

In this situation, the noise level that applies to *truck movements associated with the commercial distribution of spring water from points of ingress and egress to the subject land between the hours of 5.00am and 7.00am* is:

- 50 dB(A) at associated dwellings (dwellings 1 and 2 in Figure 1)
- 45 dB(A) at non-associated dwellings (dwelling 3 in Figure 1)

The “average noise level” is an *equivalent noise level* over a default assessment period of 15 minutes and therefore the period a truck idles is a variable in the assessment process (because it influences the *average*).

When predicting noise levels for comparison to the Policy, the predicted noise levels are also to be adjusted (increased) where the activities exhibit “annoying” characteristics (dominant tonal, impulsive, low frequency content or modulation characteristics) in comparison to the surrounding ambient environment (which has been observed and measured on site and in the surrounding area).

Assessment

Measured Noise Levels

Noise measurements of a truck starting up and idling were conducted from 5.00am at the facility on the morning of 11 May 2023 using a calibrated *Rion NL-42 sound level meter*. The noise measurements were made of a representative prime mover truck at various distances in the directions of the closest dwellings (refer to Figure 2 for the measurement locations and Figure 3 for the prime mover). The measurements were made using objective methods in accordance with the Policy which determined the need for adjustment for “annoying” characteristics.

Figure 2 The Measurement Locations



Source Plan SA – SA Property & Planning Atlas

Figure 3 The Prime Mover



Source The facility site measurements 11 May 2023

Predicted Noise Level

For the purposes of comparison with the Policy, the measured noise levels were extrapolated to each dwelling using the noise calculation method provided by the *International Standard ISO1613-2:1996 "Acoustics - Attenuation of sound during propagation outdoors - Part 2 General method of calculation"*, and averaged to account for the measured period of idling required for the truck to reach a sufficient air pressure to enable safe departure (3 minutes and 20 seconds). The results of the noise predictions are summarised in Table 1 for the closest dwellings (as shown in Figure 1).

Based on observations made on site and confirmed by objective 1/3 octave band measurement methods, an adjustment is not applicable to the predicted noise levels for "annoying" characteristics (dominant tonal, impulsive, low frequency content or modulation characteristics).

Table 1 Predicted Noise Levels dB(A)

Dwelling	Predicted noise level (dB(A))	Compliance
	L _{Aeq}	
Criteria	50	
1	38	Yes
2	34	Yes
Criteria	45	
3	31	Yes

Discussion

The predicted noise levels readily comply with the Policy at all dwellings for the scenario of one prime mover truck starting and idling for a duration sufficient to safely drive away in any 15-minute period between the hours of 5.00am and 7.00am.

The Policy would be achieved even with a significant intensification of activity in comparison to that sought. For example, the measured and predicted noise levels indicate that there is sufficient margin that an average of 5 trucks per hour rather than 5 trucks per week would secure compliance with the Policy.

The assessment considers trucks in the designated departure area. By contrast, there are no specific noise level requirements which a vehicle travelling on a public road must achieve, and this is particularly relevant to vehicles on a road network which services a productive zone such as the *Productive Rural Landscape Zone*. In addition, the trucks depart forward from the designated departure area, and travel at lower speed and at a greater distance to dwellings through the facility than when on the public road network. Therefore, the truck activity at the facility generates lower noise levels in comparison to the same truck moving on the public road network. In such a circumstance, the forward movement of trucks at the facility cannot adversely impact on the amenity of dwellings in the vicinity.

Based on the above, the facility easily achieves the Policy without any specific noise control measures other than those proposed by the facility, being:

1. *ensuring packaging and the loading of any vehicle associated with the commercial distribution of spring water occurs between 7.00am and 6.00pm during standard time, and between 7.00am and 8.00pm during day light savings time*
2. *parking the trucks in the designated area and orientating the trucks such that reversing is not required for departure before 7.00am*
3. *minimising the idling time such that departure occurs as close as practical to starting the truck.*

Conclusion

The Crystal Spring facility at 61 Sprigg Road, Crafers, proposes to conduct *an average of 5 truck movements per week associated with the commercial distribution of spring water from points of ingress and egress to the subject land between the hours of 5.00am and 7.00am.*

Noise level measurements associated with the starting and idling of articulated (semi-trailer prime mover) trucks have been made at the facility and at or near dwellings in the vicinity to enable comparison against the *Environment Protection (Noise) Policy 2007* (the **Policy**).

The Policy provides objective measures to ensure the facility does not adversely impact on the amenity of any dwelling in the locality in accordance with the relevant provisions of the *Planning and Design Code*.

The measurement results confirm the facility can easily achieve the *Environment Protection (Noise) Policy 2007* without any specific noise control measures other than those proposed by the facility, being:

1. *ensuring packaging and loading of any vehicle associated with the commercial distribution of spring water occurs between 7.00am and 6.00pm during standard time, and between 7.00am and 8.00pm during day light savings time*
2. *parking the trucks in the designated area and orientating the trucks such that reversing is not required for departure before 7.00am*
3. *minimising the idling time such that departure occurs as close as practical to starting the truck*

Based on the above, in achieving the Policy, the noise generated by the pre-7.00am starting and idling of trucks proposed under Development Application 23003710 will not adversely impact on the amenity of any dwelling and will provide a facility that meets the relevant *Planning and Design Code* provisions.

The Policy would be achieved even with a significant intensification of activity in comparison to that sought.

References

Environment Protection (Noise) Policy 2007, SA EPA

Guidelines For Community Noise Birgitta Berglund Thomas Lindvall Dietrich H Schwela London, United Kingdom, April 1999, World Health Organization

Guidelines For the Use of The Environment Protection (Noise) Policy 2007, SA EPA June 2009

International Standard ISO1613-2:1996 "Acoustics - Attenuation of sound during propagation outdoors - Part 2 General method of calculation

Planning and Design Code Version 2023.5 dated 27 April 2023, PlanSA

Document Details

Distribution:

Issue date	23 May 2023
Issued to	Garth Heynen Heynen Planning Consultants Suite 15, 198 Greenhill Road EASTWOOD SA 5063
Description	Environmental Noise Assessment

Author Details:

Author	Jason Turner
Mobile	0410 920 122
Email	JasonTurner@echoacoustics.com.au

© 2023 Echo Acoustics Pty Ltd. All rights reserved.

The information contained in this document is confidential and must not be reproduced, distributed, or used, in whole or in part, for any purpose without the express written permission of Echo Acoustics.