

APPENDIX 1– Relevant P&D Code Policies

336 ANGAS ST ADELAIDE SA 5000

Address:

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Property Zoning Details

Local Variation (TNV)

Maximum Building Height (Metres) (*Maximum building height is 11m*)

Minimum Site Area (*Minimum site area for a detached dwelling is 120 sqm; semi-detached dwelling is 120 sqm; row dwelling is 120 sqm; group dwelling is 120 sqm; residential flat building is 120 sqm*)

Maximum Building Height (Levels) (*Maximum building height is 3 levels*)

Overlay

Airport Building Heights (Regulated) (*All structures over 153.5 metres AHD*)

Affordable Housing

Design

Hazards (Flooding - Evidence Required)

Prescribed Wells Area

Regulated and Significant Tree

Stormwater Management

Urban Tree Canopy

Subzone

Medium-High Intensity

Zone

City Living

Selected Development(s)

Dwelling addition

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

Dwelling addition - Code Assessed - Deemed to Satisfy

Part 2 - Zones and Sub Zones

City Living Zone

Assessment Provisions (AP)

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

Deemed to Satisfy					
Built Form and Character					
DTS/DPF 2.2	<p>Except where a Concept Plan specifies otherwise or on a Catalyst Site in the East Terrace Subzone, development (excluding garages, carports and outbuildings):</p> <p>(a) does not exceed the following building height(s):</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Maximum Building Height (Levels)</th> </tr> </thead> <tbody> <tr> <td>Maximum building height is 3 levels</td> </tr> <tr> <th style="text-align: center;">Maximum Building Height (Metres)</th> </tr> <tr> <td>Maximum building height is 11m</td> </tr> </tbody> </table> <p>(b) is not less than the following building height:</p> <p>In relation to DTS/DPF 2.2, in instances where:</p> <p>(c) more than one value is returned in the same field, refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer, <i>Maximum Building Height (Metres) Technical and Numeric Variation</i> layer, or <i>Minimum Building Height (Levels) Technical and Numeric Variation</i> layer in the SA planning database to determine the applicable value relevant to the site of the proposed development</p> <p>(d) only one value is returned for DTS/DPF 2.2(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other</p> <p>(e) no value is returned for DTS/DPF 2.2(a) (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.</p> <p>(f) no value is returned for DTS/DPF 2.2(b) (i.e. there is a blank field), then there is no minimum building height and DTS/DPF 2.2(b) is met.</p>	Maximum Building Height (Levels)	Maximum building height is 3 levels	Maximum Building Height (Metres)	Maximum building height is 11m
Maximum Building Height (Levels)					
Maximum building height is 3 levels					
Maximum Building Height (Metres)					
Maximum building height is 11m					
Building Setbacks					
DTS/DPF 3.1	<p>The building line of a building set back from the primary street boundary:</p> <p>(a) at least the average setback to the building line of existing buildings on adjoining sites which face the same street (including those buildings that would adjoin the site if not separated by a public road)</p> <p>(b) where there is only one existing building on adjoining sites which face the same street (including those that would adjoin if not separated by a public road), not less than the setback to the building line of that building or</p> <p>(c) in all other cases, no DTS/DPF is applicable.</p>				
DTS/DPF 3.2	<p>Building walls are no closer than 900mm to secondary street boundary.</p>				
DTS/DPF 3.3	<p>Building walls are setback from a side boundary not less than the nearest side setback of the primary building on the adjoining allotment.</p>				
DTS/DPF 3.4					

Building walls are set back from the rear boundary at least:

- (a) 3m for the ground floor level
- (b) 5m for first floor building level
- (c) 5m plus an additional 1m setback added for every 1m in height above a wall height of 7m.

DTS/DPF 3.5

For buildings that do not have a common wall, any wall sited on a side boundary meets all of the following:

- (a) does not exceed 3m in height from the top of the footings
- (b) does not exceed a length of 8m, or 11.5m where located in the Medium-High Intensity Subzone or East Terrace Subzone
- (c) when combined with other walls on the boundary, does not exceed 45%
- (d) is setback at least 3m from any existing or proposed boundary walls.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

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

Deemed to Satisfy

Built Form

DTS/DPF 1.1

Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas.

In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.

Hazards (Flooding - Evidence Required) Overlay

Assessment Provisions (AP)

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

Deemed to Satisfy

Flood Resilience

DTS/DPF 1.1

Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished floor level at least 300mm above:

- (a) the highest point of top of kerb of the primary street
- or
- (b) the highest point of natural ground level at the primary street boundary where there is no kerb

Part 4 - General Development Policies

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Deemed to Satisfy

DTS/DPF 1.1

One of the following is satisfied:

- (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the *Electricity Act 1996*
- (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design in Urban Areas

Assessment Provisions (AP)

Deemed to Satisfy

All Development

On-site Waste Treatment Systems

DTS/DPF 6.1

Effluent disposal drainage areas do not:

- (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space
- (b) use an area also used as a driveway
- (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

Earthworks and sloping land

DTS/DPF 8.1

Development does not involve any of the following:

- (a) excavation exceeding a vertical height of 1m
- (b) filling exceeding a vertical height of 1m
- (c) a total combined excavation and filling vertical height of 2m or more.

DTS/DPF 8.2

Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):

- (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway
- (b) are constructed with an all-weather trafficable surface.

Overlooking / Visual Privacy (low rise buildings)

DTS/DPF 10.1

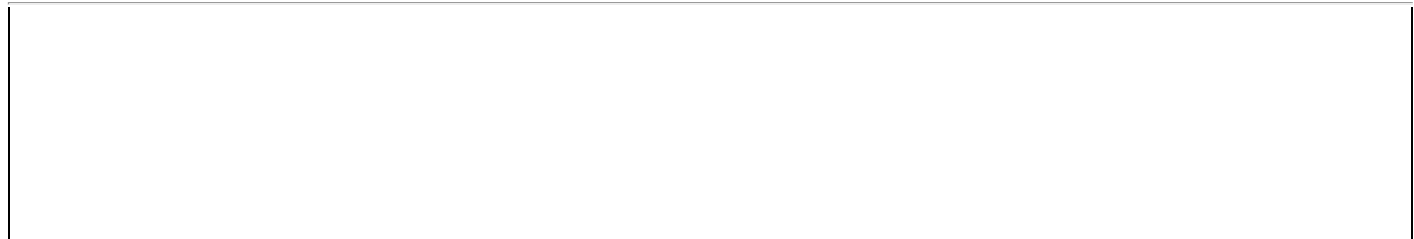
Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone:

- (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm
- (b) have sill heights greater than or equal to 1.5m above finished floor level
- (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.

DTS/DPF 10.2

One of the following is satisfied:

<ul style="list-style-type: none"> (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: <ul style="list-style-type: none"> (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
<p>All residential development</p>
<p>Front elevations and passive surveillance</p>
<p>DTS/DPF 17.1</p> <p>Each dwelling with a frontage to a public street:</p> <ul style="list-style-type: none"> (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m² facing the primary street.
<p>DTS/DPF 17.2</p> <p>Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.</p>
<p>Outlook and Amenity</p>
<p>DTS/DPF 18.1</p> <p>A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.</p>
<p>Residential Development - Low Rise</p>
<p>External appearance</p>
<p>DTS/DPF 20.1</p> <p>Garages and carports facing a street:</p> <ul style="list-style-type: none"> (a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening width not exceeding 7m (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
<p>DTS/DPF 20.2</p> <p>Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:</p> <ul style="list-style-type: none"> (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a single material or finish.



Private Open Space

DTS/DPF 21.1
Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.

DTS/DPF 21.2
Private open space is directly accessible from a habitable room.

Landscaping

DTS/DPF 22.1
Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b):

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

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

(b) at least 30% of any land between the primary street boundary and the primary building line.

Car parking, access and manoeuvrability

DTS/DPF 23.1
Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):

- (a) single width car parking spaces:
 - (i) a minimum length of 5.4m per space
 - (ii) a minimum width of 3.0m
 - (iii) a minimum garage door width of 2.4m
- (b) double width car parking spaces (side by side):
 - (i) a minimum length of 5.4m
 - (ii) a minimum width of 5.4m
 - (iii) minimum garage door width of 2.4m per space.

DTS/DPF 23.2
Uncovered car parking spaces have:

- (a) a minimum length of 5.4m
- (b) a minimum width of 2.4m
- (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.

DTS/DPF 23.3

Driveways and access points satisfy (a) or (b):

- (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site
- (b) sites with a frontage to a public road greater than 10m:
 - (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site;
 - (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.

DTS/DPF 23.4

Vehicle access to designated car parking spaces satisfy (a) or (b):

- (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land
- (b) where newly proposed, is set back:
 - (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner
 - (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance
 - (iii) 6m or more from the tangent point of an intersection of 2 or more roads
 - (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.

DTS/DPF 23.5

Driveways are designed and sited so that:

- (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average
- (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary.
- (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site

DTS/DPF 23.6

Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:

- (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)
- (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly
- (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.

Waste storage

DTS/DPF 24.1

Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that:

- (a) has a minimum area of 2m² with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and

(b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.

Table 1 - Private Open Space

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

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

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

Deemed to Satisfy
Wastewater Services
DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.

Transport, Access and Parking

Assessment Provisions (AP)

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

Deemed to Satisfy

Vehicle Parking Rates

DTS/DPF 5.1

Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:

- (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements
- (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas
- (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.

Corner Cut-Offs

DTS/DPF 10.1

Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:



Table 1 - General Off-Street Car Parking Requirements

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

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

	<p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
Row Dwelling where vehicle access is from the primary street	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Semi-Detached Dwelling	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Aged / Supported Accommodation	
Retirement village	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan park / tourist park	<p>Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation.</p> <p>Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation.</p> <p>A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.</p>

Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m ² of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m ² of gross leasable floor area.
Motor repair station	3 spaces per service bay.
Office	4 spaces per 100m ² of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m ² gross leasable floor area.
Service trade premises	2.5 spaces per 100m ² of gross leasable floor area 1 space per 100m ² of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m ² of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m ² of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m ² of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m ² of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child
Library	4 spaces per 100m ² of total floor area.

Community facility	10 spaces per 100m ² of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Educational establishment	<p>For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.</p> <p>For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.</p> <p>For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.</p>
Health Related Uses	
Hospital	<p>4.5 spaces per bed for a public hospital.</p> <p>1.5 spaces per bed for a private hospital.</p>
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m ² of total floor area in a public bar plus 1 space for every 6m ² of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	<p>6.5 spaces per 100m² of total floor area for a Fitness Centre</p> <p>4.5 spaces per 100m² of total floor area for all other Indoor recreation facilities.</p>
Industry/Employment Uses	
Fuel depot	<p>1.5 spaces per 100m² total floor area</p> <p>1 spaces per 100m² of outdoor area used for fuel depot activity purposes.</p>
Industry	1.5 spaces per 100m ² of total floor area.

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

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

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

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

Class of Development	Car Parking Rate		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
<p>Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.</p>			
Development generally			
All classes of development	No minimum.	<p>No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:</p> <p>1 space for each dwelling with a total floor area less than 75 square metres</p> <p>2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres</p>	<p>Capital City Zone</p> <p>City Main Street Zone</p> <p>City Riverbank Zone</p> <p>Adelaide Park Lands Zone</p> <p>Business Neighbourhood Zone (within the City of Adelaide)</p> <p>The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone</p>

		<p>3 spaces for each dwelling with a total floor area greater than 150 square metres.</p> <p>Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.</p>	
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	5 spaces per 100m ² of gross leasable floor area.	<p>City Living Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street) Zone</p> <p>Urban Neighbourhood Zone</p>
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	6 spaces per 100m ² of gross leasable floor area.	<p>Strategic Innovation Zone</p> <p>Suburban Activity Centre Zone</p> <p>Suburban Business Zone</p> <p>Business Neighbourhood Zone</p> <p>Suburban Main Street Zone</p> <p>Urban Activity Centre Zone</p>
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	<p>City Living Zone</p> <p>Urban Activity Centre Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street) Zone</p> <p>Urban Neighbourhood Zone</p>
Residential development			
Residential component of a multi-storey building	<p>Dwelling with no separate bedroom -0.25 spaces per dwelling</p> <p>1 bedroom dwelling - 0.75 spaces per dwelling</p> <p>2 bedroom dwelling - 1 space per dwelling</p>	None specified.	<p>City Living Zone</p> <p>Strategic Innovation Zone</p> <p>Urban Activity Centre Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p>

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

Table 2 - Criteria:

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

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

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

Part 2 - Zones and Sub Zones

City Living Zone

Assessment Provisions (AP)

Desired Outcome	
DO 1	Predominantly low-rise, low to medium-density housing, with medium rise in identified areas, that supports a range of needs and lifestyles located within easy reach of a diversity of services and facilities that support city living. Small scale employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

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>Diverse housing and accommodation complemented by a range of compatible non-residential uses supporting an active and convenient neighbourhood.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> (a) Community facility (b) Consulting room (c) Dwelling (d) Educational establishment (e) Office (f) Personal or domestic services establishment (g) Place of worship (h) Pre-school (i) Recreation area (j) Residential flat building (k) Retirement facility (l) Supported accommodation. 				
Built Form and Character					
<p>PO 2.2</p> <p>Development contributes to a predominantly low-rise residential character, except when located in the Medium - High Intensity Subzone or East Terrace Subzone where it contributes to a predominantly medium rise residential character, consistent with the form expressed in the <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer and the <i>Maximum Building Height (Metres) Technical and Numeric Variation</i> layer in the SA planning database or any relevant Concept Plan and positively responds to the local context.</p>	<p>DTS/DPF 2.2</p> <p>Except where a Concept Plan specifies otherwise or on a Catalyst Site in the East Terrace Subzone, development (excluding garages, carports and outbuildings):</p> <ul style="list-style-type: none"> (a) does not exceed the following building height(s): <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Maximum Building Height (Levels)</td> </tr> <tr> <td>Maximum building height is 3 levels</td> </tr> <tr> <td style="text-align: center;">Maximum Building Height (Metres)</td> </tr> <tr> <td>Maximum building height is 11m</td> </tr> </table> <ul style="list-style-type: none"> (b) is not less than the following building height: <p>In relation to DTS/DPF 2.2, in instances where:</p>	Maximum Building Height (Levels)	Maximum building height is 3 levels	Maximum Building Height (Metres)	Maximum building height is 11m
Maximum Building Height (Levels)					
Maximum building height is 3 levels					
Maximum Building Height (Metres)					
Maximum building height is 11m					

	<ul style="list-style-type: none"> (c) more than one value is returned in the same field, refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer, <i>Maximum Building Height (Metres) Technical and Numeric Variation</i> layer, or <i>Minimum Building Height (Levels) Technical and Numeric Variation</i> 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 2.2(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other (e) no value is returned for DTS/DPF 2.2(a) (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy. (f) no value is returned for DTS/DPF 2.2(b) (i.e. there is a blank field), then there is no minimum building height and DTS/DPF 2.2(b) is met.
<p>PO 2.3</p> <p>New buildings and structures visible from the public realm consistent with:</p> <ul style="list-style-type: none"> (a) the valued streetscape characteristics of the area (b) prevailing built form characteristics, such as floor to ceiling heights, of the area. 	<p>DTS/DPF 2.3</p> <p>None are applicable.</p>
<p>PO 2.4</p> <p>The width of driveways and other vehicle access ways are consistent with the prevalent width of existing driveways in the area</p>	<p>DTS/DPF 2.4</p> <p>None are applicable.</p>
<p>PO 2.5</p> <p>Development designed to provide a strong built-form edge to the Park Lands and Wellington Square through the regular siting and pattern of buildings addressing the primary street frontage.</p>	<p>DTS/DPF 2.5</p> <p>None are applicable.</p>
<p>Building Setbacks</p>	
<p>PO 3.1</p> <p>Buildings are set back from primary street boundaries to complement the existing streetscape character.</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"> (a) at least the average setback to the building line of existing buildings on adjoining sites which face the same street (including those buildings that would adjoin the site if not separated by a public road) (b) where there is only one existing building on adjoining sites which face the same street (including those that would adjoin if not separated by a public road), not less than the setback to the building line of that building or (c) in all other cases, no DTS/DPF is applicable.
<p>PO 3.2</p> <p>Buildings set back from secondary street boundaries to maintain a pattern of separation between building walls and public thoroughfares and reinforce a streetscape character.</p>	<p>DTS/DPF 3.2</p> <p>Building walls are no closer than 900mm to secondary street boundary.</p>

<p>PO 3.3</p> <p>Buildings setback from side boundaries to provide:</p> <ul style="list-style-type: none"> (a) separation between dwellings in a way that is consistent with the established streetscape of the locality (b) access to natural light and ventilation to neighbours. 	<p>DTS/DPF 3.3</p> <p>Building walls are setback from a side boundary not less than the nearest side setback of the primary building on the adjoining allotment.</p>
<p>PO 3.4</p> <p>Buildings are setback from rear boundaries to provide:</p> <ul style="list-style-type: none"> (a) access to natural light and ventilation for neighbours (b) open space recreational opportunities (c) space for landscaping and vegetation. 	<p>DTS/DPF 3.4</p> <p>Building walls are set back from the rear boundary at least:</p> <ul style="list-style-type: none"> (a) 3m for the ground floor level (b) 5m for first floor building level (c) 5m plus an additional 1m setback added for every 1m in height above a wall height of 7m.
<p>PO 3.5</p> <p>Boundary walls are limited in height and length to manage impacts on adjoining properties.</p>	<p>DTS/DPF 3.5</p> <p>For buildings that do not have a common wall, any wall sited on a side boundary meets all of the following:</p> <ul style="list-style-type: none"> (a) does not exceed 3m in height from the top of the footings (b) does not exceed a length of 8m, or 11.5m where located in the Medium-High Intensity Subzone or East Terrace Subzone (c) when combined with other walls on the boundary, does not exceed 45% (d) is setback at least 3m from any existing or proposed boundary walls.
<p>Car Parking and Access</p>	
<p>PO 5.1</p> <p>Access to parking and service areas located and designed to minimise the impacts to pedestrian environments and maintain the residential scale and pattern of development, through measures such as:</p> <ul style="list-style-type: none"> (a) providing access from minor streets, or side or rear lanes provided road width is suitable and the traffic generation does not unreasonably impact residential amenity (b) siting any new car parking away from street frontages. 	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

Class of Development	Exceptions
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(Column A)	(Column B)
<p>1. A kind of development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.</p>	None specified.
<p>2. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> (a) ancillary accommodation (b) carport (c) community centre (d) dwelling (e) dwelling addition (f) fence (g) outbuilding (h) pre-school (i) recreation area (j) residential flat building (k) retaining wall (l) retirement facility (m) shade sail (n) solar photovoltaic panels (roof mounted) (o) swimming pool or spa pool (p) supported accommodation (q) temporary public service depot (r) verandah (s) water tank. 	<p>Except development involving any of the following:</p> <ul style="list-style-type: none"> 1. development that exceeds the maximum building height specified in City Living DTS/DPF 2.2 2. development on a Catalyst Site that exceeds the maximum building height in City Living DTS/DPF 2.2 that applies to development not on a Catalyst Site 3. development that involves a building wall (or structure) that is proposed to be situated on a boundary (not being a boundary with a primary street or secondary street) and: <ul style="list-style-type: none"> (a) the length of the proposed wall (or structure) exceeds 8m, or 11.5m where located in the Medium-High Intensity Subzone or East Terrace Subzone (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3m measured from the top of footings (other than where the proposed wall (or post) abuts an existing wall or structure of greater height on the adjoining allotment).
<p>3. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> (a) consulting room (b) office (c) personal or domestic services establishment. 	<p>Except development that:</p> <ul style="list-style-type: none"> 1. does not satisfy City Living Zone DTS/DPF 1.4 or 2. exceeds the maximum building height specified in City Living Zone DTS/DPF 2.2 or 3. involves a building wall (or structure) that is proposed to be situated on a boundary (not being a boundary with a primary street or secondary street) and: <ul style="list-style-type: none"> (a) the length of the proposed wall (or structure) exceeds 8m, or 11.5m where located in the Medium-High Intensity Subzone or East Terrace Subzone (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3m measured from the top of footings (other than where the proposed

	wall (or post) abuts an existing wall or structure of greater height on the adjoining allotment).
4. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) tree damaging activity.	None specified.
5. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Medium-High Intensity Subzone

Assessment Provisions (AP)

Desired Outcome	
D01	Medium rise, medium density housing in a variety of forms with an eclectic mix of supporting non-residential land uses interspersed (including as mixed use development) that complement the area's urban residential amenity.
D02	Redevelopment of existing non-residential sites into integrated mixed use developments to increase the residential population and vibrancy of the area.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Development of medium density accommodation types for living, including dwellings and supported accommodation.	DTS/DPF 1.1 None are applicable.

Interface Height	
<p>PO 2.1</p> <p>Development in the Medium-High Intensity Subzone that abuts the subzone boundary is designed to manage the interface with areas of the City Living Zone outside the subzone to minimise impacts with regard to building massing, proportions and overshadowing on residential development.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

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

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

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

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Any of the following classes of development:</p> <p>(a) building located in an area identified</p>	The airport-operator company for the relevant airport within the meaning	To provide expert assessment and direction to the relevant	Development of a class to which Schedule 9 clause 3 item 1 of the

<p>as 'All structures' (no height limit is prescribed) or will exceed the height specified in the <i>Airport Building Heights (Regulated) Overlay</i></p> <p>(b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the <i>Airport Building Heights (Regulated) Overlay</i>.</p>	<p>of the <i>Airports Act 1996</i> of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the <i>Airports Act 1996</i> of the Commonwealth.</p>	<p>authority on potential impacts on the safety and operation of aviation activities.</p>	<p>Planning, Development and Infrastructure (General) Regulations 2017 applies.</p>
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Hazards (Flooding - Evidence Required) Overlay

Assessment Provisions (AP)

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> <ul style="list-style-type: none"> (a) the highest point of top of kerb of the primary street or (b) the highest point of natural ground level at the primary street boundary where there is no kerb

Procedural Matters (PM) - Referrals

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

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

Part 4 - General Development Policies

Clearance from Overhead Powerlines

Assessment Provisions (AP)

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

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

Design in Urban Areas

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: <ul style="list-style-type: none"> (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.

<p>PO 8.2</p> <p>Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.</p>	<p>DTS/DPF 8.2</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):</p> <ul style="list-style-type: none"> (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
<p>PO 8.3</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):</p> <ul style="list-style-type: none"> (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land. 	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>
<p>PO 8.4</p> <p>Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.</p>	<p>DTS/DPF 8.4</p> <p>None are applicable.</p>
<p>PO 8.5</p> <p>Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.</p>	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>
<p>Overlooking / Visual Privacy (low rise buildings)</p>	
<p>PO 10.1</p> <p>Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.</p>	<p>DTS/DPF 10.1</p> <p>Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone:</p> <ul style="list-style-type: none"> (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
<p>PO 10.2</p> <p>Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.</p>	<p>DTS/DPF 10.2</p> <p>One of the following is satisfied:</p> <ul style="list-style-type: none"> (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: <ul style="list-style-type: none"> (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the

	<p>nearest habitable window of a dwelling on adjacent land</p> <p>or</p> <p>(ii) 1.7m above finished floor level in all other cases</p>
All residential development	
Front elevations and passive surveillance	
<p>PO 17.1</p> <p>Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 17.1</p> <p>Each dwelling with a frontage to a public street:</p> <p>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</p> <p>(b) has an aggregate window area of at least 2m² facing the primary street.</p>
<p>PO 17.2</p> <p>Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.</p>	<p>DTS/DPF 17.2</p> <p>Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.</p>
Outlook and Amenity	
<p>PO 18.1</p> <p>Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 18.1</p> <p>A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.</p>
Residential Development - Low Rise	
External appearance	
<p>PO 20.1</p> <p>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>	<p>DTS/DPF 20.1</p> <p>Garages and carports facing a street:</p> <p>(a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling</p> <p>(b) are set back at least 5.5m from the boundary of the primary street</p> <p>(c) have a garage door / opening width not exceeding 7m</p> <p>(d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.</p>
<p>PO 20.2</p> <p>Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.</p>	<p>DTS/DPF 20.2</p> <p>Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:</p> <p>(a) a minimum of 30% of the building wall is set back an additional 300mm from the building line</p> <p>(b) a porch or portico projects at least 1m from the building wall</p> <p>(c) a balcony projects from the building wall</p>

	<ul style="list-style-type: none"> (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a single material or finish. 										
<p>PO 20.3</p> <p>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</p>	<p>DTS/DPF 20.3</p> <p>None are applicable</p>										
<p>Private Open Space</p>											
<p>PO 21.1</p> <p>Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.</p>	<p>DTS/DPF 21.1</p> <p>Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.</p>										
<p>PO 21.2</p> <p>Private open space is positioned to provide convenient access from internal living areas.</p>	<p>DTS/DPF 21.2</p> <p>Private open space is directly accessible from a habitable room.</p>										
<p>Landscaping</p>											
<p>PO 22.1</p> <p>Soft landscaping is incorporated into development to:</p> <ul style="list-style-type: none"> (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes. 	<p>DTS/DPF 22.1</p> <p>Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b):</p> <ul style="list-style-type: none"> (a) a total area as determined by the following table: <table border="1" data-bbox="919 1536 1520 1989"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th> <th>Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td><150</td> <td>10%</td> </tr> <tr> <td>150-200</td> <td>15%</td> </tr> <tr> <td>>200-450</td> <td>20%</td> </tr> <tr> <td>>450</td> <td>25%</td> </tr> </tbody> </table> (b) at least 30% of any land between the primary street boundary and the primary building line. 	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	>200-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
>200-450	20%										
>450	25%										
<p>Car parking, access and manoeuvrability</p>											

<p>PO 23.1</p> <p>Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 23.1</p> <p>Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):</p> <ul style="list-style-type: none"> (a) single width car parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
<p>PO 23.2</p> <p>Uncovered car parking space are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 23.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
<p>PO 23.3</p> <p>Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.</p>	<p>DTS/DPF 23.3</p> <p>Driveways and access points satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: <ul style="list-style-type: none"> (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
<p>PO 23.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 23.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an

	<p>intersection of 2 or more roads</p> <p>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</p>
<p>PO 23.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 23.5</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site
<p>PO 23.6</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 23.6</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
<p>PO 24.1</p> <p>Provision is made for the convenient storage of waste bins in a location screened from public view.</p>	<p>DTS/DPF 24.1</p> <p>Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that:</p> <ul style="list-style-type: none"> (a) has a minimum area of 2m² with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.

Table 1 - Private Open Space

Dwelling Type	Dwelling / Site Configuration	Minimum Rate
Dwelling (at ground level, other than a residential flat building that includes above ground dwellings)		<p>Total private open space area:</p> <ul style="list-style-type: none"> (a) Site area <301m²: 24m² located behind the building line. (b) Site area ≥ 301m²: 60m² located behind the building line.

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

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Wastewater Services	
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome	
DO 1	

	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Overshadowing	
<p>PO 3.1</p> <p>Overshadowing of habitable room windows of adjacent residential land uses in:</p> <p>a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<p>DTS/DPF 3.1</p> <p>North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.</p>
<p>PO 3.2</p> <p>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:</p> <p>a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<p>DTS/DPF 3.2</p> <p>Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:</p> <p>a. for ground level private open space, the smaller of the following:</p> <p>i. half the existing ground level open space</p> <p>or</p> <p>ii. 35m² of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)</p> <p>b. for ground level communal open space, at least half of the existing ground level open space.</p>
<p>PO 3.3</p> <p>Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:</p> <p>(a) the form of development contemplated in the zone</p> <p>(b) the orientation of the solar energy facilities</p> <p>(c) the extent to which the solar energy facilities are already overshadowed.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>

Transport, Access and Parking

Assessment Provisions (AP)

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

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

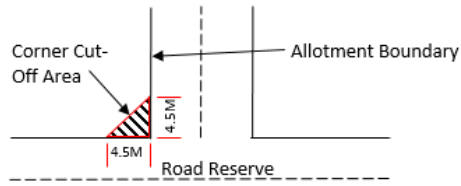
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Vehicle Parking Rates	
<p>PO 5.1</p> <p>Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:</p> <ul style="list-style-type: none"> (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place. 	<p>DTS/DPF 5.1</p> <p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</p> <ul style="list-style-type: none"> (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Corner Cut-Offs	
<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

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

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

	<p>bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
Residential Flat Building	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
Row Dwelling where vehicle access is from the primary street	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Semi-Detached Dwelling	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Aged / Supported Accommodation	
Retirement village	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.

Tourist	
Caravan park / tourist park	<p>Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation.</p> <p>Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation.</p> <p>A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.</p>
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m ² of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m ² of gross leasable floor area.
Motor repair station	3 spaces per service bay.
Office	4 spaces per 100m ² of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m ² gross leasable floor area.
Service trade premises	<p>2.5 spaces per 100m² of gross leasable floor area</p> <p>1 space per 100m² of outdoor area used for display purposes.</p>
Shop (no commercial kitchen)	<p>5.5 spaces per 100m² of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.</p> <p>5 spaces per 100m² of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.</p>
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m ² of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	<p>Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat.</p> <p>Premises with take-away service but with no seats - 12 spaces per 100m² of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point.</p> <p>Premises with a dine-in and drive-through take-away service - 0.3 spaces per</p>

	seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child
Library	4 spaces per 100m ² of total floor area.
Community facility	10 spaces per 100m ² of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Educational establishment	<p>For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.</p> <p>For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.</p> <p>For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.</p>
Health Related Uses	
Hospital	<p>4.5 spaces per bed for a public hospital.</p> <p>1.5 spaces per bed for a private hospital.</p>
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m ² of total floor area in a public bar plus 1 space for every 6m ² of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m ² of total floor area for a Fitness Centre

	4.5 spaces per 100m ² of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m ² total floor area 1 spaces per 100m ² of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m ² of total floor area.
Store	0.5 spaces per 100m ² of total floor area.
Timber yard	1.5 spaces per 100m ² of total floor area 1 space per 100m ² of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m ² total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m ² of total building floor area.

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

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

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

Class of Development	Car Parking Rate		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
	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.		
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary	Capital City Zone City Main Street Zone

		<p>Pedestrian Area Concept Plan, where the maximum is:</p> <p>1 space for each dwelling with a total floor area less than 75 square metres</p> <p>2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres</p> <p>3 spaces for each dwelling with a total floor area greater than 150 square metres.</p> <p>Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.</p>	<p>City Riverbank Zone</p> <p>Adelaide Park Lands Zone</p> <p>Business Neighbourhood Zone (within the City of Adelaide)</p> <p>The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone</p>
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	5 spaces per 100m ² of gross leasable floor area.	<p>City Living Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street) Zone</p> <p>Urban Neighbourhood Zone</p>
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	6 spaces per 100m ² of gross leasable floor area.	<p>Strategic Innovation Zone</p> <p>Suburban Activity Centre Zone</p> <p>Suburban Business Zone</p> <p>Business Neighbourhood Zone</p> <p>Suburban Main Street Zone</p> <p>Urban Activity Centre Zone</p>
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	<p>City Living Zone</p> <p>Urban Activity Centre Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street) Zone</p> <p>Urban Neighbourhood Zone</p>

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

Table 2 - Criteria:

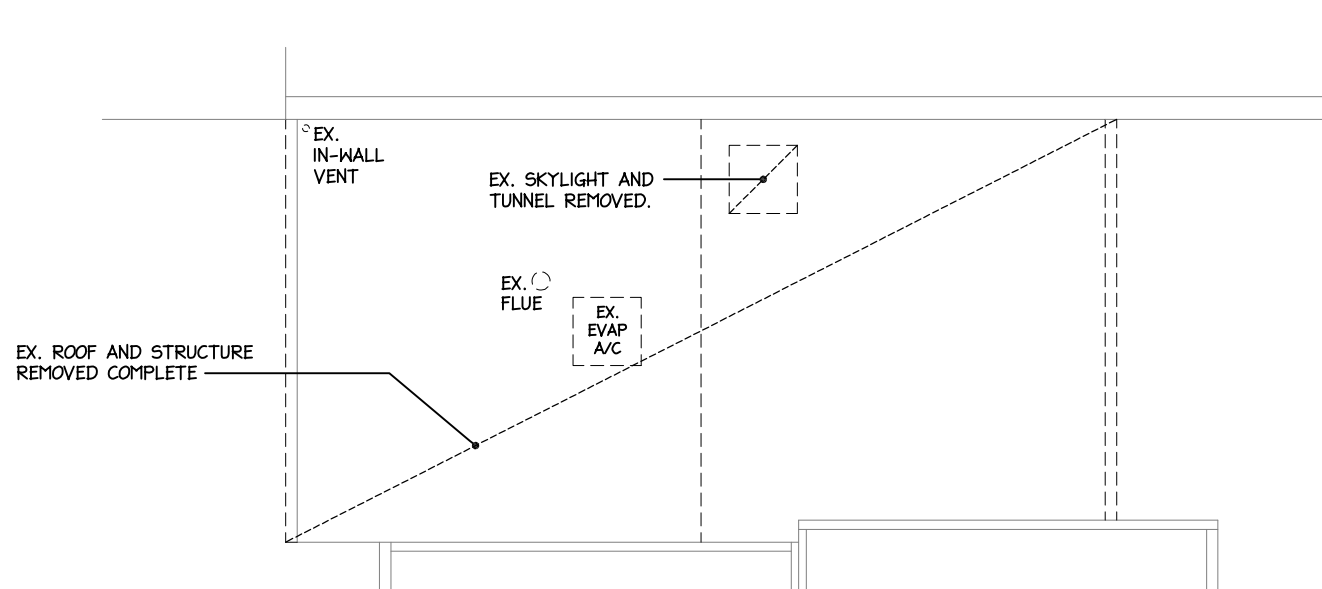
The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

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

(f) is within 400 metres of the Adelaide Parklands.	
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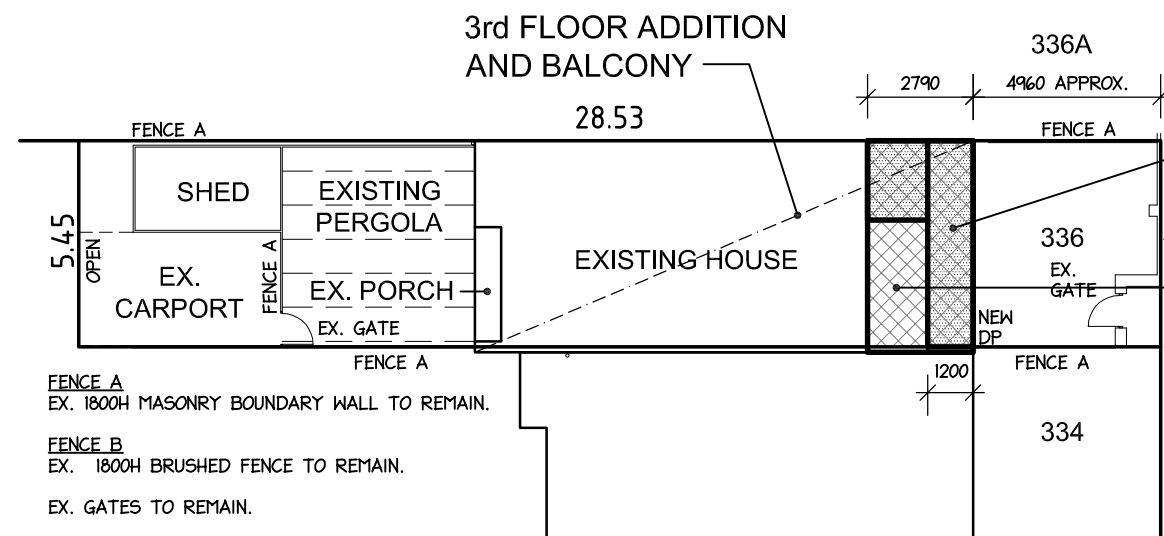
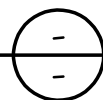
[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

ATTACHMENT 1 – Application Documents



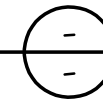
DEMO ROOF PLAN

SCALE 1:100 (A3 SHEET)



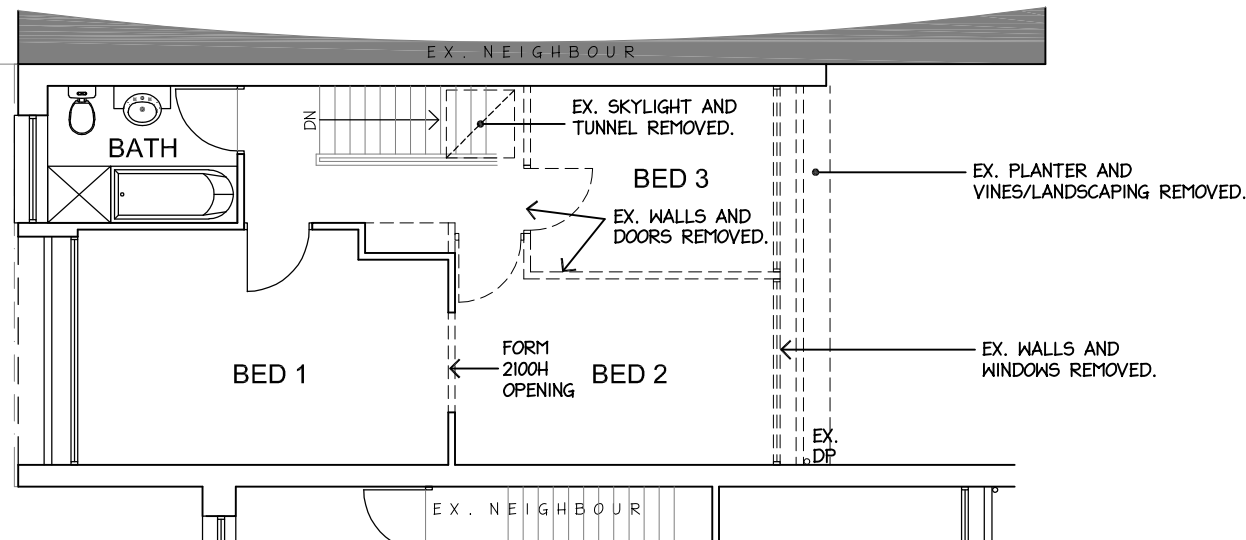
SITE PLAN

SCALE 1:200 (A3 SHEET)



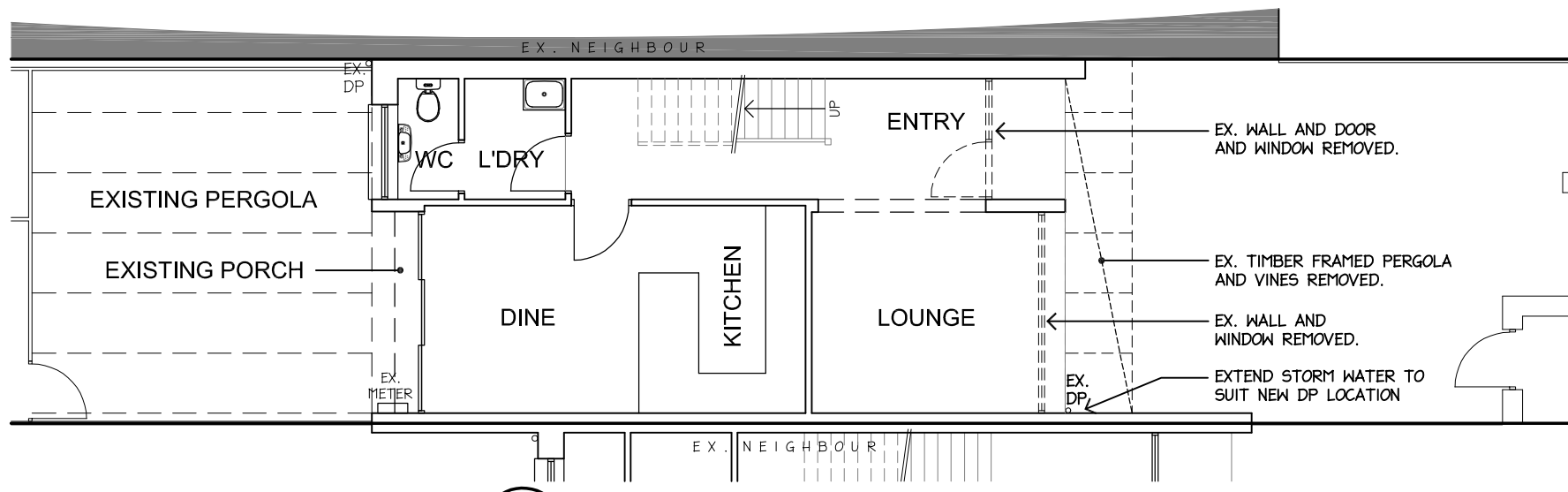
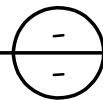
DOT HATCH INDICATES NEW GF PORCH
CROSS HATCH INDICATES 2nd FLOOR ADDITION

FENCE A
EX. 1800H MASONRY BOUNDARY WALL TO REMAIN.
FENCE B
EX. 1800H BRUSHED FENCE TO REMAIN.
EX. GATES TO REMAIN.



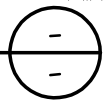
DEMO UPPER PLAN

SCALE 1:100 (A3 SHEET)



DEMO GROUND PLAN

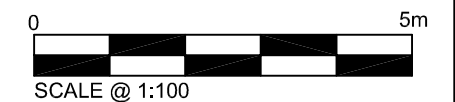
SCALE 1:100 (A3 SHEET)



PLANNING

AREAS:

GF ADDITION	15.60m2
UF ADDITION	15.60m2
UF RENOVATION	25.77m2
ROOF ADDITION	59.22m2
BALCONY ADDITION	10.30m2
SITE	155.50m2
P.O.S (40.96%)	63.70m2



GAVAN O'CONNOR
0411 558 393

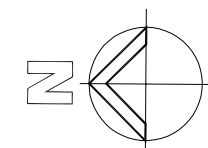
AT YOUR SERVICE
New Homes and Extension Specialists
Lic No G156720

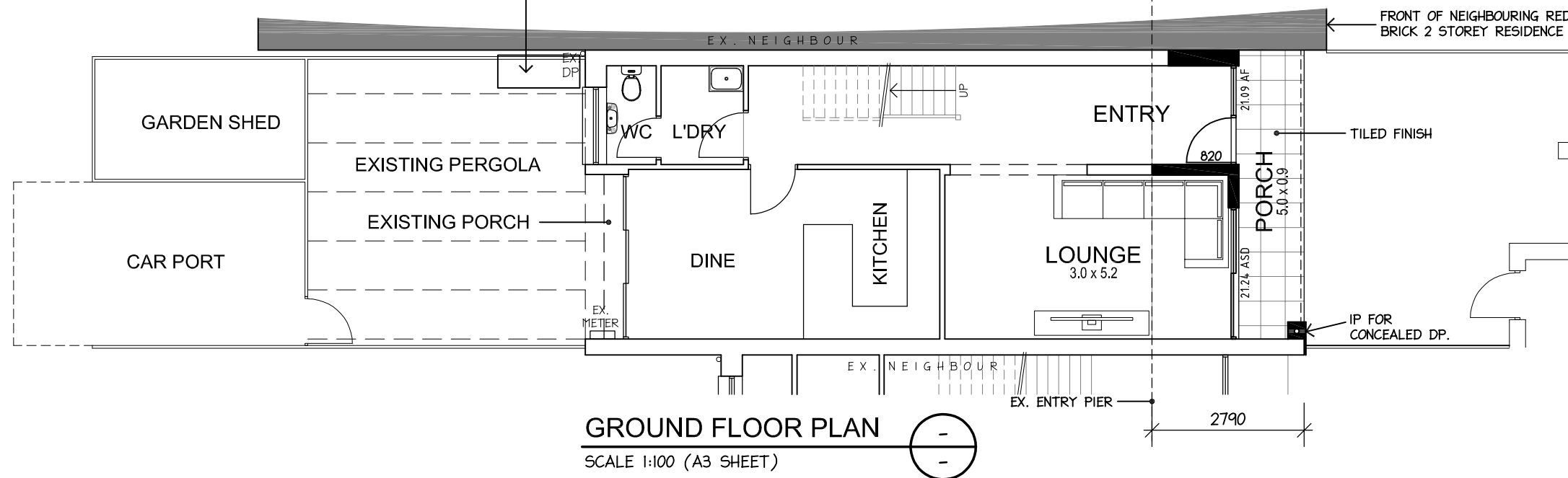
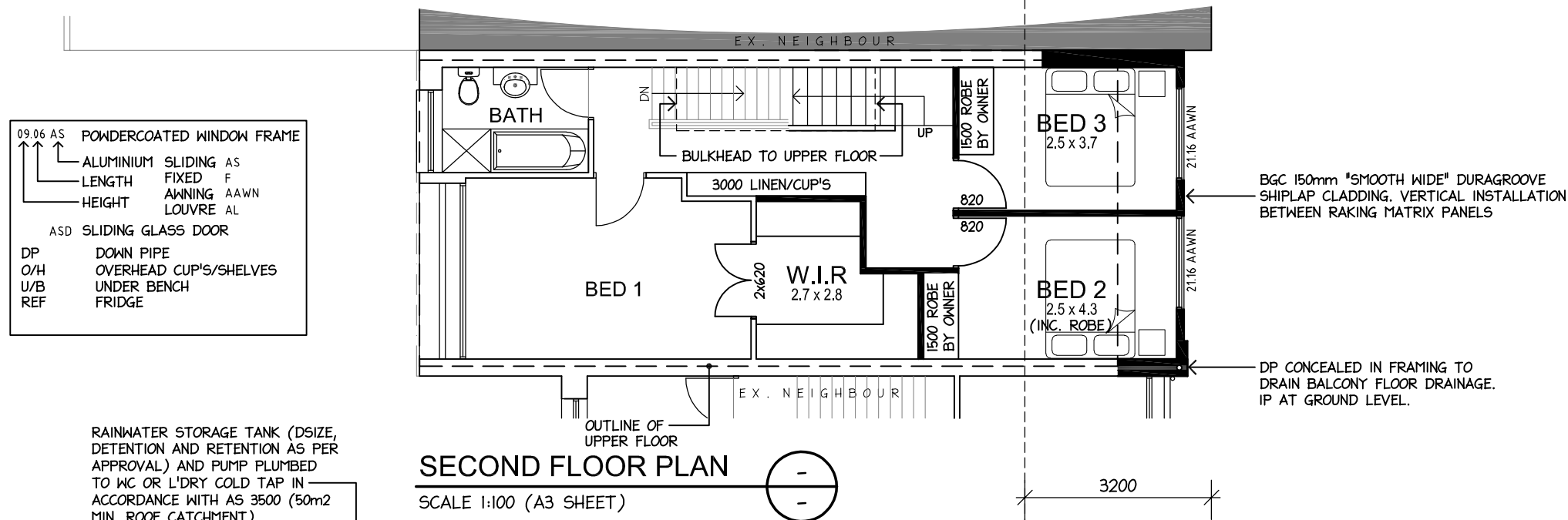
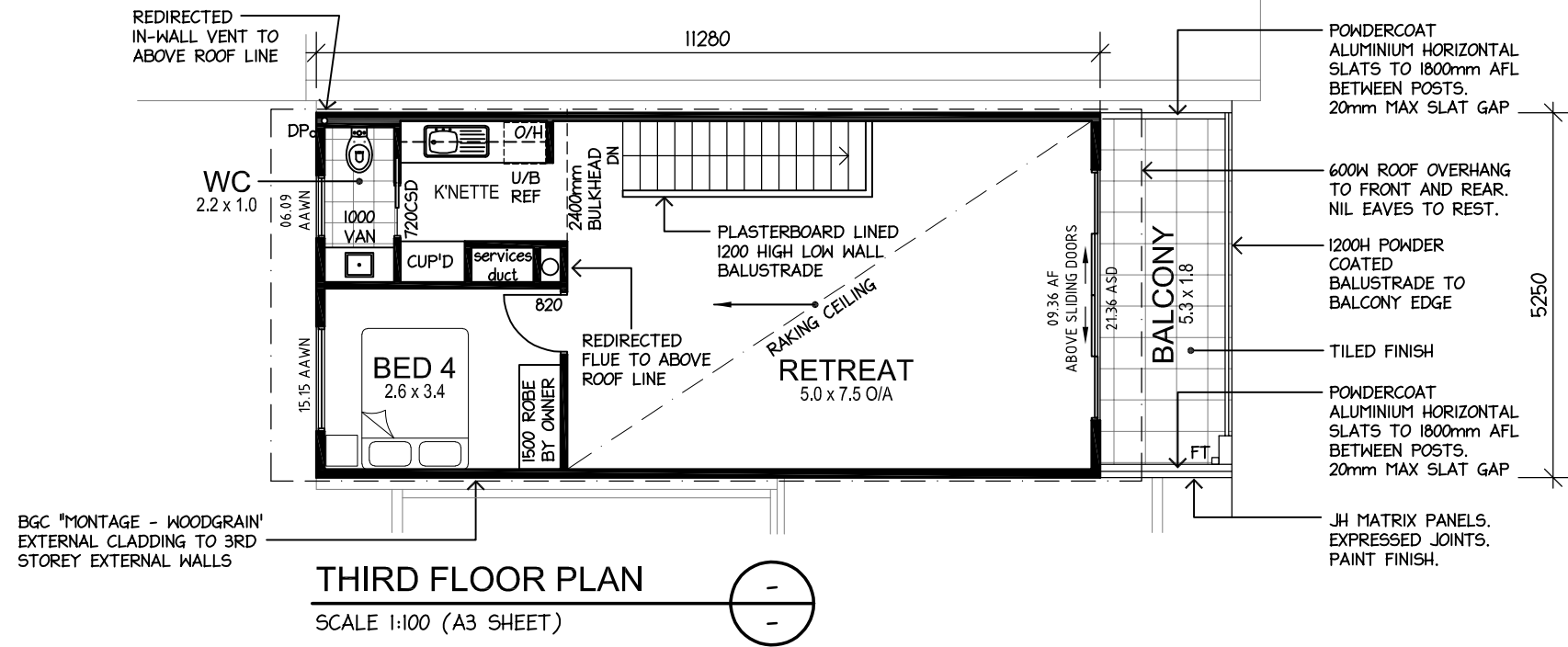
PROPOSED BUILDING WORKS
336 ANGAS ST.
ADELAIDE
CLIENT: R. AND G. MEIER

**SITE PLAN
DEMOLITION PLANS**

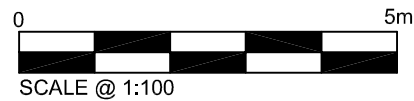
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Review GO	Date 05.08.2021	✓			Drawing Number 01
Project Leader GO	Date 04.05.2021	Scale AS NOTED	A3		Amt B

Contractor shall check and verify all dimensions on site and report any discrepancies to the Architect.





PLANNING



GAVAN O'CONNOR
0411 558 393

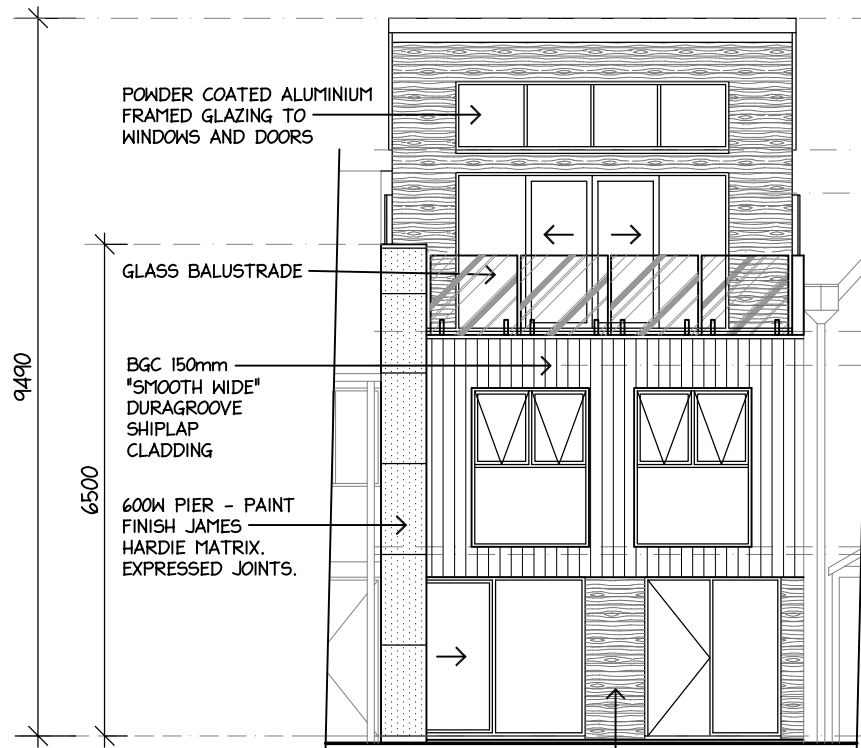
New Homes and Extension Specialists
Lic No G156720

PROPOSED BUILDING WORKS
336 ANGAS ST.
ADELAIDE
CLIENT: R. AND G. MEIER

FLOOR PLANS

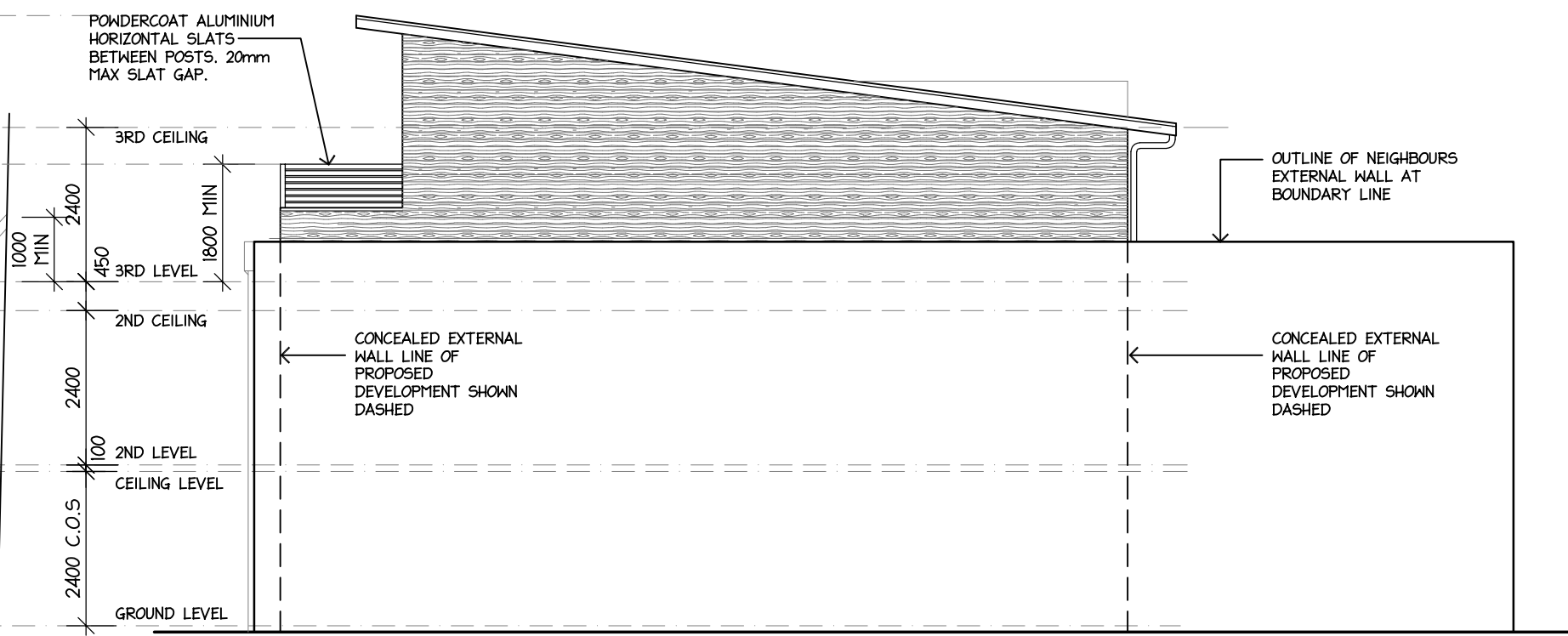
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Project Leader GO	Date 04.05.2021	Scale A3	Amtd B

Contractor shall check and verify all dimensions on site and report any discrepancies to the Architect.



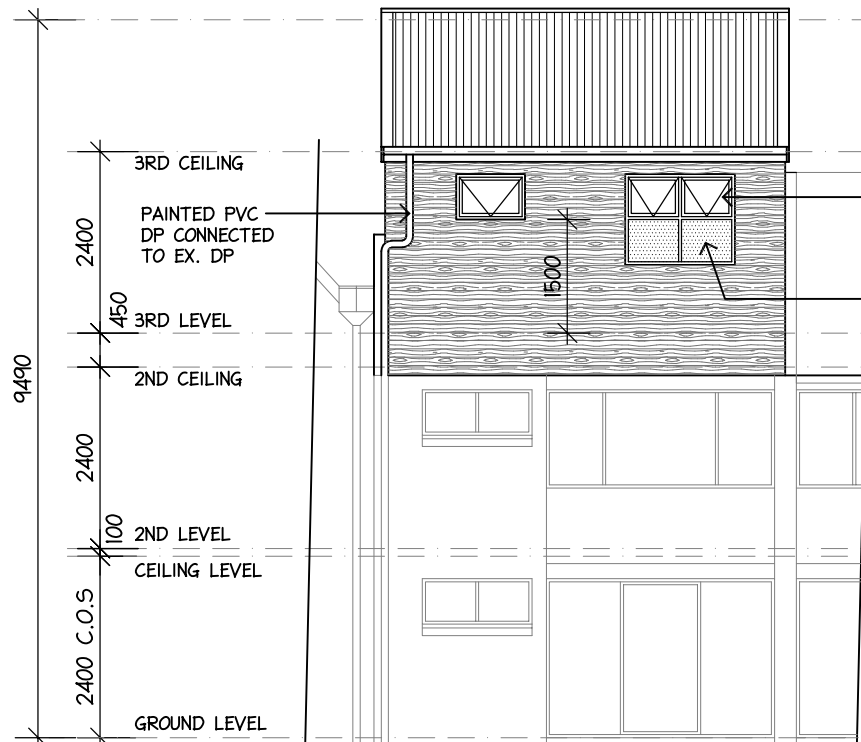
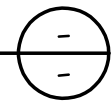
SOUTH ELEVATION

SCALE 1:100 (A3 SHEET)



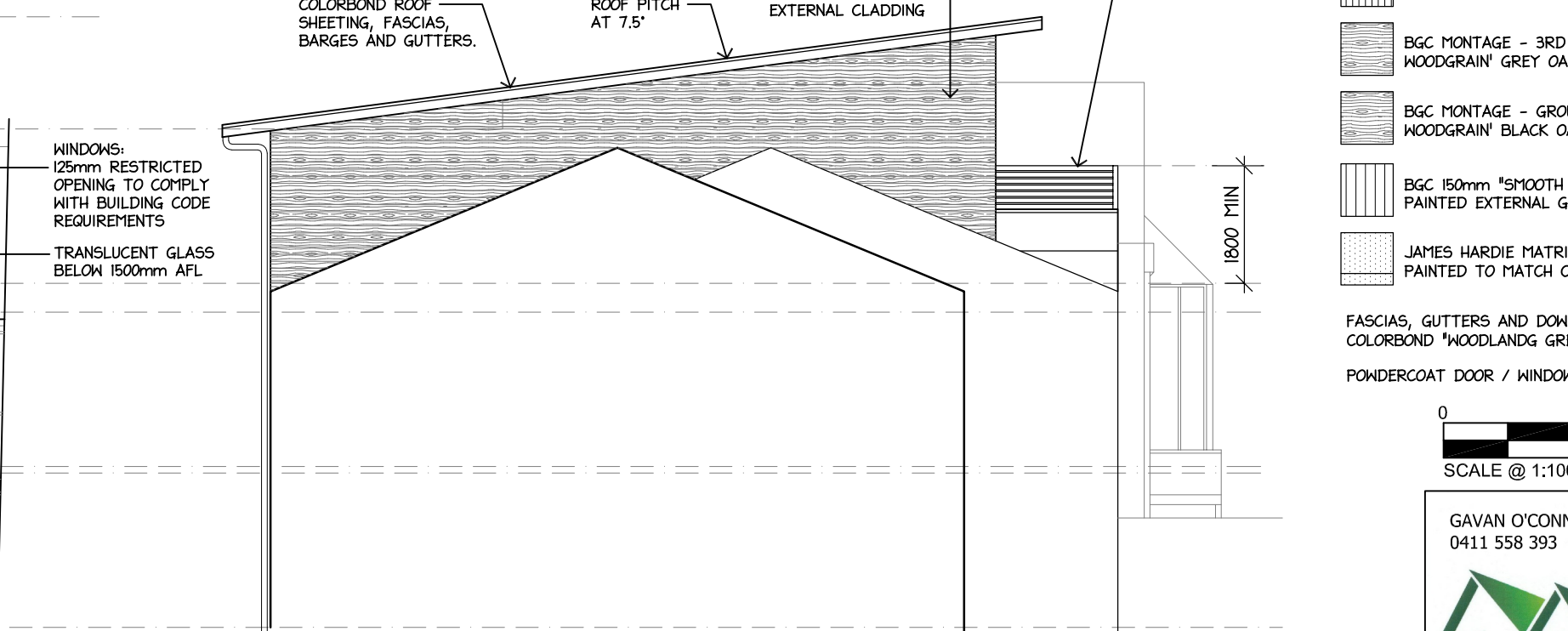
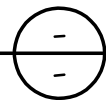
EAST ELEVATION

SCALE 1:100 (A3 SHEET)



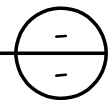
NORTH ELEVATION

SCALE 1:100 (A3 SHEET)



WEST ELEVATION

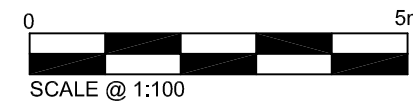
SCALE 1:100 (A3 SHEET)



COLOUR SCHEDULE
COLOURS AND MATERIALS TO BLEND WITH EXISTING.

- ROOF SHEETING: COLORBOND 'WOODLAND GREY'
- BGC MONTAGE - 3RD LEVEL: WOODGRAIN 'GREY OAK'
- BGC MONTAGE - GROUND LEVEL: WOODGRAIN 'BLACK OAK'
- BGC 150mm "SMOOTH WIDE" DURAGROOVE PAINTED EXTERNAL GRADE DULUX VIVID WHITE
- JAMES HARDIE MATRIX: PAINTED TO MATCH COLORBOND 'SURFMIST'

FASCIAS, GUTTERS AND DOWNPIPES: COLORBOND 'WOODLAND GREY'.
POWDERCOAT DOOR / WINDOW FRAMES: BLACK



GAVAN O'CONNOR
0411 558 393

PROPOSED BUILDING WORKS
336 ANGAS ST.
ADELAIDE
CLIENT: R. AND G. MEIER

ELEVATIONS

Drawn	Date	ISSUE	Project Number
BC	05.08.2021	Plan B.R.C Const.	70615
Review	Date	Scale	Drawing Number
GO	05.08.2021	AS NOTED	03
Project Leader	Date	Scale	Amt
GO	04.05.2021	AS NOTED	B

NOTE:
GUTTERS AND DOWNPIPES TO COMPLY WITH BCA PART 3.5.2
'SHORELINE' EAVES GUTTER OVERFLOW METHOD TO BE 'CONTROLLED FRONT BEAD HEIGHT' WITH THE FRONT BEAD OF THE GUTTER INSTALLED A MINIMUM OF 10mm BELOW THE TOP OF THE FASCIA.
'QUAD', 'FLAT BACK HALF ROUND' & 'OG' GUTTERS TO HAVE 'LYSAGHT SPACER INSERT' INSTALLED. REFER TO MANUFACTURER'S DETAILS AND SPECIFICATIONS AND INSTALL ACCORDINGLY.

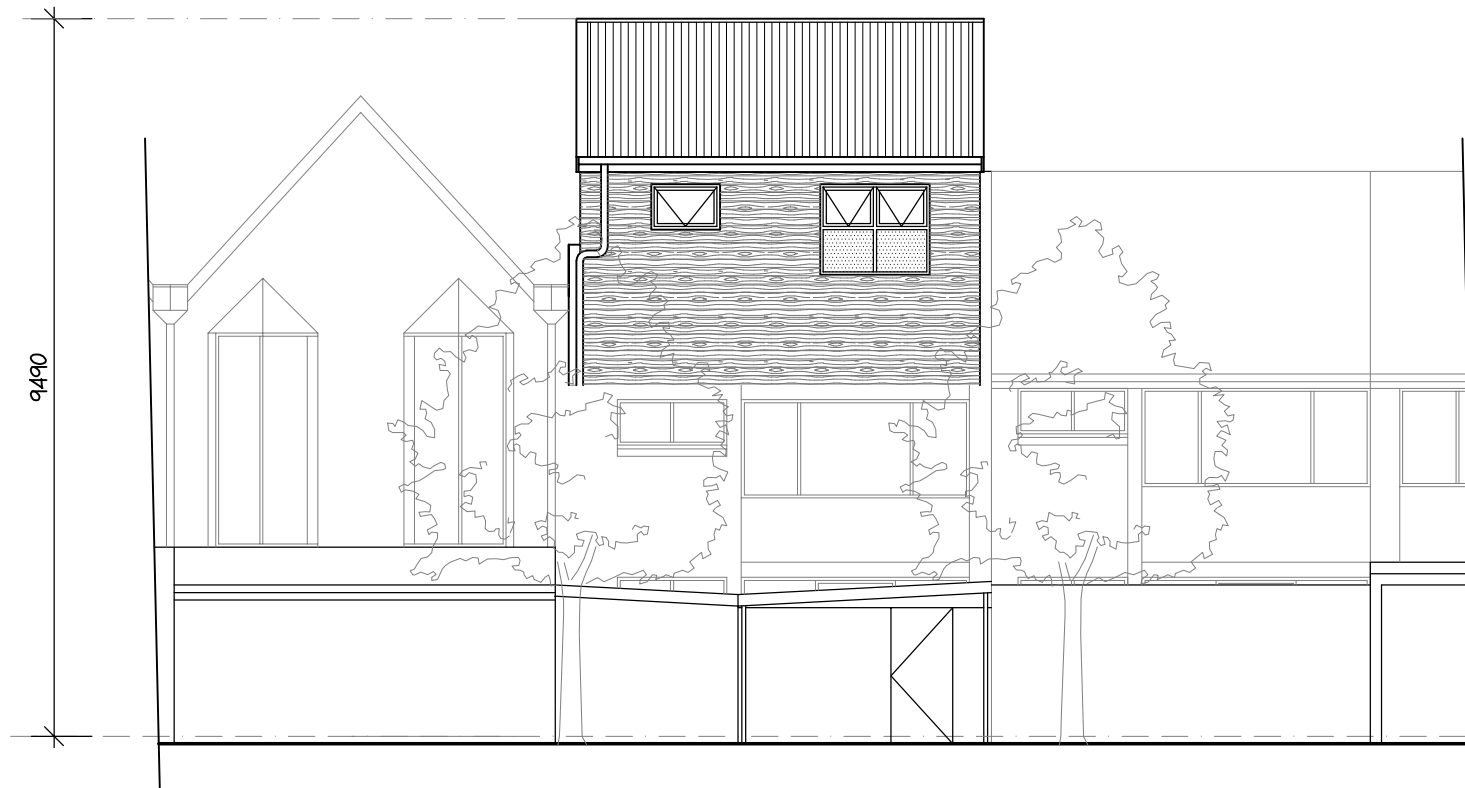
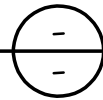


Contractor shall check and verify all dimensions on site and report any discrepancies to the Architect.



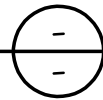
STREET FACADE

SCALE 1:100 (A3 SHEET)

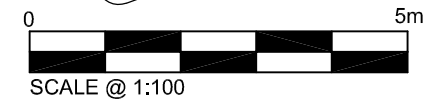


REAR ELEVATION

SCALE 1:100 (A3 SHEET)



PLANNING



GAVAN O'CONNOR
0411 558 393

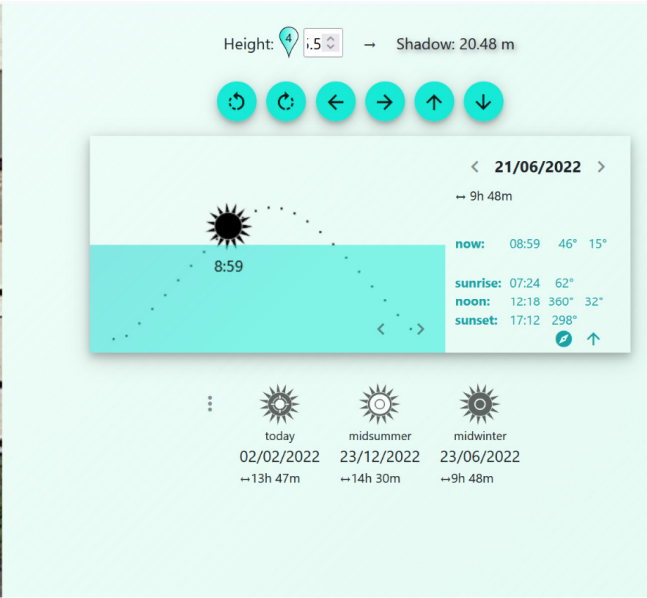
BUILDERS
AT YOUR SERVICE
New Homes and Extension Specialists
Lic No G156720

PROPOSED BUILDING WORKS
336 ANGAS ST.
ADELAIDE
CLIENT: R. AND G. MEIER

ELEVATIONS

Drawn BC	Date 05.08.2021	ISSUE Plan	B.R.C.	Const.	Project Number 70615
Review GO	Date 05.08.2021	✓			Drawing Number 04
Project Leader GO	Date 04.05.2021	Scale AS NOTED	A3		Amt B

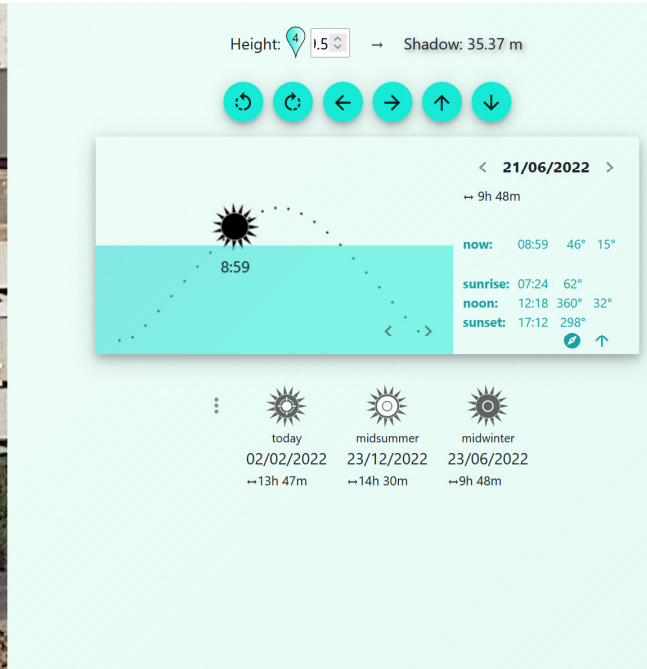
Contractor shall check and verify all dimensions on site and report any discrepancies to the Architect.



Eaves/Gutter Height

1. 5.5m
2. 5.5m
3. 5.5m
4. 5.5m

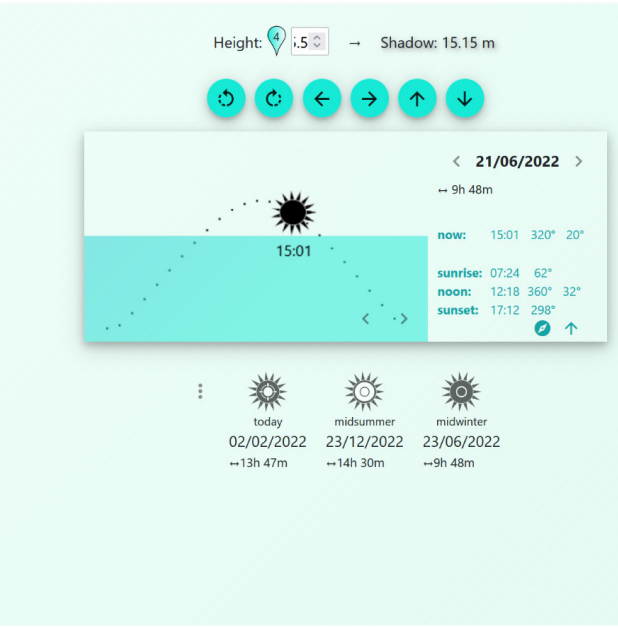
EXISTING SHADOWS 21/06/2022 9:00 AM



Eaves/Gutter Height

1. 7.8m
2. 7.8m
3. 9.5m
4. 9.5m

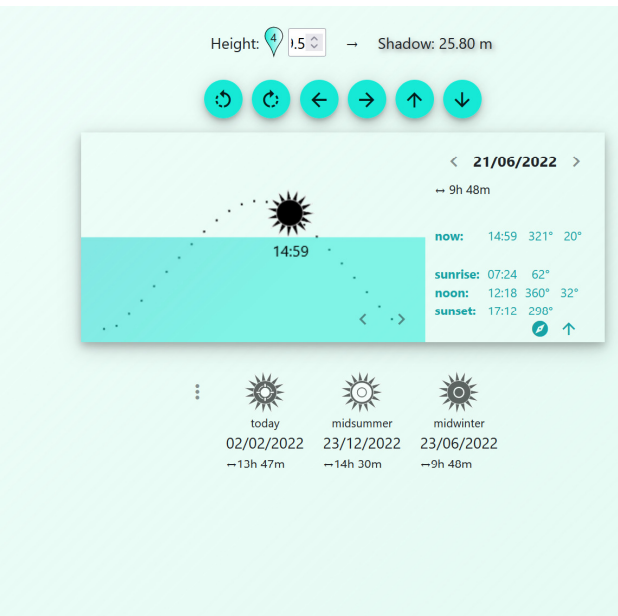
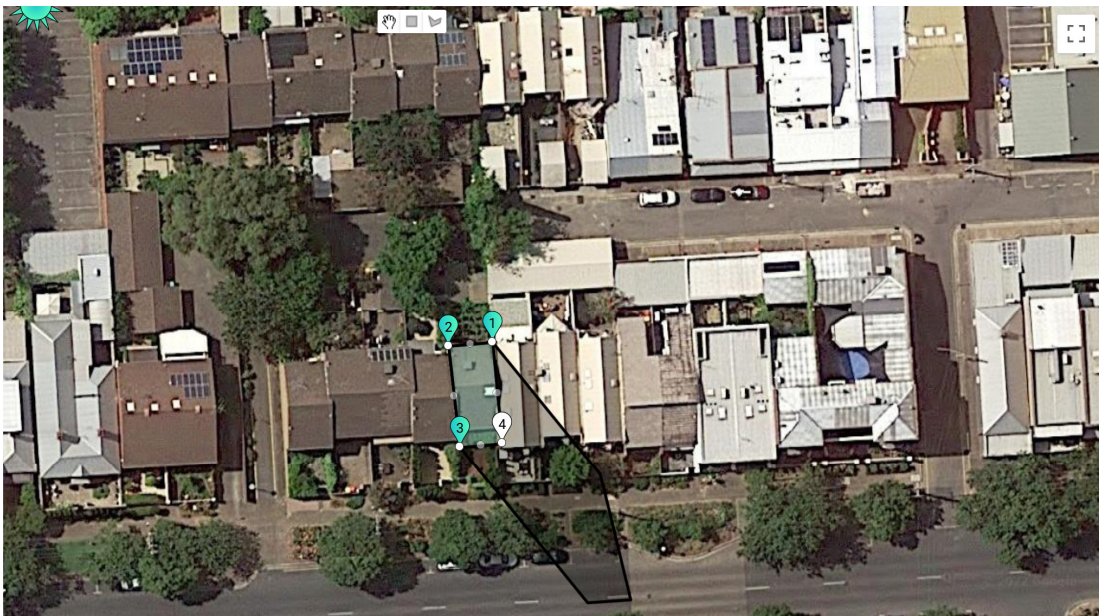
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Eaves/Gutter Height

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3. 5.5m
4. 5.5m

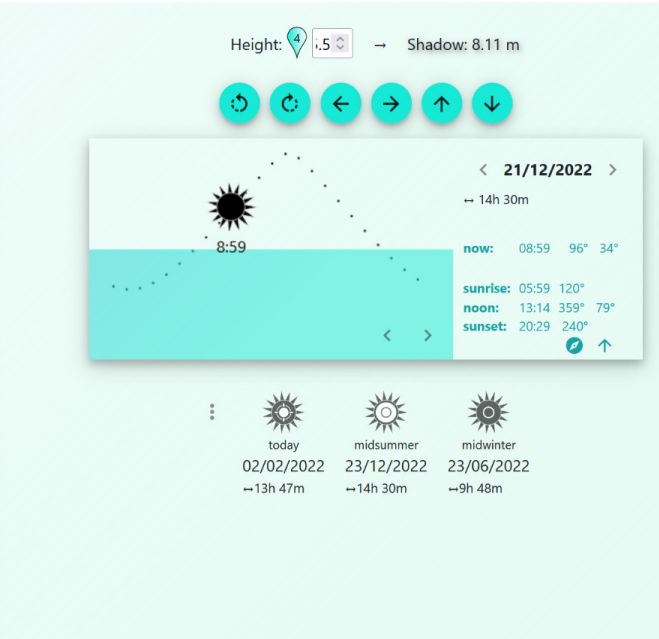
EXISTING SHADOWS 21/06/2022 15:00 PM



Eaves/Gutter Height

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3. 9.5m
4. 9.5m

PROPOSED SHADOWS 21/06/2022 15:00 PM

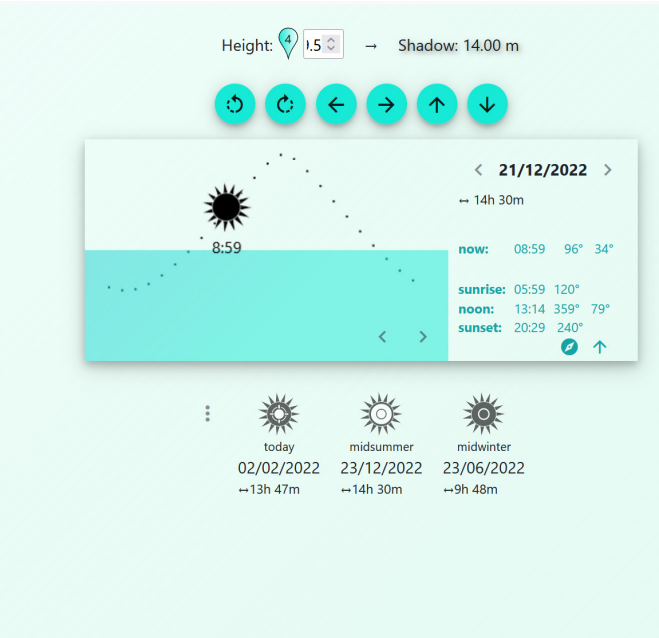


Eaves/Gutter Height

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2. 5.5m
3. 5.5m
4. 5.5m

EXISTING SHADOWS 21/12/2022

9:00 AM

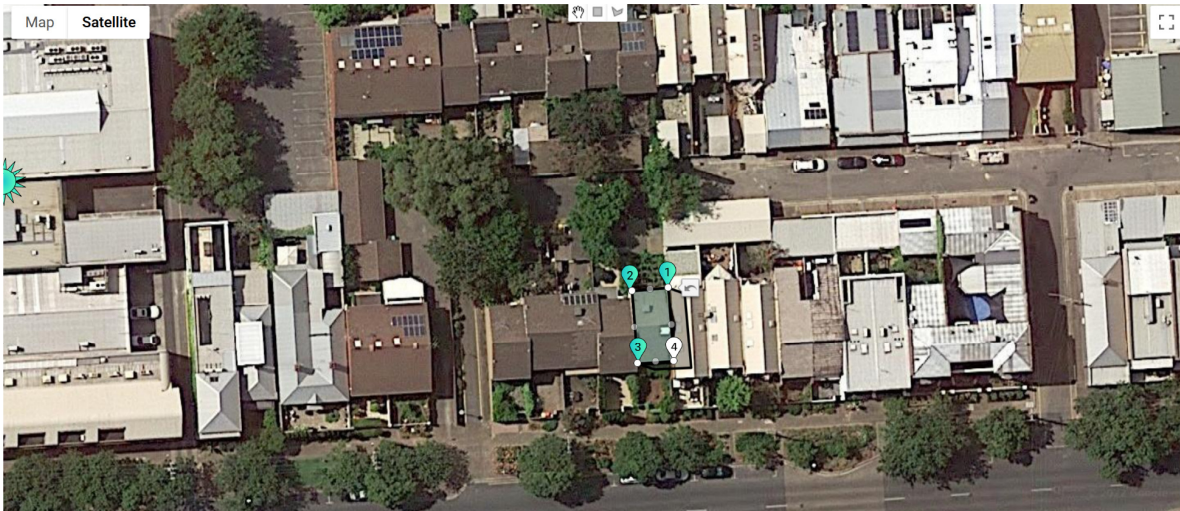


Eaves/Gutter Height

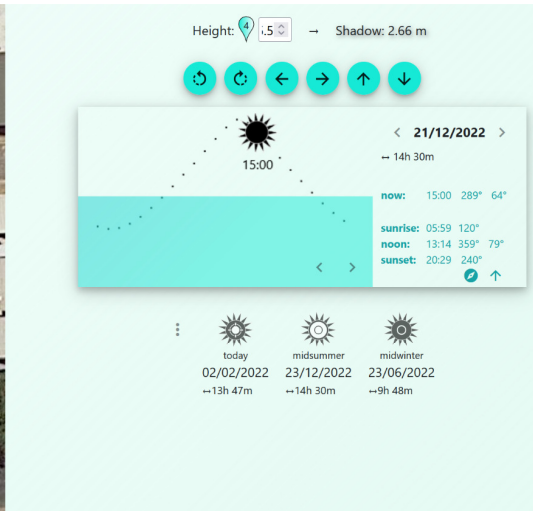
1. 7.8m
2. 7.8m
3. 9.5m
4. 9.5m

PROPOSED SHADOWS 21/12/2022

9:00 AM

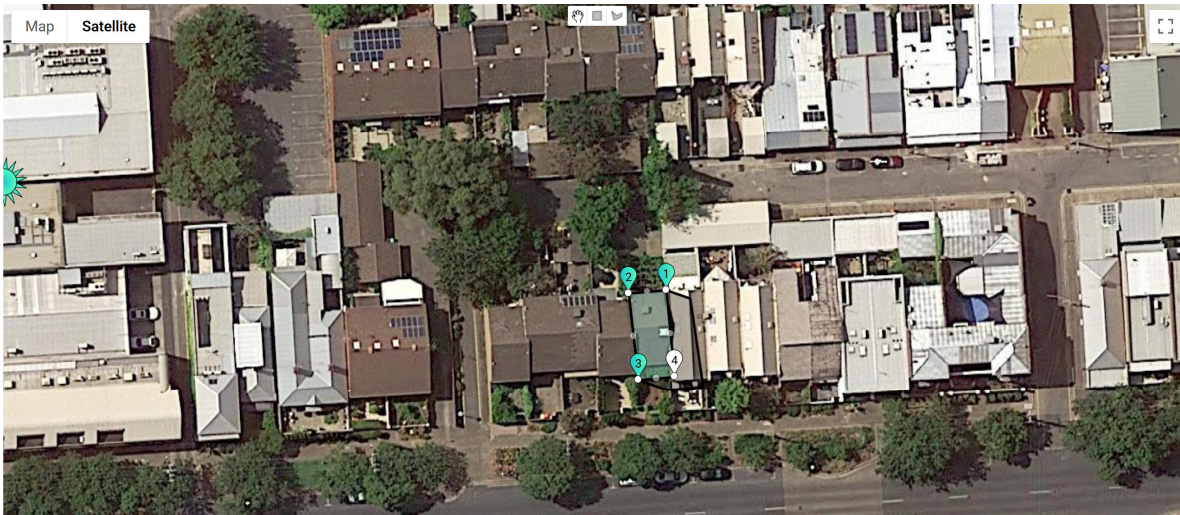


EXISTING SHADOWS 21/12/2022 15:00 PM

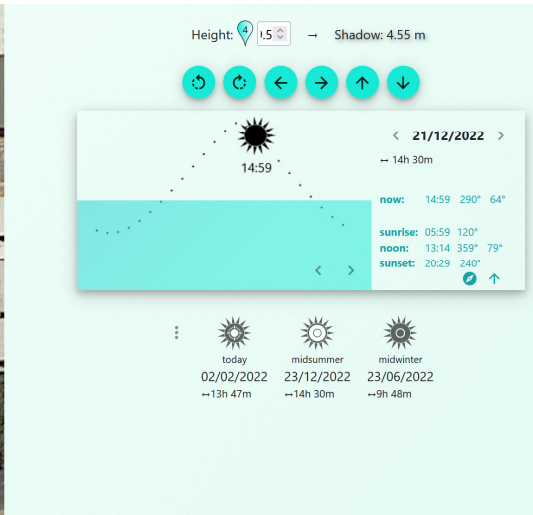


Eaves/Gutter Height

1. 5.5m
2. 5.5m
3. 5.5m
4. 5.5m



PROPOSED SHADOWS 21/12/2022 15:00PM



Eaves/Gutter Height

1. 7.8m
2. 7.8m
3. 9.5m
4. 9.5m

Shadow Images generate from:
<http://shadowcalculator.eu/#/lat/-34.92926518501788/lng/138.61346231962486>

SUN STUDY

336 ANGAS STREET, ADELAIDE



96 BROWN TCE, SALISBURY

(08) 8281 6010

DUPLICATE
CERTIFICATE OF TITLE

South Australia

Register Book,
Volume 4052 Folio 281



New Certificate for portion of the Land in Vol.731 Folio 100

THE CORPORATION OF THE CITY OF ADELAIDE of Town Hall Adelaide 5000 is the proprietor of an estate in fee simple subject nevertheless to such encumbrances liens and interests as are notified by memorial underwritten or endorsed hereon in PORTION OF TOWN ACRE 359 CITY OF ADELAIDE delineated by bold black lines on the plan hereon SUBJECT to the rights of support more particularly set forth in Transfer 3796394 in and over that portion marked Party Wall A hereon TOGETHER with similar rights of support set forth as above in and over the land marked Party Wall B hereon

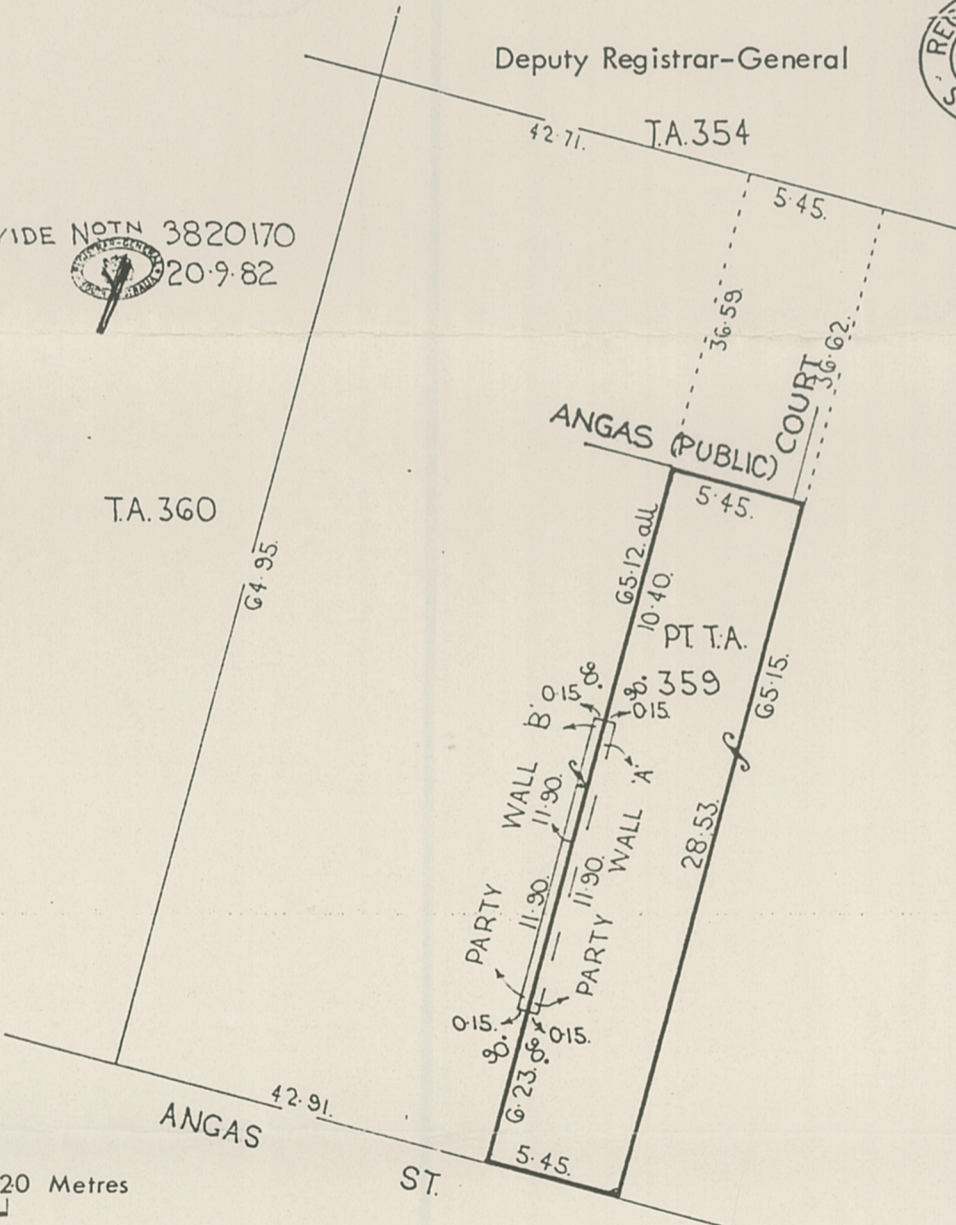
In witness whereof I have signed my name and affixed my seal this 4th day of November 1975

Signed the 4th day of November 1975, in the presence of
H. Falkai)
C. Nairn)

Deputy Registrar-General



ANGAS (PUBLIC) COURT VIDE NOTN 3820170
20-9-82



OVER

ATTACHMENT 2 – Subject Land & Locality Plan



LEGEND

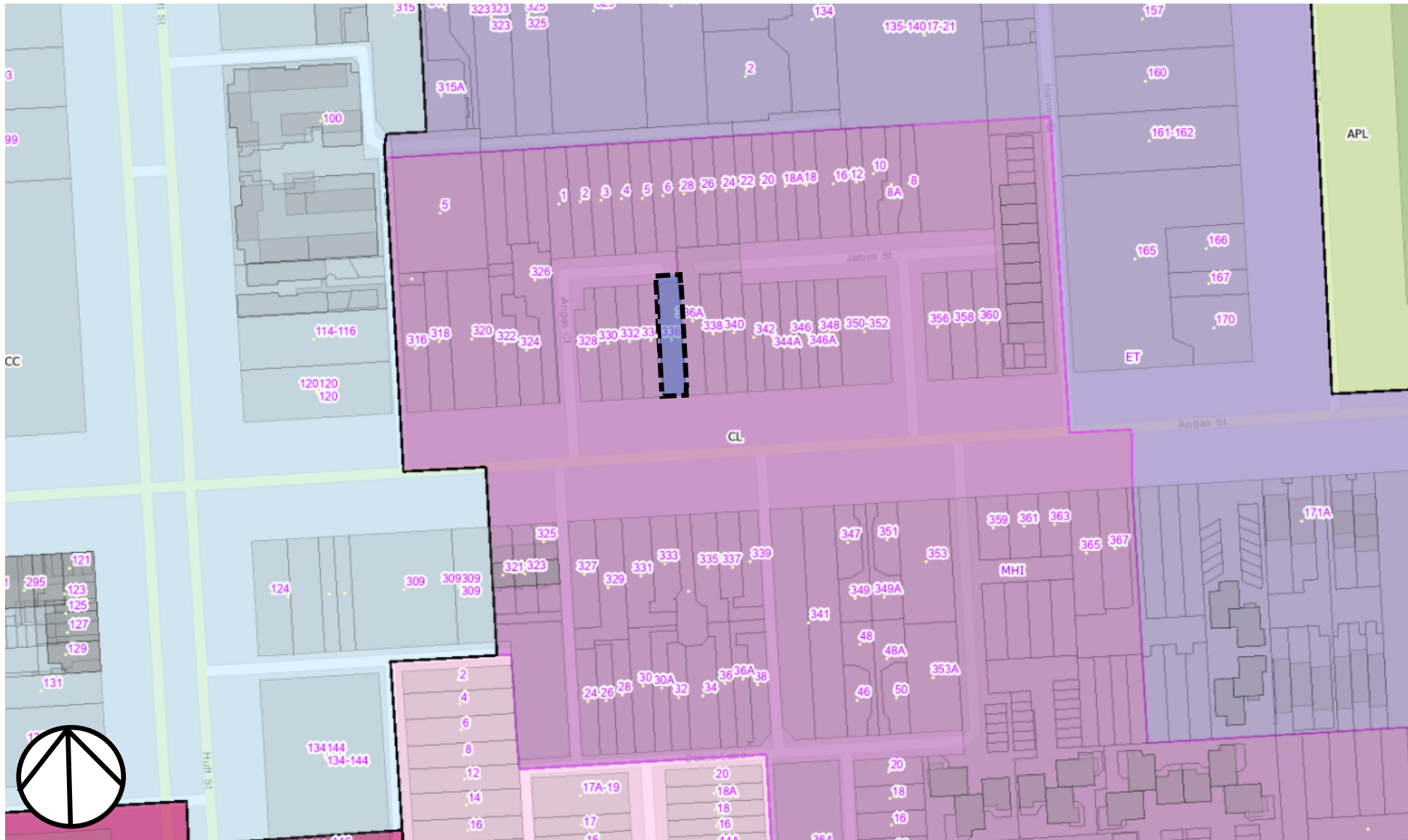


Subject Site



Locality

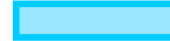
ATTACHMENT 3 – Zoning Map



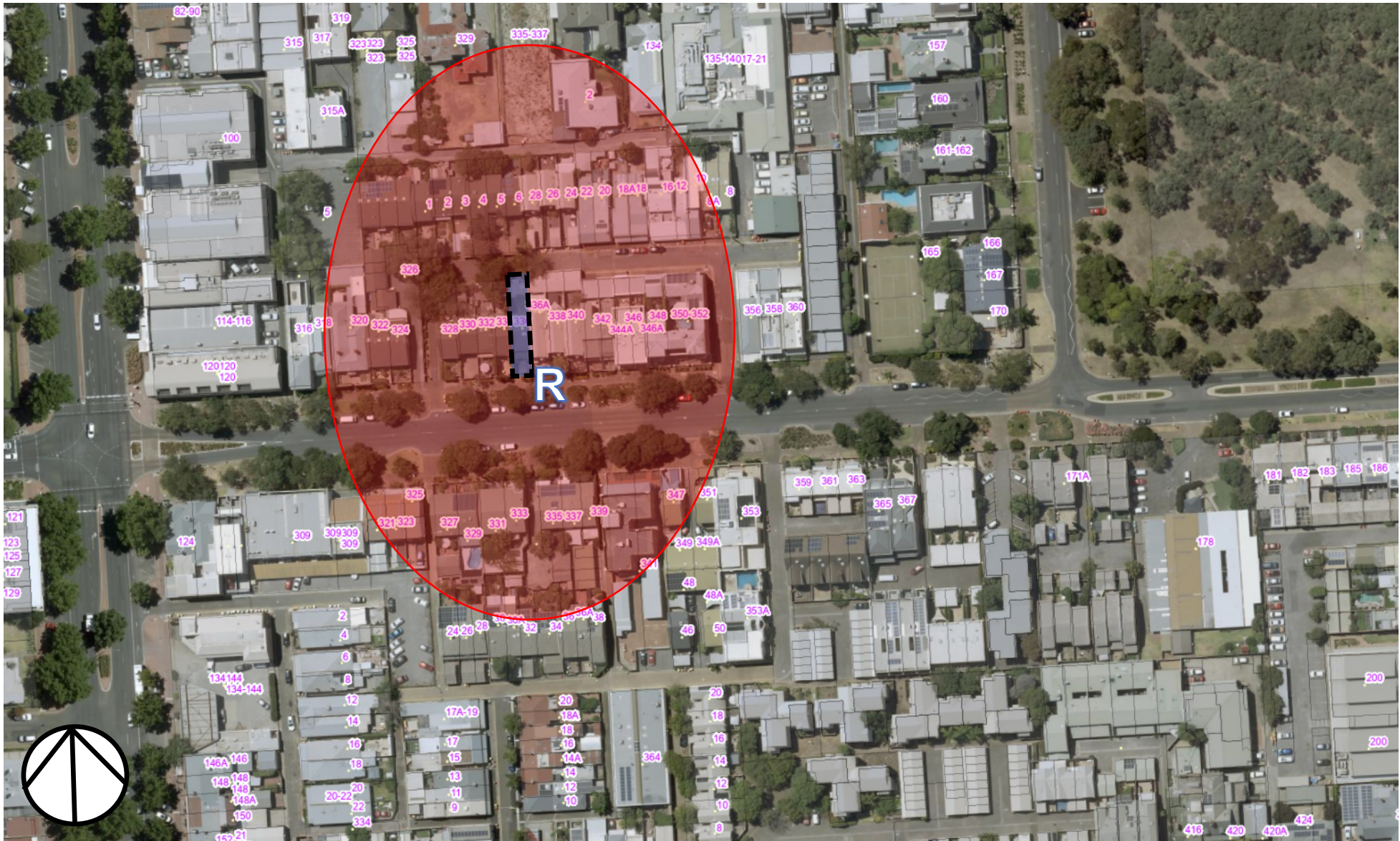
LEGEND

 Subject Site

 City Living Zone / Medium-High Intensity Subzone

 Capital City Zone

ATTACHMENT 4 – Representation Map



LEGEND

 Subject Site

 Properties Notified

 Representor

ATTACHMENT 5 – Representations

Details of Representations

Application Summary

Application ID	21036598
Proposal	Construct three-storey addition and external alterations forward of the existing building line
Location	336 ANGAS ST ADELAIDE SA 5000

Representations

Representor 1 - Vasilios Fragos

Name	Vasilios Fragos
Address	Level 6, 505 Little Collins Street MELBOURNE VIC, 3000 Australia
Phone Number	0459809829
Email Address	bfragos@moray.com.au
Submission Date	16/12/2021 03:34 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
	<p>I am the owner of 336A Angas Street Adelaide. My reasons for objection are as follows: 1. Notice. No notice of the development has been served or otherwise provided to me. Whilst it appears that other owners in nearby properties were provided with notice, I was not supplied with a relevant notice. 2. Light and shadowing. Given the height of the proposed development and its position on the western side of my property, the proposed development will overshadow the western pitch of my roof. This will cause the following: (a) render three skylights located in the centre to southern side of the western pitch of the roof largely redundant; (b) prevent the intended installation of solar panels on my property. The panels were to be used to power not only the property but also an electric vehicle, which is intended to be purchased. That is, my house has a pitched roof, with western and eastern sides. Given that there is no north facing roof, the only viable option is to install solar panels predominantly on the western side. The proposed development will cause any solar panels to be significantly ineffective as a result of shadowing from the north and west; and (c) a significant reduction of light into the front courtyard during winter months. The front court yard is the main</p>

Reasons

exposed outdoor space on my property. (Indeed, given that the proposed development seeks to bring the facade forward approximately 2.7m, there will be a direct line of sight into the front courtyard from the second and third storeys of the proposed development. This will also cause a reduction in the enjoyment of the property). With respect to the above objection ground 2 in relation to light and shadowing, I refer to the decision in *Ned Ritan Design v The Corp of the City of Adelaide* [2016] SAERDC 32.

3. Security. The location of the third floor balcony will be almost level with the western boundary roof line. Accordingly, the roof of my property will be easily accessible via the eastern side of the balcony, irrespective of whether there is screening installed (as per the plans or not). Even with screening, it would be relatively easy to access the roof of my property by climbing around the screening. Being able to access the roof causes a significant security issue in accessing my property, and the properties to the east of my property.

4. Streetscape. The properties located at 328 - 334 Angas Street, as well as 336 Angas Street, are all similar in finish and appearance from kerbside in that they are all yellow brick two storey townhouses forming a row. The next 3 dwellings (336A, 338, 340) are all similar two storey red brick townhouses forming a row. Across the street from the proposed development are, again, brick townhouses in a row (327 - 339) all of similar finish and appearance. The proposed development seeks to adopt materials inconsistent with the streetscape, being BGC Montage Woodgrain Black Oak, BGC Montage Woodgrain Grey Oak, and BGC Smooth Wide Duragroove painted vivid wide. All these products are fibre cement and inconsistent in finish with all the dwellings vicinity of the property. Indeed, it is not immediately evident if any properties located on this section of Angas Street (between Hutt Street and East Terrace) incorporate any of these materials in their facade. With respect to the above objection ground 4 in relation to the streetscape, I refer to the decision in *Ned Ritan Design v The Corp of the City of Adelaide* [2016] SAERDC 32.

Attached Documents

ATTACHMENT 6 – Response to Representations

Don't Move –Improve

Home Extension Specialists



BUILDERS AT YOUR SERVICE

PO Box 185
Salisbury South SA 5106

PH 8281 6010 / 0411 558 393

EMAIL GAVAN@BUILDERSATYOURSERVICE.COM.AU

WEBSITE WWW.BUILDERSATYOURSERVICE.COM.AU

2nd February 2022

City of Adelaide
Planning Officer
Att: Dylan Grieve

**336 Angas St, Adelaide
Development Application ID 21036598**

To Mr Grieve

In relation to the letter from the neighbour at 336A Angas St, Adelaide dated 16/12/2021 for the objection to the proposed development application please find response the following items as listed:

Item 1

Council issued notification of signage at the property on 2/12/2021. We are not required to notify neighbours as part of the Planning Application. Owner of 336A Angas St. to address council for this matter.

Items 2 and 3

With regards to the precedent Ned Ritan Design v The Corp. of the City of Adelaide noted in the objection letter, the development in this instance was for a 4-storey block with 6x apartments next to a residential property. Without having details of the application to confirm building heights, our "guesstimation" for a 4-storey high building would be a minimum of 15.0m above ground level (to top of roof) allowing for 2.7m ceiling heights, 600mm ceiling/floor voids between floor levels and roof structure/cladding. The scale of this type of development is considerably larger than the proposed addition at 336 Angas St.

The proposed 336 Angas St development at its highest point (northern end eaves overhang to Balcony) is 9.5m above ground floor level and proposed gutter line to northern end of property is approximately 7.8m above ground floor level. Both levels are lower than 11.0m permitted height as noted under Part 2- Zones and Sub-Zones; City Living Zone Planning Policy PO 2.2 – DTS/DPF 2.2.

Said policy also allows maximum of 3 building level for development in this area. Proposed development complies within the maximum allowable building envelope and storeys for the property.

Refer attached shadow diagrams indicating shadow locations as requested by council 14/12/2021. Heights noted above are reflected in the shadow diagrams provided.

Before and after shadows with proposed structure heights generated using website:

<http://shadowcalculator.eu/#/lat/-34.92926518501788/lng/138.61346231962486>

The calculations indicate only marginal difference in shadowing to 338 Angas St in both the Winter solstice and Summer solstice at 15:00 PM. This includes the shadows into the front yard.

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All costs include the following

Free Quotes, Plans, Council Approval, Members at HIA



Don't Move – Improve

Home Extension Specialists

Calculations also indicate development will have very minimal effect on the roof of the neighbours' property for future solar panels and the existing skylights. Google Earth shows 336A has an existing Verandah at the rear of the property where there is adequate roof area for future solar panels.

Building Set Back to the proposed addition satisfies Part 2- Zones and Sub-Zones; City Living Zone Planning Policy PO 3.0 – DTS/DPF 3.0 at the front façade as it does not exceed the existing building line of 336A. The proposed still maintains a set back from the existing corner of 336A continuing the stepped formation of facades to adjacent residences along the streetscape.

Regarding visual overlooking privacy into 338 Angas St, our proposal indicates an 1800mm high privacy screen barrier to the eastern boundary side balcony end has been proposed in accordance with Assessment Provisions Planning Policy PO 10.2 – DTS/DPF 10.2. Policy states minimum 1.7m above floor level requirement. This satisfies the overlooking into the private open space of adjoining residential spaces.

Further to privacy issues mentioned, the neighbours of 336A Angas street at 338 Angas Street, have a projecting bay window on the second level of the dwelling at the front of the property which allows overlooking into 336A front yard. These windows are clear glass do not have any privacy measures (translucent or frosted glass for example).

There is also a 3-storey ex Salvation Army Womens' Hostel on the southern side of the road at 343 Angas Street (adjacent Dukes Lane). This building has balconies to the front façade to both 2nd and 3rd levels.

Regarding the objector's security issue, 336A's roof has a 45° roof pitch. You would require an abseiling harness, ropes and magnetic shoes (for the metal sheet roof material) to climb the roof successfully and gain entry through the existing skylights. We doubt anyone would go to such effort to enter a building illegally when there are large windows and a door at ground level to provide "easier" access. We concede we are not experts in illegal building entry though.

Item 4

The buildings within 328-336 Angas St (and residences in Angas Court) were originally constructed in 1974 (existing construction drawings available if requested). We guesstimate the residences between 336A and 340 Angas St were constructed in the early 1990's. Both sets of buildings are plain face brick and arguably provide a dated bland façade. Our proposal provides a modern approach to the buildings' frontage using current materials in the same approach as the neighbours on both sides at time of their construction. As the 3rd floor is set back 1.8m from the lower levels, the visual impact of the top floor is reduced to make the lower levels more prominent.

Under External Appearance in Planning Policy PO 1.1 states:

"Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope)".

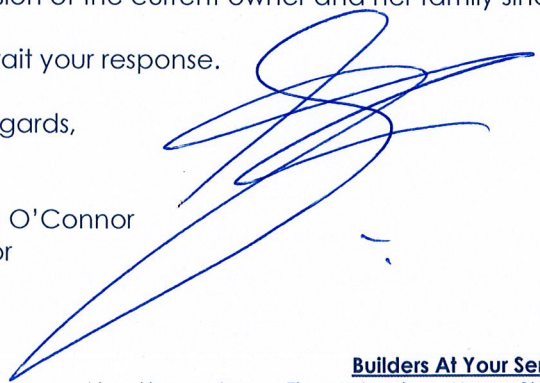
The finished building shape, selection of cladding and colours of these materials are of a neutral palate with enough contrast to provide interest between the existing brick buildings and compliment the tree lined streetscape to coincide the policy guidelines.

Our proposal for 336 Angas street is a privately owned dwelling owed by a young family and has been in possession of the current owner and her family since the buildings' initial construction in 1974.

We await your response.

Kind regards,

Gavan O'Connor
Director



Builders At Your Service Specialize in the following

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All costs include the following

Free Quotes, Plans, Council Approval, Members at HIA

