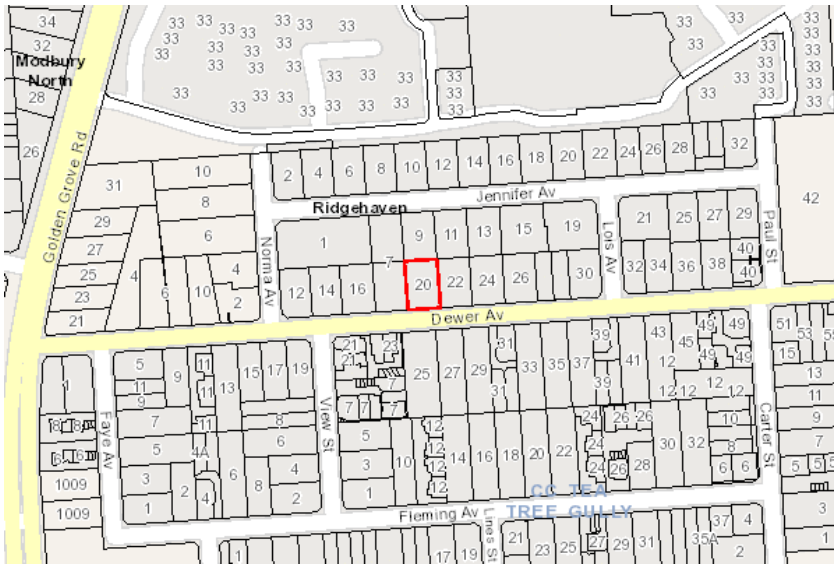


20 DEWER AV RIDGEHAVEN SA 5097

Address:

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

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



Property Zoning Details

Zone

Employment

Overlay

- Affordable Housing
- Hazards (Flooding - Evidence Required)
- Noise and Air Emissions
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development

Selected Development(s)

Warehouse

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.

If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

Property Policy Information for above selection

# Warehouse - Code Assessed - Performance Assessed

## Part 2 - Zones and Sub Zones

### Employment Zone

### Assessment Provisions (AP)

Desired Outcome (DO)

| Desired Outcome |  |
|-----------------|--|
| DO 1            | A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities. |
| DO 2            | Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.                 |

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<br>A range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce emissions that would detrimentally affect local amenity. | DTS/DPF 1.1<br>Development comprises one or more of the following: <ul style="list-style-type: none"> <li>(a) Advertisement</li> <li>(b) Consulting room</li> <li>(c) Indoor recreation facility</li> <li>(d) Light industry</li> <li>(e) Motor repair station</li> <li>(f) Office</li> <li>(g) Place of worship</li> <li>(h) Research facility</li> <li>(i) Retail fuel outlet</li> <li>(j) Service trade premises</li> <li>(k) Shop</li> <li>(l) Store</li> <li>(m) Telecommunications facility</li> <li>(n) Training facility</li> <li>(o) Warehouse.</li> </ul> |
| PO 1.2<br>Shops provide convenient day-to-day services and amenities to local businesses and workers, support the sale of products manufactured on-site and otherwise complement the role of Activity Centres.                      | DTS/DPF 1.2<br>Shop where one of the following applies: <ul style="list-style-type: none"> <li>(a) with a gross leasable floor area up to 100m<sup>2</sup></li> <li>(b) is a bulky goods outlet</li> <li>(c) is a restaurant</li> <li>(d) is ancillary to and located on the same allotment as an industry and primarily involves the sale by retail of goods manufactured by the industry.</li> </ul>  |
| Built Form and Character  |   |
| PO 2.1<br>Development achieves distinctive building, landscape and  | DTS/DPF 2.1<br>None are applicable.   |

|  |   |
|--|---|
| streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.   |   |
| <p>PO 2.2</p> <p>Building facades facing a boundary of a zone primarily intended to accommodate residential development, public roads, or public open space incorporate design elements to add visual interest by considering the following:</p> <ul style="list-style-type: none"> <li>(a) using a variety of building finishes</li> <li>(b) avoiding elevations that consist solely of metal cladding</li> <li>(c) using materials with a low reflectivity</li> <li>(d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.</li> </ul> | <p>DTS/DPF 2.2</p> <p>None are applicable.</p>  |
| Building height and setbacks   |   |
| <p>PO 3.1</p> <p>Buildings are set back from the primary street boundary to contribute to the existing/emerging pattern of street setbacks in the streetscape.</p>   | <p>DTS/DPF 3.1</p> <p>The building line of a building set back from the primary street boundary:</p> <ul style="list-style-type: none"> <li>(a) at least the average setback to the building line of existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road or a vacant allotment)</li> <li>(b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), not less than the setback to the building line of that building<br/>or</li> <li>(c) not less than 3m where no building exists on an adjoining site with the same primary street frontage.</li> </ul> |
| <p>PO 3.2</p> <p>Buildings are set back from a secondary street boundary to accommodate the provision of landscaping between buildings and the street to enhance the appearance of land and buildings when viewed from the street.</p>   | <p>DTS/DPF 3.2</p> <p>Building walls are no closer than 2m to the secondary street boundary.</p>  |
| <p>PO 3.3</p> <p>Buildings are set back from rear access ways to provide adequate manoeuvrability for vehicles to enter and exit the site.</p>   | <p>DTS/DPF 3.3</p> <p>Building walls are set back from the rear access way:</p> <ul style="list-style-type: none"> <li>(a) where the access way is 6.5m wide or more, no requirement</li> <li>(b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide.</li> </ul>  |
| <p>PO 3.4</p> <p>Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.</p>   | <p>DTS/DPF 3.4</p> <p>Building walls are set back at least 3m from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.</p>   |

PO 3.5

Building height is consistent with the form expressed in any relevant *Maximum Building Height (Levels) Technical and Numeric Variation* layer, and is otherwise generally low-rise to complement the established streetscape and local character.

DTS/DPF 3.5

Building height is not greater than:

- (a) the following:
- (b) in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)) - 2 building levels up to a height of 9m.

In relation to DTS/DPF 3.5, in instances where:

- (c) more than one value is returned in the same field for DTS/DPF 3.5(a) refer to the *Maximum Building Height (Levels) Technical and Numeric Variation layer* or *Maximum Building Height (Metres) Technical and Numeric Variation layer* in the SA planning database to determine the applicable value relevant to the site of the proposed development
- (d) only one value is returned for DTS/DPF 3.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.

PO 3.6

Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.

DTS/DPF 3.6

Buildings are constructed within a building envelope provided by a 45 degree plane, measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes in a neighbourhood-type zone as shown in the following diagram, except where the relevant boundary is a southern boundary or where this boundary is the primary street boundary.

LEGEND

- BUILDING ENVELOPE

NEAREST RESIDENTIAL ALLOTMENT BOUNDARY IN ADJOINING ZONE

45° PLANE MEASURED FROM THE BOUNDARY

45°

3.0m

NATURAL GROUND LEVEL

2 STOREY DWELLING

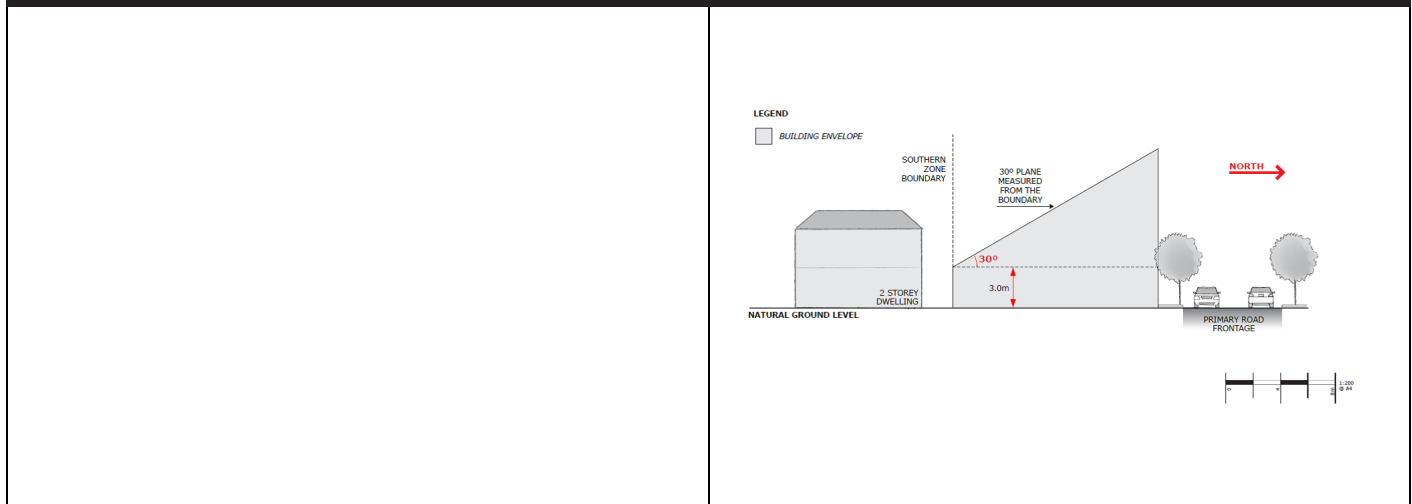
PRIMARY ROAD FRONTAGE

PO 3.7

Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.

DTS/DPF 3.7

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



PO 3.8  
Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.

DTS/DPF 3.8  
None are applicable.

Landscaping

PO 5.1  
Landscaping is provided to enhance the visual appearance of development when viewed from public roads and thoroughfares.

DTS/DPF 5.1  
Other than to accommodate 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, a landscaped area is provided within the development site:

- (a) where a building is set back less than 3m from the street boundary - 1m wide or the area remaining between the relevant building and the street boundary where the building is less than 1m from the street boundary  
or
- (b) in any other case - at least 1.5m wide.

PO 5.2  
Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.

DTS/DPF 5.2  
Landscape areas comprise:

- (a) not less than 10 percent of the site
- (b) a dimension of at least 1.5m.

Concept Plans

PO 7.1  
Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.

DTS/DPF 7.1  
The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:

In relation to DTS/DPF 7.1, in instances where:

- (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant.

|  |  |
|--|--|
|  | (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 7.1 is met. |
|--|--|

## Table 5 - Procedural Matters (PM) - Notification

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

### Interpretation

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

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

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

| Class of Development<br>(Column A)  | Exceptions<br>(Column B)   |
|---|--|
| 1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.   | None specified.  |
| 2. Any development involving any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> <li>(a) advertisement</li> <li>(b) air handling unit, air conditioning system or exhaust fan</li> <li>(c) building on railway land</li> <li>(d) carport</li> <li>(e) fence</li> <li>(f) outbuilding</li> <li>(g) retaining wall</li> <li>(h) shade sail</li> <li>(i) solar photovoltaic panels (roof mounted)</li> <li>(j) temporary public service depot</li> <li>(k) verandah</li> <li>(l) water tank.</li> </ul> | Except development that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following: <ul style="list-style-type: none"> <li>1. Employment Zone DTS/DPF 3.6</li> <li>2. Employment Zone DTS/DPF 3.7.</li> </ul> |
| 3. Any development involving any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> <li>(a) consulting room</li> <li>(b) light industry</li> <li>(c) office</li> <li>(d) motor repair station</li> <li>(e) retail fuel outlet</li> </ul>  | Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.  |

|  |   |
|--|---|
| <p>(f) store<br/>(g) warehouse.</p>  |   |
| <p>4. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) internal building works</li> <li>(b) land division</li> <li>(c) replacement building</li> <li>(d) temporary accommodation in an area affected by bushfire</li> <li>(e) tree damaging activity.</li> </ul> | None specified.   |
| <p>5. Demolition.</p>  | <p>Except any of the following:</p> <ul style="list-style-type: none"> <li>1. the demolition of a State or Local Heritage Place</li> <li>2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.</li> </ul>  |
| <p>6. Shop within any of the following:</p> <ul style="list-style-type: none"> <li>(a) Retail Activity Centre Subzone</li> <li>(b) Roadside Service Centre Subzone.</li> </ul>   | <p>Except shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following:</p> <ul style="list-style-type: none"> <li>1. Employment Zone DTS/DPF 3.6</li> <li>2. Employment Zone DTS/DPF 3.7.</li> </ul>  |
| <p>7. Shop.</p>  | <p>Except:</p> <ul style="list-style-type: none"> <li>1. where the site of the shop is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone<br/>or</li> <li>2. shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5<br/>or</li> <li>3. shop that does not satisfy Employment Zone DTS/DPF 1.2.</li> </ul> |
| <p>8. Telecommunications facility.</p>   | <p>Except telecommunications facility that does not satisfy Employment Zone DTS/DPF 1.3.</p>  |

#### Placement of Notices - Exemptions for Performance Assessed Development

None specified.

#### Placement of Notices - Exemptions for Restricted Development

None specified.

## Part 3 - Overlays

## 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<br>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<br>Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished floor level at least 300mm above: <ul style="list-style-type: none"> <li>(a) the highest point of top of kerb of the primary street or</li> <li>(b) the highest point of natural ground level at the primary street boundary where there is no kerb</li> </ul> |

### Procedural Matters (PM) - Referrals

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

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

## Traffic Generating Development Overlay

### Assessment Provisions (AP)

Desired Outcome (DO)

| 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"> <li>(a) land division creating 50 or more additional allotments</li> <li>(b) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(c) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(d) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(e) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(f) educational facilities with a capacity of 250 students or more.</li> </ul> |
| <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"> <li>(a) land division creating 50 or more additional allotments</li> <li>(b) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(c) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(d) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(e) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(f) educational facilities with a capacity of 250 students or more.</li> </ul> |
| <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"> <li>(a) land division creating 50 or more additional allotments</li> <li>(b) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(c) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(d) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(e) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> </ul>  |

|  |   |
|--|---|
|  | (f) educational facilities with a capacity of 250 students or more. |
|--|---|

## Procedural Matters (PM) - Referrals

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

| Class of Development / Activity   | Referral Body             | Purpose of Referral   | Statutory Reference  |
|---|---------------------------|---|--|
| <p>Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road:</p> <ul style="list-style-type: none"> <li>(a) land division creating 50 or more additional allotments</li> <li>(b) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(c) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(d) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(e) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(f) educational facilities with a capacity of 250 students or more.</li> </ul> | Commissioner of Highways. | To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code. | Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies. |

## Part 4 - General Development Policies

### 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   |
|--|---|
| <p>PO 1.1</p> <p>Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.</p> | <p>DTS/DPF 1.1</p> <p>One of the following is satisfied:</p> <ul style="list-style-type: none"> <li>(a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i></li> <li>(b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.</li> </ul> |

## Design

### Assessment Provisions (AP)

Desired Outcome (DO)

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

Performance 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   |   |
| <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)</p> | <p>DTS/DPF 1.5</p> <p>None are applicable.</p>              |

|   |   |
|---|---|
| taking into account the form of development contemplated in the relevant zone.  |   |
| Landscaping   |   |
| PO 3.1<br>Soft landscaping and tree planting is incorporated to:<br><br>(a) minimise heat absorption and reflection<br>(b) maximise shade and shelter<br>(c) maximise stormwater infiltration<br>(d) enhance the appearance of land and streetscapes<br>(e) contribute to biodiversity.                             | DTS/DPF 3.1<br><br>None are applicable.   |
| PO 3.2<br>Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.   | DTS/DPF 3.2<br><br>None are applicable.   |
| Water Sensitive Design  |   |
| PO 5.1<br>Development is sited and designed to maintain natural hydrological systems without negatively impacting:<br><br>(a) the quantity and quality of surface water and groundwater<br>(b) the depth and directional flow of surface water and groundwater<br>(c) the quality and function of natural springs.  | DTS/DPF 5.1<br><br>None are applicable.   |
| On-site Waste Treatment Systems   |   |
| PO 6.1<br>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<br>Effluent disposal drainage areas do not:<br><br>(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<br>(b) use an area also used as a driveway<br>(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<br>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:<br><br>(a) limiting protrusion above finished ground level<br>(b) screening through appropriate planting, fencing and mounding | DTS/DPF 7.1<br><br>None are applicable.   |

|   |   |
|---|---|
| (c) limiting the width of openings and integrating them into the building structure.  |   |
| PO 7.2<br>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<br>None are applicable.   |
| PO 7.3<br>Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.   | DTS/DPF 7.3<br>None are applicable.   |
| PO 7.4<br>Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.  | DTS/DPF 7.4<br>None are applicable.   |
| PO 7.5<br>Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.   | DTS/DPF 7.5<br>None are applicable.   |
| PO 7.6<br>Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.  | DTS/DPF 7.6<br>None are applicable.   |
| PO 7.7<br>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<br>None are applicable.   |
| <b>Earthworks and sloping land</b>  |   |
| PO 8.1<br>Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.  | DTS/DPF 8.1<br>Development does not involve any of the following:<br><br>(a) excavation exceeding a vertical height of 1m<br><br>(b) filling exceeding a vertical height of 1m<br><br>(c) a total combined excavation and filling vertical height of 2m or more.                |
| PO 8.2<br>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<br>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):<br><br>(a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway<br><br>(b) are constructed with an all-weather trafficable surface. |
| PO 8.3  | DTS/DPF 8.3   |

|   |  |
|---|--|
| <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):</p> <ul style="list-style-type: none"> <li>(a) do not contribute to the instability of embankments and cuttings</li> <li>(b) provide level transition areas for the safe movement of people and goods to and from the development</li> <li>(c) are designed to integrate with the natural topography of the land.</li> </ul> | <p>None are applicable.</p>                  |
| <p>PO 8.4<br/>Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.</p>   | <p>DTS/DPF 8.4<br/>None are applicable.</p>  |
| <p>PO 8.5<br/>Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.</p>  | <p>DTS/DPF 8.5<br/>None are applicable.</p>  |
| <p>All non-residential development</p>  |  |
| <p>Water Sensitive Design</p>   |  |
| <p>PO 31.1<br/>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<br/>None are applicable.</p> |
| <p>PO 31.2<br/>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<br/>None are applicable.</p> |

## Infrastructure and Renewable Energy Facilities

### Assessment Provisions (AP)

Desired Outcome (DO)

| <h2 style="margin: 0;">Desired Outcome</h2> |  |
|---|--|
| <p>DO 1</p>                                 | <p>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.</p> |

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

| <h2 style="margin: 0;">Performance Outcome</h2> | <h2 style="margin: 0;">Deemed-to-Satisfy Criteria / Designated Performance Feature</h2> |
|---|---|
|---|---|

| Water Supply  |  |
|---|--|
| PO 11.1<br>Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.  | DTS/DPF 11.1<br>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.  |
| Wastewater Services   |  |
| PO 12.1<br>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:<br><br>(a) it is wholly located and contained within the allotment of the development it will service<br>(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<br>(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<br>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:<br><br>(a) the system is wholly located and contained within the allotment of development it will service; and<br>(b) the system will comply with the requirements of the South Australian Public Health Act 2011. |
| PO 12.2<br>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<br>Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.  |

## 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 1.2<br>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<br>None are applicable.   |
| Activities Generating Noise or Vibration   |   |
| PO 4.1<br>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<br>Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria. |
| PO 4.2<br>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: <ul style="list-style-type: none"> <li>(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</li> <li>(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</li> <li>(c) housing plant and equipment within an enclosed structure or acoustic enclosure</li> <li>(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</li> </ul> | DTS/DPF 4.2<br>None are applicable.   |
| Air Quality  |   |
| PO 5.1<br>Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.  | DTS/DPF 5.1<br>None are applicable.   |
| PO 5.2<br>Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed   | DTS/DPF 5.2<br>None are applicable.   |



|   |  |
|---|--|
| <p>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> |  |
| Light Spill   |  |
| <p>PO 6.1</p> <p>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>  | <p>DTS/DPF 6.1</p> <p>None are applicable.</p> |
| Solar Reflectivity / Glare  |  |
| <p>PO 7.1</p> <p>Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.</p>  | <p>DTS/DPF 7.1</p> <p>None are applicable.</p> |

## 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   |   |
| <p>PO 1.3</p> <p>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.</p> | <p>DTS/DPF 1.3</p> <p>None are applicable.</p>              |
| PO 1.4   | DTS/DPF 1.4   |

|  |   |
|--|---|
| Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.   | All vehicle manoeuvring occurs onsite.  |
| Sightlines   |   |
| PO 2.1<br>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<br>None are applicable.   |
| PO 2.2<br>Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.  | DTS/DPF 2.2<br>None are applicable.   |
| Vehicle Access   |   |
| PO 3.1<br>Safe and convenient access minimises impact or interruption on the operation of public roads.  | DTS/DPF 3.1<br>The access is:<br><br>(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<br>or<br>(b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.  |
| PO 3.5<br>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<br>Vehicle access to designated car parking spaces satisfy (a) or (b):<br>(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<br>(b) where newly proposed, is set back:<br>(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<br>(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<br>(iii) 6m or more from the tangent point of an intersection of 2 or more roads<br>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing. |
| Vehicle Parking Rates  |   |
| PO 5.1<br>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   | DTS/DPF 5.1<br>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:  |

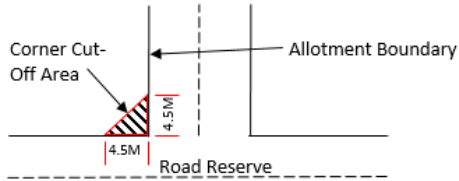
|   |   |
|---|---|
| <p>may support a reduced on-site rate such as:</p> <ul style="list-style-type: none"> <li>(a) availability of on-street car parking</li> <li>(b) shared use of other parking areas</li> <li>(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared</li> <li>(d) the adaptive reuse of a State or Local Heritage Place.</li> </ul> | <ul style="list-style-type: none"> <li>(a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements</li> <li>(b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas</li> <li>(c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.</li> </ul> |
| <p>Vehicle Parking Areas</p>  |   |
| <p>PO 6.1</p> <p>Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.</p>   | <p>DTS/DPF 6.1</p> <p>Movement between vehicle parking areas within the site can occur without the need to use a public road.</p>   |
| <p>PO 6.2</p> <p>Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.</p>   | <p>DTS/DPF 6.2</p> <p>None are applicable.</p>  |
| <p>PO 6.6</p> <p>Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.</p>   | <p>DTS/DPF 6.6</p> <p>Loading areas and designated parking spaces are wholly located within the site.</p>   |
| <p>Corner Cut-Offs</p>  |   |
| <p>PO 10.1</p> <p>Development is located and designed to ensure drivers can safely turn into and out of public road junctions.</p>  | <p>DTS/DPF 10.1</p> <p>Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:</p>   |

Table 1 - General Off-Street Car Parking Requirements

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

|                          |   |
|--------------------------|---|
|                          | <p><b>Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.</b></p> |
| Industry/Employment Uses |   |
| Warehouse                | 0.5 spaces per 100m2 total floor area.  |

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

| Class of Development  | Car Parking Rate                                 |  | Designated Areas  |
|---|--|--|---|
|   | Minimum number of spaces                         | Maximum number of spaces                         |   |
| <p><b>Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.</b></p> |  |  |   |
| 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<br><br>Urban Corridor (Boulevard) Zone<br><br>Urban Corridor (Business) Zone<br><br>Urban Corridor (Living) Zone<br><br>Urban Corridor (Main Street ) Zone<br><br>Urban Neighbourhood Zone |

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

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

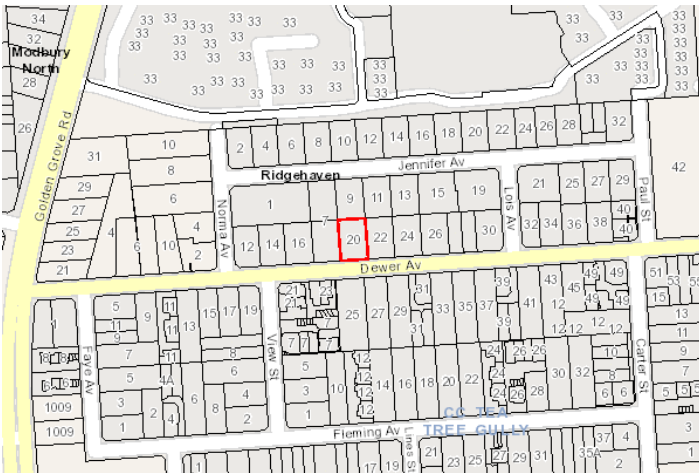
[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15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

20 DEWER AV RIDGEHAVEN SA 5097

Address:

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

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



Property Zoning Details

- Zone
  - Employment
- Overlay
  - Affordable Housing
  - Hazards (Flooding - Evidence Required)
  - Noise and Air Emissions
  - Prescribed Wells Area
  - Regulated and Significant Tree
  - Traffic Generating Development

Selected Development(s)

Office

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.  
 If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

Property Policy Information for above selection

Office - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Employment Zone

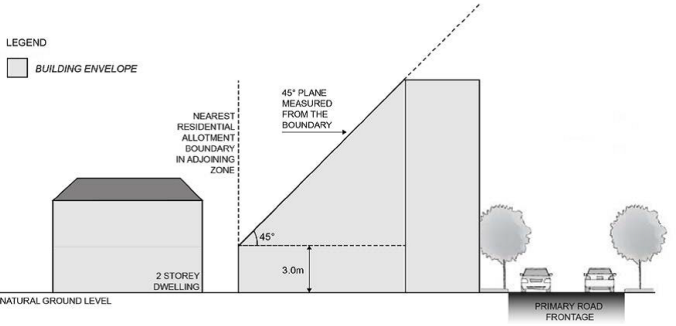
Assessment Provisions (AP)

Desired Outcome (DO)

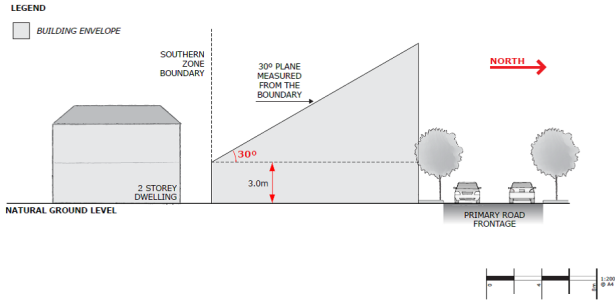
| Desired Outcome |  |
|-----------------|--|
| DO 1            | A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities. |
| DO 2            | Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.                 |

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>A range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce emissions that would detrimentally affect local amenity.</p>   | <p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> <li>(a) Advertisement</li> <li>(b) Consulting room</li> <li>(c) Indoor recreation facility</li> <li>(d) Light industry</li> <li>(e) Motor repair station</li> <li>(f) Office</li> <li>(g) Place of worship</li> <li>(h) Research facility</li> <li>(i) Retail fuel outlet</li> <li>(j) Service trade premises</li> <li>(k) Shop</li> <li>(l) Store</li> <li>(m) Telecommunications facility</li> <li>(n) Training facility</li> <li>(o) Warehouse.</li> </ul> |
| <p>PO 1.2</p> <p>Shops provide convenient day-to-day services and amenities to local businesses and workers, support the sale of products manufactured on-site and otherwise complement the role of Activity Centres.</p>  | <p>DTS/DPF 1.2</p> <p>Shop where one of the following applies:</p> <ul style="list-style-type: none"> <li>(a) with a gross leasable floor area up to 100m<sup>2</sup></li> <li>(b) is a bulky goods outlet</li> <li>(c) is a restaurant</li> <li>(d) is ancillary to and located on the same allotment as an industry and primarily involves the sale by retail of goods manufactured by the industry.</li> </ul>  |
| Built Form and Character   |  |
| <p>PO 2.1</p> <p>Development achieves distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.</p>   | <p>DTS/DPF 2.1</p> <p>None are applicable.</p>   |
| <p>PO 2.2</p> <p>Building facades facing a boundary of a zone primarily intended to accommodate residential development, public roads, or public open space incorporate design elements to add visual interest by considering the following:</p> <ul style="list-style-type: none"> <li>(a) using a variety of building finishes</li> <li>(b) avoiding elevations that consist solely of metal cladding</li> <li>(c) using materials with a low reflectivity</li> <li>(d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.</li> </ul> | <p>DTS/DPF 2.2</p> <p>None are applicable.</p>   |
| Building height and setbacks   |  |
| <p>PO 3.1</p> <p>Buildings are set back from the primary street boundary to contribute to the existing/emerging pattern of street setbacks in the streetscape.</p>   | <p>DTS/DPF 3.1</p> <p>The building line of a building set back from the primary street boundary:</p> <ul style="list-style-type: none"> <li>(a) at least the average setback to the building line of existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road or a vacant allotment)</li> </ul>  |

|  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>(b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), not less than the setback to the building line of that building</li> <li>or</li> <li>(c) not less than 3m where no building exists on an adjoining site with the same primary street frontage.</li> </ul>   |
| <p>PO 3.2</p> <p>Buildings are set back from a secondary street boundary to accommodate the provision of landscaping between buildings and the street to enhance the appearance of land and buildings when viewed from the street.</p>                                       | <p>DTS/DPF 3.2</p> <p>Building walls are no closer than 2m to the secondary street boundary.</p>  |
| <p>PO 3.3</p> <p>Buildings are set back from rear access ways to provide adequate manoeuvrability for vehicles to enter and exit the site.</p>   | <p>DTS/DPF 3.3</p> <p>Building walls are set back from the rear access way:</p> <ul style="list-style-type: none"> <li>(a) where the access way is 6.5m wide or more, no requirement</li> <li>(b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide.</li> </ul>  |
| <p>PO 3.4</p> <p>Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.</p>   | <p>DTS/DPF 3.4</p> <p>Building walls are set back at least 3m from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.</p>   |
| <p>PO 3.5</p> <p>Building height is consistent with the form expressed in any relevant <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer, and is otherwise generally low-rise to complement the established streetscape and local character.</p> | <p>DTS/DPF 3.5</p> <p>Building height is not greater than:</p> <ul style="list-style-type: none"> <li>(a) the following:</li> <li>(b) in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)) - 2 building levels up to a height of 9m.</li> </ul> <p>In relation to DTS/DPF 3.5, in instances where:</p> <ul style="list-style-type: none"> <li>(c) more than one value is returned in the same field for DTS/DPF 3.5(a) refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> or <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development</li> <li>(d) only one value is returned for DTS/DPF 3.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.</li> </ul> |
| <p>PO 3.6</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.</p>  | <p>DTS/DPF 3.6</p> <p>Buildings are constructed within a building envelope provided by a 45 degree plane, measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes in a neighbourhood-type zone as shown in the following diagram, except where the relevant boundary is a southern boundary or where this boundary is the primary street boundary.</p>  <p>LEGEND</p> <ul style="list-style-type: none"> <li>□ BUILDING ENVELOPE</li> </ul> <p>NEAREST RESIDENTIAL ALLOTMENT BOUNDARY IN ADJOINING ZONE</p> <p>45° PLANE MEASURED FROM THE BOUNDARY</p> <p>45°</p> <p>3.0m</p> <p>NATURAL GROUND LEVEL</p> <p>2 STOREY DWELLING</p> <p>PRIMARY ROAD FRONTAGE</p>  |
| <p>PO 3.7</p> <p>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</p>   | <p>DTS/DPF 3.7</p> <p>Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured</p>   |



|  |  |
|--|--|
|  | <p>from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram:</p>   |
| <p>PO 3.8<br/>Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.</p> | <p>DTS/DPF 3.8<br/>None are applicable.</p>  |
| <p>Landscaping</p>   |  |
| <p>PO 5.1<br/>Landscaping is provided to enhance the visual appearance of development when viewed from public roads and thoroughfares.</p>   | <p>DTS/DPF 5.1<br/>Other than to accommodate 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, a landscaped area is provided within the development site:</p> <ul style="list-style-type: none"> <li>(a) where a building is set back less than 3m from the street boundary - 1m wide or the area remaining between the relevant building and the street boundary where the building is less than 1m from the street boundary<br/>or</li> <li>(b) in any other case - at least 1.5m wide.</li> </ul>           |
| <p>PO 5.2<br/>Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.</p>  | <p>DTS/DPF 5.2<br/>Landscape areas comprise:</p> <ul style="list-style-type: none"> <li>(a) not less than 10 percent of the site</li> <li>(b) a dimension of at least 1.5m.</li> </ul>   |
| <p>Concept Plans</p>   |  |
| <p>PO 7.1<br/>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 7.1<br/>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 7.1, in instances where:</p> <ul style="list-style-type: none"> <li>(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.</li> <li>(b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 7.1 is met.</li> </ul> |

**Table 5 - Procedural Matters (PM) - Notification**

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

**Interpretation**

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

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

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

| Class of Development<br>(Column A)   | Exceptions<br>(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):<br>(a) advertisement<br>(b) air handling unit, air conditioning system or exhaust fan<br>(c) building on railway land<br>(d) carport<br>(e) fence<br>(f) outbuilding<br>(g) retaining wall<br>(h) shade sail<br>(i) solar photovoltaic panels (roof mounted)<br>(j) temporary public service depot<br>(k) verandah<br>(l) water tank. | Except development that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following:<br><br>1. Employment Zone DTS/DPF 3.6<br>2. Employment Zone DTS/DPF 3.7. |
| 3. Any development involving any of the following (or of any combination of any of the following):<br>(a) consulting room<br>(b) light industry<br>(c) office<br>(d) motor repair station<br>(e) retail fuel outlet<br>(f) store<br>(g) warehouse.   | Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.   |
| 4. Any development involving any of the following (or of any combination of any of the following):<br>(a) internal building works<br>(b) land division<br>(c) replacement building<br>(d) temporary accommodation in an area affected by bushfire<br>(e) tree damaging activity.   | None specified.   |
| 5. Demolition.   | Except any of the following:<br><br>1. the demolition of a State or Local Heritage Place<br>2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.                                  |
| 6. Shop within any of the following:<br>(a) Retail Activity Centre Subzone<br>(b) Roadside Service Centre Subzone.   | Except shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following:<br><br>1. Employment Zone DTS/DPF 3.6<br>2. Employment Zone DTS/DPF 3.7.        |

|                                 |   |
|---------------------------------|---|
| 7. Shop.                        | <p>Except:</p> <ol style="list-style-type: none"> <li>1. where the site of the shop is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone<br/>or</li> <li>2. shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5<br/>or</li> <li>3. shop that does not satisfy Employment Zone DTS/DPF 1.2.</li> </ol> |
| 8. Telecommunications facility. | Except telecommunications facility that does not satisfy Employment Zone DTS/DPF 1.3.   |

#### Placement of Notices - Exemptions for Performance Assessed Development

None specified.

#### Placement of Notices - Exemptions for Restricted Development

None specified.

## Part 3 - Overlays

### 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   |   |
| <p>PO 1.1</p> <p>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.</p> | <p>DTS/DPF 1.1</p> <p>Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished floor level at least 300mm above:</p> <ol style="list-style-type: none"> <li>(a) the highest point of top of kerb of the primary street<br/>or</li> <li>(b) the highest point of natural ground level at the primary street boundary where there is no kerb</li> </ol> |

#### Procedural Matters (PM) - Referrals

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

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

**Traffic Generating Development Overlay**

**Assessment Provisions (AP)**

Desired Outcome (DO)

| 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"> <li>(a) land division creating 50 or more additional allotments</li> <li>(b) commercial development with a gross floor area of 10,000m2 or more</li> <li>(c) retail development with a gross floor area of 2,000m2 or more</li> <li>(d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more</li> <li>(e) industry with a gross floor area of 20,000m2 or more</li> <li>(f) educational facilities with a capacity of 250 students or more.</li> </ul> |
| <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"> <li>(a) land division creating 50 or more additional allotments</li> <li>(b) commercial development with a gross floor area of 10,000m2 or more</li> <li>(c) retail development with a gross floor area of 2,000m2 or more</li> <li>(d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more</li> <li>(e) industry with a gross floor area of 20,000m2 or more</li> <li>(f) educational facilities with a capacity of 250 students or more.</li> </ul> |
| <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"> <li>(a) land division creating 50 or more additional allotments</li> <li>(b) commercial development with a gross floor area of 10,000m2 or more</li> <li>(c) retail development with a gross floor area of 2,000m2 or more</li> <li>(d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more</li> <li>(e) industry with a gross floor area of 20,000m2 or more</li> <li>(f) educational facilities with a capacity of 250 students or more.</li> </ul> |

**Procedural Matters (PM) - Referrals**

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

| Class of Development / Activity   | Referral Body             | Purpose of Referral   | Statutory Reference  |
|---|---------------------------|---|--|
| <p>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"> <li>(a) land division creating 50 or more additional allotments</li> <li>(b) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(c) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(d) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(e) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(f) educational facilities with a capacity of 250 students or more.</li> </ul> | Commissioner of Highways. | To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code. | Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies. |

## Part 4 - General Development Policies

### 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   |
|--|---|
| <p>PO 1.1</p> <p>Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.</p> | <p>DTS/DPF 1.1</p> <p>One of the following is satisfied:</p> <ul style="list-style-type: none"> <li>(a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i></li> <li>(b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.</li> </ul> |

### Design

#### Assessment Provisions (AP)

Desired Outcome (DO)

| Desired Outcome |
|-----------------|
|                 |

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

Performance 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  |   |
| <p>PO 1.4</p> <p>Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:</p> <ul style="list-style-type: none"> <li>(a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces</li> <li>(b) screening rooftop plant and equipment from view</li> <li>(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.</li> </ul> | <p>DTS/DPF 1.4</p> <p>Development does not incorporate any structures that protrude beyond the roofline.</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>  |
| On-site Waste Treatment Systems  |   |
| <p>PO 6.1</p> <p>Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.</p>  | <p>DTS/DPF 6.1</p> <p>Effluent disposal drainage areas do not:</p> <ul style="list-style-type: none"> <li>(a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space</li> <li>(b) use an area also used as a driveway</li> <li>(c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.</li> </ul> |
| Carparking Appearance  |   |
| <p>PO 7.1</p> <p>Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as:</p> <ul style="list-style-type: none"> <li>(a) limiting protrusion above finished ground level</li> <li>(b) screening through appropriate planting, fencing and mounding</li> <li>(c) limiting the width of openings and integrating them into the building structure.</li> </ul>  | <p>DTS/DPF 7.1</p> <p>None are applicable.</p>  |
| <p>PO 7.2</p> <p>Vehicle parking areas are appropriately located, designed and constructed to</p>  | <p>DTS/DPF 7.2</p> <p>None are applicable.</p>  |

|   |                                      |
|---|--------------------------------------|
| minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.  |                                      |
| PO 7.3<br>Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.   | DTS/DPF 7.3<br>None are applicable.  |
| PO 7.4<br>Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.  | DTS/DPF 7.4<br>None are applicable.  |
| PO 7.5<br>Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.   | DTS/DPF 7.5<br>None are applicable.  |
| PO 7.6<br>Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.  | DTS/DPF 7.6<br>None are applicable.  |
| PO 7.7<br>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<br>None are applicable.  |
| All non-residential development   |                                      |
| Water Sensitive Design  |                                      |
| PO 31.1<br>Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.  | DTS/DPF 31.1<br>None are applicable. |
| PO 31.2<br>Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.   | DTS/DPF 31.2<br>None are applicable. |

**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   |
|--|---|
| Wastewater Services  |   |
| PO 12.1<br>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 | DTS/DPF 12.1<br>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 |

|  |  |
|--|--|
| <p>ongoing requirements of the intended use in accordance with the following:</p> <ul style="list-style-type: none"> <li>(a) it is wholly located and contained within the allotment of the development it will service</li> <li>(b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources</li> <li>(c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.</li> </ul> | <p>serviced by an on-site waste water treatment system in accordance with the following:</p> <ul style="list-style-type: none"> <li>(a) the system is wholly located and contained within the allotment of development it will service; and</li> <li>(b) the system will comply with the requirements of the South Australian Public Health Act 2011.</li> </ul> |
| <p>PO 12.2</p> <p>Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.</p>   | <p>DTS/DPF 12.2</p> <p>Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.</p>   |

**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   |                      |                    |                 |  |        |  |   |   |
|--|---|----------------------|--------------------|-----------------|--|--------|--|---|---|
| Hours of Operation   |   |                      |                    |                 |  |        |  |   |   |
| <p>PO 2.1</p> <p>Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature of the development</li> <li>(b) measures to mitigate off-site impacts</li> <li>(c) the extent to which the development is desired in the zone</li> <li>(d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.</li> </ul> | <p>DTS/DPF 2.1</p> <p>Development operating within the following hours:</p> <table border="1" data-bbox="821 1344 1489 1993"> <thead> <tr> <th>Class of Development</th> <th>Hours of operation</th> </tr> </thead> <tbody> <tr> <td>Consulting room</td> <td>7am to 9pm, Monday to Friday<br/>8am to 5pm, Saturday</td> </tr> <tr> <td>Office</td> <td>7am to 9pm, Monday to Friday<br/>8am to 5pm, Saturday</td> </tr> <tr> <td>Shop, other than any one or combination of the following:                             <ul style="list-style-type: none"> <li>(a) restaurant</li> <li>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</li> </ul> </td> <td>7am to 9pm, Monday to Friday<br/>8am to 5pm, Saturday and Sunday</td> </tr> </tbody> </table> | Class of Development | Hours of operation | Consulting room | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday | Office | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday | Shop, other than any one or combination of the following: <ul style="list-style-type: none"> <li>(a) restaurant</li> <li>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</li> </ul> | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday and Sunday |
| Class of Development   | Hours of operation  |                      |                    |                 |  |        |  |   |   |
| Consulting room  | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday  |                      |                    |                 |  |        |  |   |   |
| Office   | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday  |                      |                    |                 |  |        |  |   |   |
| Shop, other than any one or combination of the following: <ul style="list-style-type: none"> <li>(a) restaurant</li> <li>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</li> </ul>  | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday and Sunday   |                      |                    |                 |  |        |  |   |   |
| Overshadowing  |   |                      |                    |                 |  |        |  |   |   |
| <p>PO 3.1</p> <p>Overshadowing of habitable room windows of adjacent residential land uses</p>   | <p>DTS/DPF 3.1</p> <p>North-facing windows of habitable rooms of adjacent residential land uses in</p>  |                      |                    |                 |  |        |  |   |   |



|  |   |
|--|---|
| <p>in:</p> <p>a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>  | <p>a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.</p>  |
| <p>PO 3.2</p> <p>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:</p> <p>a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p> | <p>DTS/DPF 3.2</p> <p>Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:</p> <p>a. for ground level private open space, the smaller of the following:</p> <p>i. half the existing ground level open space</p> <p>or</p> <p>ii. 35m<sup>2</sup> of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)</p> <p>b. for ground level communal open space, at least half of the existing ground level open space.</p> |

**Out of Activity Centre Development**

**Assessment Provisions (AP)**

Desired Outcome (DO)

| <p style="text-align: center;"><b>Desired Outcome</b></p> |   |
|---|---|
| <p>DO1</p>  | <p>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.</p> |

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

| <p style="text-align: center;"><b>Performance Outcome</b></p>  | <p style="text-align: center;"><b>Deemed-to-Satisfy Criteria / Designated Performance Feature</b></p> |
|--|---|
| <p>PO 1.1</p> <p>Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres:</p> <p>(a) as primary locations for shopping, administrative, cultural, entertainment and community services</p> <p>(b) as a focus for regular social and business gatherings</p> <p>(c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.</p>    | <p>DTS/DPF 1.1</p> <p>None are applicable.</p>  |
| <p>PO 1.2</p> <p>Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities:</p> <p>(a) that support the needs of local residents and workers, particularly in underserved locations</p> <p>(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.</p> | <p>DTS/DPF 1.2</p> <p>None are applicable.</p>  |

**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  |   |
| <p>PO 1.4</p> <p>Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.</p>   | <p>DTS/DPF 1.4</p> <p>All vehicle manoeuvring occurs onsite.</p>  |
| Vehicle Access  |   |
| <p>PO 3.1</p> <p>Safe and convenient access minimises impact or interruption on the operation of public roads.</p>  | <p>DTS/DPF 3.1</p> <p>The access is:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.</li> </ul>   |
| <p>PO 3.5</p> <p>Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.</p> | <p>DTS/DPF 3.5</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> <li>(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land</li> <li>(b) where newly proposed, is set back:                             <ul style="list-style-type: none"> <li>(i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner</li> <li>(ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance</li> <li>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</li> <li>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</li> </ul> </li> </ul> |
| <p>PO 3.6</p> <p>Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).</p>   | <p>DTS/DPF 3.6</p> <p>Driveways and access points:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) for sites with a frontage to a public road greater than 20m:                             <ul style="list-style-type: none"> <li>(i) a single access point no greater than 6m in width is provided or</li> <li>(ii) not more than two access points with a width of 3.5m each are provided.</li> </ul> </li> </ul>  |
| Vehicle Parking Rates   |   |
| <p>PO 5.1</p> <p>Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:</p>   | <p>DTS/DPF 5.1</p> <p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</p>   |

|  |   |
|--|---|
| <ul style="list-style-type: none"> <li>(a) availability of on-street car parking</li> <li>(b) shared use of other parking areas</li> <li>(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared</li> <li>(d) the adaptive reuse of a State or Local Heritage Place.</li> </ul> | <ul style="list-style-type: none"> <li>(a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements</li> <li>(b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas</li> <li>(c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.</li> </ul> |
| Vehicle Parking Areas  |   |
| <p>PO 6.1</p> <p>Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.</p>  | <p>DTS/DPF 6.1</p> <p>Movement between vehicle parking areas within the site can occur without the need to use a public road.</p>   |
| <p>PO 6.6</p> <p>Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.</p>  | <p>DTS/DPF 6.6</p> <p>Loading areas and designated parking spaces are wholly located within the site.</p>   |
| Bicycle Parking in Designated Areas  |   |
| <p>PO 9.1</p> <p>The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.</p>  | <p>DTS/DPF 9.1</p> <p>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.</p>   |

**Table 1 - General Off-Street Car Parking Requirements**

| Class of Development | Car Parking Rate (unless varied by Table 2 onwards)   |
|----------------------|---|
|                      | <p><b>Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.</b></p> |
| Commercial Uses      |   |
| Office               | 4 spaces per 100m2 of gross leasable floor area.  |

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

| 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                         |                  |
| 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<br>Urban Corridor (Business) Zone<br>Urban Corridor (Living) Zone<br>Urban Corridor (Main Street ) Zone<br>Urban Neighbourhood Zone |
|--|--|--|---|

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

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

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

Table 3 - Off-Street Bicycle Parking Requirements

| Class of Development            | Bicycle Parking Rate  |  |
|---------------------------------|---|--|
|                                 | <p><b>Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.</b></p> |  |
| Office                          | 1 space for every 200m <sup>2</sup> of gross leasable floor area plus 2 spaces plus 1 space per 1000m <sup>2</sup> of gross leasable floor area for visitors.   |  |
| 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<br>Urban Corridor (Living) Zone<br>Urban Corridor (Main Street ) Zone<br>Urban Neighbourhood Zone |  |
|--|--|--|

