

SPECIAL CAP MEETING – 6 MARCH 2024

ITEM 8.1

DEVELOPMENT NO.:	23020199
APPLICANT:	Development Holdings Pty Ltd
ADDRESS:	52 POMONA RD STIRLING SA 5152
NATURE OF DEVELOPMENT:	Change of use to childcare centre including alterations and additions to a Local Heritage Place, deck, retaining walls and fencing with associated car parking and landscaping
ZONING INFORMATION:	<p>Zones:</p> <ul style="list-style-type: none"> • Rural Neighbourhood <p>Subzones:</p> <ul style="list-style-type: none"> • Adelaide Hills <p>Overlays:</p> <ul style="list-style-type: none"> • Hazards (Bushfire - Medium Risk) • Local Heritage Place • Mount Lofty Ranges Water Supply Catchment (Area 2) • Native Vegetation • Prescribed Water Resources Area • Regulated and Significant Tree • Traffic Generating Development <p>Technical Numeric Variations (TNVs):</p> <ul style="list-style-type: none"> • Minimum Site Area (Minimum site area is 2,000 sqm)
LODGEMENT DATE:	18 July 2023
RELEVANT AUTHORITY:	Assessment Panel at Adelaide Hills Council
PLANNING & DESIGN CODE VERSION:	2023.9
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Doug Samardzija Senior Statutory Planner
REFERRALS STATUTORY:	None
REFERRALS NON-STATUTORY:	Council's Engineering Council's Local Heritage Advisor Council's Environmental Health

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DETAILED DESCRIPTION OF PROPOSAL:

The proposal is for a change of use to childcare centre including alterations and additions to a Local Heritage Place, deck, retaining walls and fencing with associated car parking and landscaping.

A childcare centre falls within the ambient of a childcare facility which is defined in the Planning & Design Code as:

A place primarily for the care or instruction of children of less than primary school age, children with special needs or out-of-school-hours care (including vacation care) and not resident on the site.

This childcare proposal can be broken up into the following elements:

1. Alteration and part demolition of a Local Heritage Place:

- Demolition and removal of later additions to the Local Heritage Place including the removal of the surrounding paving and the retention of the original footprint of the coach house.
- Demolition and removal of existing verandah, carport and shed.
- Removal of major portion of internal walls of the Local Heritage Place
- Removal and replacement of existing doors and windows where required with new to match the existing.
- Internal alterations and configuration of the floor plan to include:
 - Two nursery rooms accommodation a total of 24 children and 6 staff members with total combined floor area of 94m².
 - Two separate cot rooms.
 - New toilet and “prep” area for staff only to wash up, store personal belongings and prepare activities for the children.
 - Connecting hallway to the new rear addition.
 - Connecting large outdoor grassed area of 180m² to the east of the Local Heritage Place with capacity for 24 places.

2. Two storey addition to the rear of the Local Heritage Place:

- Ground level of the addition connects directly with the local Heritage Place and is the largest portion of the childcare facility. It includes:
 - A connecting hallway with the Local Heritage Place.
 - Three large toddler rooms with combined 51 places and 11 staff members with a total floor area of 173m². Two of the rooms have shared toilet and “prep” rooms whilst one has a standalone toilet and “prep” room for staff only to wash up, store personal belongings and prepare activities for the children.
 - Additional cot room with 7 cots which backs onto the two cot rooms within the Local Heritage Place.
 - Reception area.
 - Office space.
 - Connecting stair and lift.
 - Shared wet areas including the toilet, laundry, and a large kitchen to the very rear of the building.
 - Connection to second large outdoor grassed area of 370m² to the east of the building with a 51-child capacity.

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- First level of the addition includes:
 - Connecting stairs and lift.
 - Two large kidney shaped rooms with combined 44 places and 4 staff members with a total combined floor area of 146m².
 - Shared toilet and “prep” room for staff only to wash up, store personal belongings and prepare activities for the children.
 - Shared toilet and hallway.
 - Staff room.
 - Deck.
 - Connecting large outdoor grassed area of 315m² to the rear of the building with capacity of 44 places.

3. Other details of the proposal include:

- The total combined footprint of the childcare facility is 679m² with a total floor area of 984m² including 230m² of existing floor area utilised. The total combined outdoor play area is 865m².
- The facility retains the single storey element along the front which is the existing Local Heritage Place with the additions to the rear continuing that single storey profile and evolving into two storey with 6.2m wall height. The overall height of the addition is 7.7m to the apex of the roof.
- External materials and finishes of the building are comprised of a composite of Hebel panelling, weatherboard, scyon axon cladding, vertical timber battens and Colorbond sheet metal roofing and fencing and well as timber picket fencing. The colour palette generally comprises a mixture of light and darker tone natural finishes, with landscaping and timber accents to add further articulation and soften the external surfaces of the building.
- The setbacks proposed are 4.7m to Pomona Road, which maintains the existing setback of the Local Heritage Place, 4.7m from the eastern boundary, 20.7m from the western boundary and 8.1m setback from the rear boundary.
- 30 space car park area including one DDA compliant space along with the turning area. The parking area is proposed along the western portion of the allotment with a 5.76m setback from the front allotment boundary, 2.4m setback from the western boundary and a 2.8m setback from the rear boundary at its closest point. The carpark surface will be concreted.
- Retaining walls and fencing. Retaining walls are proposed to range in height throughout the site with the freestanding walls anticipated to be a maximum of 2.2m in height. The rear wall of the addition will act as a retaining wall and have a height of 3.85m. Colorbond fencing is proposed to the eastern, western and rear boundaries. Further fencing is found parallel to the western boundary between the entry and the car park, behind the car parking and service/bins area, and along the internal perimeter of the outdoor play spaces to the front, side and rear. The majority of the fencing is proposed to be Colorbond style to satisfy the acoustic requirements stipulated in the Sonus report and is proposed in Woodland Grey finish to satisfy the heritage requirements. Additional capped timber picket fencing is purposed in certain areas of the site. Overall, the height of the fences will range between 1.8m and 2.5m.
- Due to the slope of the land earthworks include a maximum cut of 3.85m along the rear portion of the allotment to accommodate the two-storey addition. Additional earthworks to accommodate the required car parking area is also required.

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- Landscaping is proposed around the building and associated outdoor play areas as well as around the car parking area.
- A single non-illuminated advertising sign on the wall of the building is proposed with dimensions of 1.5m in height and 4.6m in width.

4. Operational matters of the childcare facility are as follows:

- Total capacity for a maximum of 118 children and a maximum of 21 staff at any one time.
- Hours of operation – Monday to Friday, 6:30am until 6:30pm.
- Waste will be stored in an enclosed space on the ground level and collected by a private contractor using Medium Rigid Vehicles to a length of 8.8m. It is anticipated that waste collection will occur twice a week or more, depending on the need. Pick up is to occur between 9am and 7pm on Saturday and 7am and 7pm Monday to Friday.

The proposal is accompanied by additional specialist assessments / documentation, including:

- Traffic and parking assessment
- Stormwater management
- Acoustic assessment

BACKGROUND:

APPROVAL DATE	APPLICATION NUMBER	DESCRIPTION OF PROPOSAL
02/09/2009	473/626/2009	Significant Tree Removal - 1 Picea (spruce) from road reserve adjacent to 52 Pomona Road, Stirling
13/06/2007	473/336/2007	Significant Tree Removal - One(1) Picea orientalis (Oriental Spruce)
03/03/1981	1416	Home Activity (Land Agent Office)
13/04/1976	10370	Garage

SUBJECT LAND & LOCALITY:

Location reference: 52 POMONA RD STIRLING SA 5152

Title ref.: CT 5355/911

Plan Parcel: F158404 AL58

Council: ADELAIDE HILLS COUNCIL

Site Description:

The subject land is an irregular shaped allotment of approximately 3022m² in area with a 57.9m frontage on the higher side of Pomona Road. The subject land is one of the larger allotments in the locality. The allotment has a gentle cross fall east to west with the western portion of the allotment being relatively flat.

The subject land is one of the established allotments in the locality containing a Local Heritage Place along the front eastern portion of the property. The existing building is used as a dwelling currently and was formally the coach house for the nearby Duncraig property and associated with the noted pastoralist Walter Hughes Duncan. The building can be described as a single storey building with stone walls and rendered surrounds and corrugated iron roof.

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Other site features include associated domestic structures, paving and fencing. The site also features dense vegetation surrounding and to the rear of the dwelling. None of the vegetation has been identified as being native or containing regulated trees.

Locality:

The locality can be divided into two parts. The first one being that of the immediate locality which can be described as having an established neighbourhood character with a mixture of allotment shapes and sizes predominantly used for residential purposes. The second part is the one of a wider locality being stretching further west along Pomona Road to the roundabout at the intersection with Mount Barker Road which can be described as one of mixed allotment sizes with uses ranging from residential to commercial uses.

All the properties in the locality face Pomona Road, Merion Terrace, Gould Road, and DunCraig Lane all of which are two-way streets under the care and control of Adelaide Hills Council. Immediately to the north and running parallel to Pomona Road is the South-Eastern Freeway.

The building profile in the locality is a mixture of older and newer housing stock of both single and double storey in nature. The locality is also defined by dense and mature vegetation found either along the council road reserve or on private properties.

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
 - Childcare Facility: Code Assessed - Performance Assessed
 - Advertisement: Code Assessed - Performance Assessed
 - Deck: Code Assessed - Performance Assessed
 - Change of use: Code Assessed - Performance Assessed
 - Fence: Code Assessed - Performance Assessed
 - Retaining wall: Code Assessed - Performance Assessed
 - Partial demolition of a building or structure: Code Assessed - Performance Assessed
- **OVERALL APPLICATION CATEGORY:**
 - Code Assessed - Performance Assessed
- **REASON**
 - P&D Code - The proposal is not listed as Accepted, Deemed to Satisfy or Restricted in the Planning & Design Code, so it defaults to being a Performance Assessed type of development.

PUBLIC NOTIFICATION

- **REASON**
 - A childcare facility is not listed as being exempt from public notification in Table 5 procedural matters of the Rural Neighbourhood Zone. The proposal is not considered to be a minor form of development, and therefore public notification was required.

Public Notification period – 16 October 2023 to 3 November 2023.

- **LIST OF REPRESENTATIONS**
 - Seventy (70) representations were received during the public notification period. Twenty-three (23) representors wish to be heard in support of their written representation. The representors details are below.

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Name of Representor	Address of Representor	Nominated Speaker
Jonathan Ashby	13 Duncraig Lane, Stirling	TBA
Hazel Ashby	2/86 Queen Street, Norwood	TBA
Kristen Beltrame	50 Pomona Road, Stirling	Kristen Beltrame
Nathan Brown	28 Merrion Terrace, Stirling	Nathan Brown
Phillip Brunning	27 Halifax Street, Adelaide	Phillip Brunning
Robert Bullock	8 Fowler Street, Woodside	Me Jono Ashby
Jane Chapman	PO Box 440, Stirling	Jane Chapman
Leong Charlesworth	22 Snows Road, Aldgate	TBA
Hayley Conolly	13 Duncraig Lane, Stirling	TBA
Helen & Greg Favretto	30 Main Avenue, Frewville	Helen & Greg Favretto
Marion Favretto	14 Duncraig Lane, Stirling	Helen Favretto
Michael French	PO Box 291, Crafers	Michael French
Vanessa & Jason Geerts	46 Pomona Road, Stirling	TBA
Richard Gunner	104 Old Mount Barker Road, Stirling	TBA
Iain Hay	80 Old Mount Barker Road, Stirling	Iain Hay
John Hill	118 Piccadilly Road, Crafers	John Hill
Chloe McLeod	28 Merrion Terrace, Stirling	Chloe McLeod
Stephen Morton	3 Vista Terrace, Stirling	Stephen Morton
Sameer Pandey	10 Bradshaw Avenue, Crafers	Sameer Pandey
Darren Peisley	9 Duncraig Lane, Stirling	Darren Peisley
Amanda Peisley	9 Duncraig Lane, Stirling	Amanda Peisley
Laura Prest	56 Pomona Road, Stirling	Laura Prest
Thomas Prest	56 Pomona Road, Stirling	Thomas Prest

Representors who do not wish to be heard:

Name of Representor	Address of Representor
Stevie Abbott-Richards	110 Old Mount Barker Road, Stirling
Ruth Ambler	38 Merrion Terrace, Stirling
Matthew Armstrong	36 Merrion Terrace, Stirling
Rachel Baulderstone	12 Vista Terrace, Stirling
Tiffany Bond	20 Coromandel Road, Aldgate
Gavin Burgess	67 Gould Road, Stirling
Leah Chandler	PO Box 721, Strathalbyn
Jane Connors	55 Pomona Road, Stirling
Grace Crowley	19 Lewis Avenue, Glen Osmond
Chad Elsegood	11 Vista Terrace, Stirling
Anthony & Sarah Ferencz	57 Pomona Road, Stirling
Phillip Forrest	19 Vista Terrace, Stirling
Jessica Grbin	8 Vista Terrace, Stirling
Frank Guerriero	61 Snows Road, Stirling

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Elizabeth Gunner	104 Old Mount Barker Road, Stirling
Russell Gwynne	38 Bradshaw Avenue, Crafers
Alison & Keith Hentschke	59 Gould Road, Stirling
Driller J Armstrong	402 Mount Barker Road, Bridgewater
Jason Jacob	61 Pomona Road, Stirling
Katherine Jacob	61 Pomona Road, Stirling
John Kallin	PO Box 453 – 1 Vista Terrace, Stirling
Ann Kellett	29 Merrion Terrace, Stirling
Carolyn Kew	28 Gould Road, Stirling
Mark Logan	12 Hill Street, Crafers West
Victor Manley	63 Old Mount Barker Road, Stirling
Kris Morrison	3/15 Druid Avenue, Stirling
Sheridan Morton	3 Vista Terrace, Stirling
Lesley Nadin	40 Pomona Road, Stirling
Melissa Newman	5 Gould Road, Stirling
Gail Newman	25 Vista Terrace, Stirling
Andrew Newman	25 Vista Terrace, Stirling
Geoffrey Purdie	51 Milan Terrace, Stirling
Alexandra Renneisen	PO Box 394, Stirling
Matt Richards	14 Lesley Crescent, Crafers
Vince Rigter	38 Braeside Road, Stirling
Amanda Rischbieth	10 St Margaret Drive, Aldgate
Paul Rogers	PO Box 180, Marlestone
Grace Rudd	1 Gould Lane, Stirling
Nick Smart	PO Box 120, Oakbank
Michael Spalding	76 Old Mount Barker Road, Stirling
Connor Spriggins	69 Old Mount Barker Road, Stirling
Emma Spriggins	69 Old Mount Barker Road, Stirling
Ann Temme	1 Braeside Road, Stirling
Mark Thomas	28 Sheoak Road, Crafers West
Liang Tian	97 Old Mount Barker Road, Stirling
Sam Tregoweth	47 Braeside Road, Stirling
Alicia Woolfall	11 Alta Crescent, Stirling

● SUMMARY

The issues contained in the representations can be briefly summarised as follows:

- Increase in traffic movements, traffic impacts/safety and parking.
- Noise impacts.
- Multiple childcare facilities exist in the locality.
- Impact on the Local Heritage Place.
- Impact on the residential area.
- Detract from locality.
- Inappropriate bulk and scale.
- Extent of excavation.
- Loss of vegetation.
- Increased stormwater runoff.
- Light pollution.

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The representations are included in **Attachment 4 – Representations** and the applicant's response is provided in **Attachment 5 – Response to Representations**.

AGENCY REFERRALS

None

INTERNAL REFERRALS

- Council's Engineering

Council Engineering has reviewed the documentation provided for this development specifically considering the following:

1. Traffic management.
2. Stormwater management.

The following comments were provided:

- Crossover is to be constructed in accordance with Council Standard Detail Drawing SD15.
- Access width of 6m is acceptable across Council verge.
- Existing access points are to be removed with kerbing and verge to be reinstated to match existing.
- Car parking facilities are to be in accordance with Australian Standards as indicated.
- Car park kerbing is to be less than or equal to 0.15m in height as indicated to allow a 0.60m vehicle overhang.
- Pedestrian ramp to be provided as indicated adjacent the accessible car parking.
- All roof stormwater is to be directed to a minimum 20 KL detention tank with a restricted discharge of 9 L/sec via a 50.86mm orifice.
- All car park stormwater is directed to a "rain-garden" to treat the runoff. Stormwater is then directed to a 31 KL detention tank with a restricted discharge rate of 5 L/sec.
- Secondary back up pump is to be provided in case of pump failure.
- All stormwater discharge from the play area is to be directed to the street without restriction at a maximum rate of 12.66 L/sec.
- Stormwater discharge to the street is to be in accordance with Council Standard Detail Drawing SD25.

- Council's Environmental Health

Advised the applicant of Food Act 2001 requirements.

- Council's Local Heritage Advisor

Council Heritage Advisor has reviewed the plans along with the heritage report prepared by DASH Architects and subject to couple of requests and amendments have advised that they are satisfied with the proposal. The following comments were provided:

- Change of use – can be supported for adaptive reuse. The level of legibility remains relatively unchanged, and its significance does not appear to be compromised.
- Demolition of many internal walls is not typically encouraged but can be considered acceptable. The heritage report notes substantial changes over time and a lack of clarity regarding original walls. The noted extent of original walls appears predominantly retained in the proposal, along with the majority of existing wall openings. Any modification or repair work to existing stonework is to be undertaken by suitably experienced trades using appropriate materials.
- Extension – the proposed two-storey extension significantly increases the built area and volume on the site, however the upper level is set well back behind the existing building so should not overly dominate the LHP. The site slopes up to the rear and meets the proposed upper level, which will also help the addition to appear appropriate in scale particularly from surrounding properties. While the form, proportions and fenestration of the addition do not specifically appear to reference the LHP the design does not detract from its heritage value. On the whole, the impact of the two-storey component appears relatively well managed

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and contained within the property. The proposed car park is a very large expanse and creates a clear viewing corridor to the rear addition. We understand that hedging is proposed but suggest the applicant could consider additional trees to help screen the visual impact of the large rear addition from the street, and to maintain the leafy setting of the LHP. This request will form part of the requirement to provide a detailed landscaping plan as part of the reserve matter.

- Colours and materials are overall acceptable.

PLANNING ASSESSMENT

Desired outcomes

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

Performance outcomes

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

Designated performance features

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

A detailed assessment of the application has taken place against the relevant provisions of the Planning and Design Code (P & D Code) and this is provided below under a series of headings. A Policy Enquiry extract containing the relevant provisions of the P & D Code is contained in **Attachment 6 – Relevant P & D Code Policies**.

Rural Neighbourhood Zone:

Desired Outcome	
DO 1	Housing on large allotments in a spacious rural setting, often together with large outbuildings. Easy access and parking for cars. Considerable space for trees and other vegetation around buildings, as well as on-site wastewater treatment where necessary. Limited goods, services and facilities that enhance rather than compromise rural residential amenity.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Land Use & Intensity PO 1.1 & DPF 1.1, PO 1.2 & DPF 1.2, PO 1.3, PO 1.4	
Building Height PO 2.1	
Primary Street Setback PO 3.1 & DPF 3.1	
Side Boundary Setback PO 5.1 & DPF 5.1	
Rear Boundary Setback PO 6.1 & DPF 6.1	
Advertisements	

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PO 10.1 & DPF 10.1

PO 1.1 seeks predominantly residential development with complimentary ancillary non-residential uses compatible with a spacious and peaceful lifestyle of individual households with the corresponding DPF listing a number of uses that are envisaged. A childcare facility is one of those uses. In addition, PO 1.2 seeks that commercial activities improve community access to services and are of a scale and type to maintain residential amenity. It is considered that a childcare facility is the type of use which is acceptable generally and required to support the younger demographic within the immediate locality and the wider community. This is further backed by PO 1.4 which specifically seeks that non-residential development is located and designed to improve community accessibility to services such as educational facilities and childcare facilities.

Although a capacity of 118 children is a larger childcare facility in the context of the locality, the zoning clearly anticipates these types of uses as evident in DO 1, PO 1.1/DPF 1.1 and PO 1.2 and PO 1.4(b) as long as interface with adjoining sensitive receivers can effectively be managed. In the recent case of *Development Holdings Pty Ltd v City of Salisbury Assessment Panel & Anor [2024] SAERDC 6* it was accepted that whilst the Performance Outcome might seek that the development maintains residential amenity, the term maintenance does not require the development to be without any effect. If, after undertaking that assessment, a conclusion is reached that the residential amenity is maintained (i.e. preserved), then the development is in accordance with this performance outcome. It is anticipated that the proposal will have some small level of impact on the amenity of the locality due to the change in the traffic movements and the nature of the use. The accompanying reports from Cirqa relating to traffic movements and Sonus report relating to noise impacts have concluded that the impacts on the amenity of the locality are of reasonable nature provided that appropriate measures are implemented to ensure safe vehicle movements and that noise levels are kept within the required noise level criterion. Additionally, the hours of operation proposed are within reasonable timeframe and consistent with the typical hours of operation associated with childcare facilities. The hours are also within the anticipated times when most households would be starting and finishing their days whilst the limit on weekend operating ensures that there is minimal impact on adjoining residents at times when they are expected to be sleeping or spending majority of time at home.

As far as the physical attributes of the proposed development are considered, the Code cannot contemplate nor expect non-residential development to replicate the built form of a dwelling given its intended use. The requirement for a larger floor area and associated car parking are generally not associated with residential uses. That being said, the design of the proposed child care facility has been well considered and utilises many residential built form characteristics which would ensure that the design compliments the existing built form in the locality as much as practically possible. The development is being integrated with the existing Local Heritage Place and includes removal of later additions to the heritage place which will improve its overall appearance.

All the new building work that is proposed will be to the rear of the Local Heritage Place with a deep setback from the front allotment boundary whilst at the same time maintaining adequate setbacks from the side and rear boundaries. The maximum wall height of the two-storey element is 6.2m whilst the overall height of the addition is 7.2m which is no different to a typical two storey dwelling design in the locality. Due to the topography of the land the addition to the rear of the Local Heritage Place will be located on excavated land to a maximum depth of 3.85m which reduces the vertical profile of the building. Overall, the design utilises a wide range of residential built form characteristics to complement the locality and to ensure that visual impacts are contained within the property.

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Adelaide Hills Subzone:

Desired Outcome	
DO 1	Additional residential and tourist accommodation that retains and embraces the values of the established mature vegetation as a defining characteristic of the area.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Land Use & Intensity PO 1.1 & DPF 1.1	

The Adelaide Hills Subzone doesn't provide any specific guidance on childcare facilities as it is only focused on providing more specific policies on envisaged land divisions, residential development with a limited range of additional accommodation options and, more specifically supported accommodation and tourist accommodation. With that being said, the Subzone does not have specific policies which restrict development outside of land division, residential and tourist accommodation use. Desired Outcome 1 of the Subzone envisages additional residential accommodation that retains and embraces the values of the established mature vegetation as a defining characteristic of the area. In the recent Supreme Court case *Geber Super Pty Ltd v The Barossa Assessment Panel [2023] SASC 154* the judgment concluded that Desired Outcomes assist in the interpretation of Performance Outcomes; they are not policies in their own right. Rather, they set a general policy agenda which informs the Performance Outcomes. Given that the Subzone lacks any Performance Outcomes relevant to the proposed development it is the view of planning staff that the Subzone in this instance has little work to do.

Overlays:

Hazards (Bushfire – Medium Risk) Overlay

Desired Outcome	
DO 1	Development, including land division responds to the medium level of bushfire risk and potential for ember attack and radiant heat by siting and designing buildings in a manner that mitigates the threat and impact of bushfires on life and property taking into account the increased frequency and intensity of bushfires as a result of climate change.
DO 2	To facilitate access for emergency service vehicles to aid the protection of lives and assets from bushfire danger.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Siting PO 1.1	
Built Form PO 2.1	
Access PO 5.1 & DPF 5.1	

Hazards (Bushfire – Medium Risk) Overlay policies are silent on childcare facility development unlike in the case of Hazards (Bushfire – High Risk) Overlay.

The Overlay still seeks to ensure that safe and effective access and evacuation of fire fighting vehicles, emergency personnel as well as occupants and visitors is provided. The surrounding sealed, public road network is suitable to facilitate emergency service access to the land and the car park area as envisaged by DO 2 and PO 5.1.

The building itself is fully enclosed and will be constructed of appropriate materials to ensure it satisfies the required building code standards.

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Additionally, whilst the policies are not directly relevant to childcare facilities it is important to mention that whilst the property has a slight rise from Pomona Road, the works are not proposed on steep slopes and are located away from vegetated areas that pose an unacceptable bushfire risk.

Recommended advisory note five (5) encourages the facility operator to develop a bushfire risk management plan.

Local Heritage Place Overlay

Desired Outcome	
DO 1	Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Built Form	PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7, PO 2.1, PO 2.2, PO 3.1, PO 3.2, PO 3.4
Demolition	PO 6.1, PO 6.2
Conservation	PO 7.1

The subject land contains a Local Heritage Place, more specifically the dwelling on the site which was formally the coach house for the nearby Duncraig property and associated with the noted pastoralist Walter Hughes Duncan. The building can be described as a single storey building with stone walls and rendered surrounds and corrugated iron roof. The building also contains additions which were added at a later date to the rear and the side of the original coach house. The proposal now seeks to demolish those later additions and to replace existing door and windows and to construct a large two storey addition to the rear. The works include internal modifications of the local heritage place with demolition of internal walls to integrate it into one single building.

Whilst the building has always been used as a residence, the relevant policies in the overlay do encourage adaptive reuse and revitalisation of Local Heritage Places. The proposal through its intended use and considered design has demonstrated that it achieves this. Council's heritage advisor reviewed the proposal and considers that the significance of the heritage place is not compromised by the proposal and the level of its legibility remains relatively unchanged.

The Overlay puts a high degree of emphasis on the built form to ensure that any works proposed to the Local Heritage Place maintains its heritage values and setting. As outlined earlier in the report, the bulk of the works proposed are two storey alterations and additions to the rear of the heritage place with a gentle single storey transition between the Local Heritage Place and the two storey addition. Whilst the works proposed will heavily increase the built form on the subject land, the location of the works ensures that its visual impacts from the public realm or neighbouring properties are minimised and will ensure that heritage values of the property remain its focal feature. Council's heritage advisor has also considered the design and whilst it is acknowledged that the form, proportions, and fenestrations do not specifically appear to reference the Local Heritage Place, as a whole the impact appears well managed, contained within the property and does not detract from the heritage value.

Consideration was also given to the large car parking area proposed to the side of the Local Heritage Place. No specific objections were given to the car park however it was suggested that additional trees be considered in the landscaping plan to help screen the visual impacts of the large rear addition from the street, and to maintain the leafy setting of the place. A Reserved Matter has been recommended requiring that a detailed landscaping plan be provided for the entire site.

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In terms of direct works impacting the Local Heritage Place, as outlined above, with the exception of the demolition of the later additions to the heritage place the bulk of the works that are proposed are internal to the building. The demolition work will improve the heritage value of the building as it will remove additions that are out of character. On the other hand, whilst removal of internal walls is generally not encouraged, in this instance the heritage consultant is of the opinion that substantial changes had been undertaken to the internal walls over time and as such there is lack of clarity regarding the original walls. The applicant has also confirmed that any replacement of doors and windows to the Local Heritage Place will be finished in style to match existing character. It is therefore considered that any works to the Local Heritage Place including conservation works are acceptable provided they are undertaken by suitably qualified trades using appropriate materials.

Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay

Desired Outcome	
DO 1	Safeguard Greater Adelaide's public water supply by ensuring development has a neutral or beneficial effect on the quality of water harvested from secondary reservoirs or diversion weir catchments from the Mount Lofty Ranges.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Water Quality PO 1.1 & PO 1.2 & DPF 1.2	
Wastewater PO 2.1, DPF 2.1	
Stormwater PO3.1, PO3.3, PO3.9 & DPF 3.9	
Landscapes and Natural Features PO4.1	

The subject land is connected to mains sewer and as such all the wastewater infrastructure will be connected into existing SA Water sewer and will therefore ensure that the development maintains neutral or beneficial effects on the quality of water draining from the site.

A detailed stormwater management plan has been designed and reviewed by Council's Engineering. The plan proposes to have the roof runoff captured in a ground detention tank with restricted outflow. The complete system has been designed with controlled release to ensure that the post and predevelopment flows discharge to the street at an appropriate rate determined by Council Engineering.

In addition, the stormwater design for the carpark pavement incorporates an appropriate stormwater treatment system to treat the stormwater. By reducing the potential pollutants prior to discharge to ensures stormwater management complies with appropriate EPA target values. The intent is to direct all car parking stormwater to rain garden areas to be treated prior to directing the stormwater to a 31kL detention tank for discharge at a restricted rate. The management report prepared by the project engineer also states that the proposal will improve the quality of stormwater exiting the site to the current predevelopment conditions which do not provide any treatment.

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Native Vegetation Overlay

Desired Outcome	
DO 1	Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Environmental Protection PO 1.1 & DPF 1.1, PO 1.2, PO 1.4	

As advised earlier in the report, one of the concerns raised by representors during the public notification was vegetation removal. Whilst removal of vegetation will occur on site to facilitate the proposed development, none of the vegetation impacted has been classified as native. The Applicant has also provided a native vegetation declaration stating that the proposal will not involve clearance of native vegetation under the Native Vegetation Act 1991.

Prescribed Water Resources Area Overlay

Desired Outcome	
DO 1	Sustainable water use in prescribed water resources areas maintains the health and natural flow paths of surface water, watercourses and wells.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
N/A	

This Overlay is not relevant to the proposal as it relates to water taking activities such as horticulture and intensive animal husbandry or the alteration to a water body.

Regulated and Significant Tree Overlay

Desired Outcome	
DO 1	Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Tree Retention and Health PO 1.1, PO 1.4	
Ground Work Affecting Trees PO 2.1	

An arborist report submitted identifies only two existing trees of a notable size on the subject land. One is exempt from being a regulated tree as it is a *Robinia pedudoacacia* (Black Locust) which is one of the species of trees listed in sub-regulation 4 (b) of Regulation 3F of the *Planning, Development and Infrastructure (General) Regulations 2017* (the Regulations) as a species to which regulated tree legislation does not apply. The removal of the other tree is not considered to be development in accordance with clause 18 (1) (b) of Schedule 4 of the Regulations as it is within 20m of an existing dwelling in a medium bushfire risk area and is excluded from requiring development approval to be removed. As such this Overlay is not relevant to the proposal as it relates to impacts on Regulated and Significant Trees. The subject land does not contain any Regulated or Significant trees nor are there any such trees located on neighbouring properties which could be impacted by the proposed works.

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Traffic Generating Development Overlay

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Traffic Generating Development PO 2.1, DPF 2.1	

The Traffic Generating Development Overlay provides very little guidance in relation to the proposed development and this site as it appears to put a lot of emphasis on the performance of State Maintained Road network.

PO 1.2 seeks that access points be sited and designed to accommodate the type and volume of traffic likely to be generated by the development. The proposed development will utilise a new 6m wide two-way crossover on Pomona Road which is a Council owned sealed road. The access point and crossover are designed for simultaneous two-way vehicle movements and allows entry to, and exit from the site in a forward direction with clear and direct view, avoiding vehicle movement conflicts with pedestrian movements. The application was accompanied by a Cirqa Traffic Report which outlined anticipated traffic volumes from the proposed development are not expected to create an increase in volumes of traffic which would compromise the capacity of the local road network. Councils Engineering are also accepting the 6m crossover as stipulated on the plans. Additional response was provided by Cirqa directly to the representations received and concerns raised in relation to traffic movements, confirming adequacy with relevant standards. A more detailed discussion on traffic movements is discussed further in the report.

The proposal, having no reliance on street car parking should relieve parking and traffic movement pressure (permitting turn-in and turn-out traffic interactions) and contains all of the anticipated traffic for arrival and departure to be contained upon the site.

General Development Policies:

Advertisements

Desired Outcome	
DO 1	Advertisements and advertising hoardings are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter, and do not create hazard.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Appearance PO 1.1 & DTS/DPF 1.1, PO 1.3 & DTS/DPF 1.3, PO1.5	
Proliferation of Advertisements PO 2.3 & DTS/DPF 2.3	
Advertising Content PO 3.1 & DTS/DPF 3.1	

The Code seeks that advertising is designed and integrated into the development to ensure that the character of the locality is not impacted. It further seeks that the level of advertising be kept to a minimum to avoid visual clutter and untidiness. The proposal is considered to satisfy the relevant POs as it is only proposing a single non-illuminated sign affixed to the wall of the building and facing the car park with the dimensions of 1.5m in height and 4.6m in width.

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Clearance from Overhead Powerlines

Desired Outcome	
DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Environmental Protection PO 1.1 & DTS/DP F1.1	

As part of their submission the applicant has declared that the development will not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996. This is consistent with Performance Outcome 1.1.

Design

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> a) contextual – by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate areas. b) dural – fit for purpose, adaptable and long lasting. c) inclusive – by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm for occupants and visitors. d) sustainable – by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
All Development PO 1.4 & DTS/DPF 1.4, PO 1.5	
Safety PO 2.1, PO2.3, PO 2.3	
Landscaping PO 3.1, PO 3.2	
Carparking Appearance PO 7.2, PO 7.3, PO 7.4, PO 7.5, PO 7.6, PO7.7	
Earthworks & Sloping Land PO 8.1 & DTS/DPF 8.1, PO 8.4, PO 8.5	
Fences and Walls PO 9.1 & PO 9.2 & DTS/DPF 9.2	
Massing PO 15.1	
Car Parking, Access and Manoeuvrability PO 19.2 & DTS/DPF 19.2, PO19.3 & DTS/DPF 19.3, PO 19.4 & DTS/DPF 19.4, PO19.5 & DTS/DPF19.5, PO 19.6 & DTS/DPF 19.6	
All Non-Residential Development – Water Sensitive Design PO 31.1, PO 31.2	

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As mentioned earlier in the report, the design of the proposed childcare facility is well considered and utilises a number of residential elements to ensure that the proposal complements the predominantly residential character of the locality. Whilst the proposal does involve removal of vegetation, none of this vegetation has been identified as being native or regulated. To compensate for the loss of vegetation, a conceptual landscaping plan has been provided outlining the intended revegetation of the site. A detailed landscaping plan is required to be provided as stipulated in the reserve matter condition. The landscaping plan will need to ensure that the proposal maintains the natural surrounds as envisaged by the Desired Outcome 1.

Whilst the extent of the earthworks is considered substantial in reference to PO 8.1 and DPF 8.1, the majority of the earthworks proposed are in the form of excavation which will ensure that the visual impacts of the two-storey addition are minimised. All these earthworks are also going to be screened by the built form or landscaped as demonstrated in the conceptual landscaping plan.

Furthermore, regarding the car park, Performance Outcome 7.2 seeks for car parking spaces to be located and designed to minimise impacts on adjacent receivers. The proposal is considered to achieve this outcome given that noise impacts are proposed to be addressed through recommended noise attenuation measure whilst any visual impacts associated with the car parking are intended to be screened and softened by vegetation along the front of the property and surrounding the parking area.

A gross-pollutant trap is included in the design of the car park, which achieves Performance Outcome 31.1.

A designated enclosed waste storage area is included at the rear of the parking area and away from public view or neighbouring properties. This achieves Performance Outcome 1.5 and responds to representor feedback.

Infrastructure and Renewable Energy Facilities

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) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Water Supply PO 11.1 & DPF 11.1	
Wastewater Services PO 12.1 & DPF 12.1	

The subject land is connected to reticulated mains water, and sewer services which is compliant with, and satisfies POs 11.1 and 12.1.

Interface between Land Uses

Desired Outcome	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate uses.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
General Land Use Compatibility PO 1.2	
Hours of Operation PO 2.1 & DPF 2.1	

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Activities Generating Noise or Vibration PO 4.1 & DPF 4.1, PO 4.2
Light Spill PO 6.1, PO 6.2

Whilst the subject zone envisages non-residential uses such as childcare facilities as discussed earlier in the report, these uses are none the less secondary in the zone which is predominantly focused on residential use. This is evident with the locality being predominantly residential in nature. These non-residential uses therefore have to be designed in a way that minimises adverse impacts on adjoining sensitive receivers as envisaged by PO 1.2 and DO 1. A number of policies contained within the Interface between Land uses are considered pertinent to the proposed childcare facility and how it achieves the intent of PO 1.2 and DO 1.

Hours of Operation and Noise

PO/DPF 2.1 seeks for non-residential development to not unreasonably impact the amenity of sensitive receivers through its hours of operation. Whilst it is acknowledged that increased noise levels from the site are anticipated as a result of the proposed use, vehicle movements and the likelihood that the intended children's activities will involve music and energetic activity such as singing, dancing and active play within the outdoor recreation areas at times, it is unlikely to be at a level that would cause any severe or unreasonable noise nuisance and would be unlikely to approach the thresholds of the Environment Protection (Noise) Policy (EPP) referred to in PO/DPF 4.1.

Given that the zoning envisages some non-residential development, with childcare facilities listed as one of those uses, the hours of operation, whilst marginally outside the standard business hours, and given the nature of use are not considered to be unreasonable or expected to create impact on nearby residences beyond normal business hours. The proposed services are to operate for twelve hours per day from 6:30am to 6:30pm, Monday to Friday.

An Environmental Noise Assessment Report has been prepared for the proposed development by Sonus Acoustic Engineers, identifying that noise from children playing is specifically excluded from assessment under this EPA Noise Policy. As a result, Sonus have had regard to the recommendations of the Guidelines for Community Noise published by the *World Health Organisation (WHO)* in relation to annoyance during the day. The WHO guidelines provide:

“To protect the majority of people from being seriously annoyed during the daytime, the sound pressure level on balconies, terraces and outdoor living areas should not exceed 55 dB LAeq for a steady continuous noise,

And

To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound pressure level should not exceed 50 dB LAeq.”

Based on the above, the Sonus Report concluded that the sound levels during the daytime hours from children playing are no greater than 50 dBA) at existing sensitive receivers in the locality. To satisfy the assessment criterion, though the Acoustic Engineer has recommended treatment measures which would need to be implemented. These involve solid boundary fencing of specified steel thickness and appropriately sealed. Fence details recommended in the Acoustic report have been included in the planning drawings.

The same noise level assessment was undertaken in relation to the car parking and mechanical plant system. Recommendations were also put forward and included in the planning drawings which would ensure that noise levels generated from the car parking area with anticipated vehicle movements and the mechanical plant system are kept within the required noise level criterion.

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Implementation of these acoustic recommendations are required by recommended Condition 11.

External Lighting

Performance Outcome 6.1 seeks for external lighting to be positioned and designed so as to not cause unreasonable light spill impact to adjacent sensitive receivers.

The proposal includes lighting in the car park and attached to the building. To limit the potential impacts of light spill on adjoining sensitive receivers a condition has been recommended limiting the use of external lights to the hours of operation (refer recommended condition 12).

Site Contamination

Desired Outcome	
DO 1	Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.
Performance Outcomes (PO) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
PO 1.1 & DP F1.1	

There are no site contamination concerns. The subject land is used for residential purposes and whilst the proposal is for a change of land use to a childcare facility, the proposal does not constitute a change to a more sensitive use.

Transport, Access and Parking

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) & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Movement Systems PO 1.1, PO 1.4	
Sightlines PO 2.2	
Vehicle Access PO 3.1 & DTS/DP F3.1, PO 3.3, PO 3.4, PO 3.5 & DTS/DPF3.5, PO 3.6, PO3.8	
Access for People with Disabilities PO 4.1	
Vehicle Parking Rates PO5.1 & DTS/DPF5.1	
Vehicle Parking Areas PO 6.2, PO 6.4, PO 6.5	

In respect of PO 1.1, 4.1 and 5.1, the proposal appropriately caters for the intended nature and volume of traffic in accord with the Table 1 requirements. The proposed development is going to be accessed via a new 6.6m wide two-way crossover on the Pomona Road frontage. The vehicle volumes that are anticipated which are in order of 145 morning and 11 afternoon peak hour trips or 103 morning and 57 afternoon trips during the network peak are not expected to create an increase of volumes of traffic which would compromise the capacity of the local road network (*Cirqa Traffic Report and additional response documents*) and, are set out in accordance with relevant transport and access standards, which suitably satisfies PO/DPFs 2.1, 3.1 and 3.3.

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The plan shows that a total of 30 on-site car parking spaces are going to be provided. PO 5.1 seeks that appropriate amount of off-street parking is provided at a rate specified in *Table 1 – General Off-Street Car Parking Requirements* which seeks a parking ratio of 0.25 car parking spaces per child (1 car park per 4 children). Based on the capacity of 118 children the required parking numbers are 29.5 spaces which the proposal satisfies.

As discussed previously, the car park has been effectively designed and will be appropriately landscaped to ensure that visual impacts are minimised. Appropriate noise attenuation measures have been recommended and will be implemented along the boundary to ensure that noise impacts to adjoining sensitive receivers are minimised.

Considering the above assessment, the report prepared by Cirqa and a reviewed by Council's Engineering Department, the proposed access, car parking numbers and car parking design in accordance with the appropriate Australian Standard is considered to be sufficient for the intended use.

CONSIDERATION OF SERIOUSLY AT VARIANCE

The proposal is not considered to be seriously at variance with the provisions of the P & D Code. The Rural Neighbourhood Zone policies stipulate a childcare facility as an envisaged form of land use provided it can be integrated without impacting on the locality and adjoining residential land uses. During the public notification period a number of these concerns were raised by the adjoining property owners. Some of the issues that were raised included increase in traffic movements, concern with road safety and noise impacts, impact on the Local Heritage Place, amenity impacts and bulk and scale. These issues amongst others have been assessed in detail against the relevant policies found within the Rural Neighbourhood Zone as well as the appropriate Overlays. The assessment concluded that the proposal is of an appropriate size and scale to ensure that the concerns outlined in the representations were addressed. The supporting documentation provided with the application being the architectural plans demonstrated that the proposal satisfied the relevant policies in the Zone relating to the built form and character whilst also satisfying the relevant policies in the Local Heritage Place Overlay. Other supporting documentation which included a traffic report, noise assessment report and stormwater management plan demonstrated that the proposal satisfied the relevant policies stipulated in the appropriate Overlays as well as the general development policies section of the Code.

CONCLUSION

The proposal is for a partial demolition of a local heritage listed place, being a coach house, and includes two storey alterations and additions and a change of use to a childcare facility in the Rural Neighbourhood Zone.

Whilst the Zone is one of predominantly residential use, it does allow for some non-residential land uses, such as childcare facilities, as a form of community service development in the Zone. From a land use as well as a built form perspective the proposal is considered to achieve all the performance outcomes of the Zone.

The design of the two-storey building and associated supporting structures is well balanced utilising a number of residential built form characteristics which ensures that the design compliments the existing built form in the locality, despite its commercial nature.

Issues raised in the representations pertaining to impacts on the Local heritage Place have been thoroughly reviewed by council's heritage advisor and have been deemed as acceptable with some minor recommended changes and request for a more detailed landscaping layout.

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Interface concerns relating to traffic volumes, vehicle movements and noise issues have also been considered. Expert reports have been provided in relation to both matters which confirmed that there will be no traffic congestion or hazards from the anticipated additional vehicle movements and potential noise issues have been addressed through recommended attenuation measures stipulated in the noise assessment report.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

- 1) Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and
- 2) Development Application Number 23020199 by Development Holdings Pty Ltd for change of use to childcare centre including alterations and additions to a Local Heritage Place, deck, retaining walls and fencing with associated car parking and landscaping at 52 Pomona Road, Stirling is GRANTED Planning Consent subject to the following conditions and reserved matters:

RESERVED MATTERS

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

- 1) A detailed landscaping plan shall be prepared by a suitably qualified person and submitted with further details regarding plant species, locations, plant numbers and plant spacing, irrigation and mulching detail. Additional trees and vegetation shall be included to help screen the visual impact of the large rear addition from the street, and to maintain the leafy setting of the Local Heritage Place.
- 2) A detailed soil, erosion and drainage management plan (SEDMP) shall be provided for construction of the childcare facility. The SEDMP shall comprise a site plan and design sketches that detail erosion control methods and installation of sediment collection devices that will prevent soil moving off site during construction and soil transfer onto roadways by vehicles and machinery.

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

CONDITIONS

Planning Consent

- 1) The development granted shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below.
- 2) The maximum capacity of the childcare facility shall be 118 children at any one time.
- 3) The hours of operation of the childcare facility, including deliveries (but excluding waste collection) shall be 6:30am to 6:30pm, Monday to Friday.

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- 4) All solid waste shall be stored in closed containers with close fitting lids in the enclosed bin area shown on the approved site plan (drawing 3605 DA04, Rev. 3 last dated 18/01/2024) prepared by Brown Falconer. External contractors accessing the site for waste collection shall be provided with access to the enclosed bin area to ensure waste is not stored in the car park area for collection.
- 5) The collection of waste shall not occur before 9:00am or, after 7:00pm Saturday or, before 7:00am or, after 7:00pm Monday to Friday. Waste shall not be collected on Sunday or public holidays.
- 6) Plant equipment of the childcare facility shall only be located within the service yard area shown on the approved first floor plan (drawing 3605 DA06, Rev.1 last dated 26/03/2023) prepared by Brown Falconer.
- 7) External lighting shall be installed in accordance with the approved lighting plans by TMK engineers; and once installed, shielded if necessary, in such a manner so to not cause unreasonable nuisance to adjoining and adjacent residential properties.
- 8) External lighting shall not be switched on before 6:30am Monday to Friday; and all external lighting shall be switched off no later than 6:30pm Monday to Friday.
- 9) The cross-over & kerb and footpath alterations, shall be constructed in accordance with Council Standard Detail Drawing SD15 with the maximum width of 6m across Council verge and in accordance with the approved site plan (drawing 3605 DA04, Rev. 3 last dated 18/01/2024) prepared by Brown Falconer and the approved stormwater management plan (drawing 230049-C-SK02, Rev. E dated 31/10/2023) prepared by CPR Engineers prior to the occupation of the childcare facility.
- 10) All car parking spaces, driveways and manoeuvring areas shall be designed, constructed, and line-marked in accordance with Australian Standard AS 2890.1:2004. Line marking and directional arrows shall be clearly visible and maintained in good condition at all times. Driveways, vehicle manoeuvring and parking areas shall be constructed of concrete prior to occupation and maintained in good condition at all times to the reasonable satisfaction of the Council.
- 11) Any existing crossing places not providing vehicle access shall be considered redundant and shall be closed off prior to occupation of the childcare facility.
- 12) The proposed noise attenuation measures in the Sonus Report – “Stirling Childcare Centre Environmental Noise Assessment S7765C7 January 2024” for the outdoor play areas, car park area and mechanical plant of the childcare facility shall be implemented prior to operation of the facility to the reasonable satisfaction of Council. All acoustic fencing shall be maintained in good condition at all times to the reasonable satisfaction of Council.
- 13) Materials and goods shall not be stored on the land in areas delineated for use as vehicle parking.
- 14) The external finishes to the childcare facility shall be as follows:
 - Two storey building:
 - Walls: Mixture of white weatherboard cladding, Axon woodland grey cladding, rendered Dulux Tranquil Hebel panels & timber panelling.
 - Roof: Colorbond sheeting in a white colour tone.
 - Fencing: Mixture of open style white timber picket fencing and Colorbond ‘Woodland Grey’ fencing.

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- 15) All roof run-off from the building and run-off from the outdoor play areas and car park shall be managed in accordance with the approved stormwater management plan (drawing 230049-C-SK02, Rev. E dated 31/10/2023) prepared by CPR Engineers. All roof run-off generated by the development shall be directed to the stormwater management system within one (1) month of the roof cladding being installed.
- 16) Prior to construction of the approved development, straw bales or other soil erosion control methods as accepted in the soil, erosion and drainage management plan shall be placed and secured below areas of excavation and fill to prevent soil moving off the site during construction.

ADVISORY NOTES

General Notes

- 1) No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.
- 2) Appeal rights – General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.
- 3) This Planning Consent is valid for a period of twenty-four (24) months commencing from the date of the decision, subject to the below or subject to an extension having been granted by the relevant authority. If applicable, Building Consent must be obtained prior to expiration of the Planning Consent.
- 4) Where an approved development has been substantially commenced within 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).
- 5) It is recommended that the operator of the childcare facility prepare and display a Bushfire Survival Plan (BSP) designed specifically for the purpose of staff, children or visitors that may be present during a bushfire event, especially during the Fire Danger Season.

The SA CFS 'Bushfire Safety Guide for Business' document should be utilised as a basis for information and the drafting of the BSP, along with industry body guidelines and recommendations.

- 6) The operator of the childcare facility should consider reducing operating hours and including other restrictions on days of heightened bushfire danger and/or bushfire events and consider including any alterations to services offered due to actual or predicted conditions during the Fire Danger Season.
- 7) It is the responsibility of the childcare facility operator to ensure compliance with the relevant food safety legislation before operating. Food business notification must be provided to commencing any food (or consumable product) handling activities. This may be provided on-line at www.fbn.sa.gov.au or by obtaining a notification form from Council Environmental Health.

OFFICER MAKING RECOMMENDATION

Name: Doug Samardzija
Title: Senior Statutory Planner



Stirling Childcare Centre

Planning Statement

52 Pomona Road, Stirling

10 JULY 2023

REF#1426



ACKNOWLEDGEMENT TO COUNTRY

Ekistics respectfully acknowledges the traditional owners and custodians of the land on which we work and we pay our respects to Elders past and present.



PROPRIETARY INFORMATION STATEMENT

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Revision	Description	Author	Date
DRAFT	Planning Statement	JR	4 July 2023
FINAL	Finalise following client review	RM	10 July 2023
Approved by		Position	Date
Ryan Moyle		Associate	10 July 2023

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1. EXECUTIVE SUMMARY

Category	Details								
ADDRESS OF SITE	52 Pomona Road, Stirling								
FIRST NATIONS COUNTRY	Kaurna & Peramangk								
CERTIFICATES OF TITLE	Certificate of Title Volume 5355 Folio 911 (Allotment 58 Filed Plan 158404)								
ALLOTMENT AREA	Approximately 2,920m ²								
ALLOTMENT FRONTAGE/S	Approximately 57.9m to Pomona Road								
LOCAL GOVERNMENT	Adelaide Hills Council								
RELEVANT AUTHORITY	Adelaide Hills Council Assessment Panel or Assessment Manager								
PLANNING AND DESIGN CODE	Version 2023.9 (Gazetted 29 June 2023)								
ZONE	Rural Neighbourhood Zone								
SUBZONE	Adelaide Hills Subzone								
OVERLAYS	<ul style="list-style-type: none"> Hazards (Bushfire – Medium Risk) Local Heritage Place (15134) Mount Lofty Ranges Water Supply Catchment (Area 2) Native Vegetation Prescribed Water Resources Area Regulated and Significant Tree Traffic Generating Development 								
TECHNICAL & NUMERIC VARIATIONS (TNVs)	Minimum Site Area - 2,000m ²								
EXISTING USE	Residential (detached dwelling and ancillary domestic structures)								
PROPOSAL DESCRIPTION	Adaptive re-use of a local heritage place as a child care centre and rear additions and an associated decking, car parking, retaining walls, fencing, earthworks and landscaping								
CLASSIFICATION OF DEVELOPMENT	<table border="1"> <tr> <td>Child care centre (child care facility)</td> <td rowspan="7">Code Assessed - Performance Assessed</td> </tr> <tr> <td>Fencing</td> </tr> <tr> <td>Deck</td> </tr> <tr> <td>Earthworks</td> </tr> <tr> <td>Retaining walls</td> </tr> <tr> <td>Advertisement</td> </tr> <tr> <td>Partial demolition of a building</td> </tr> </table>	Child care centre (child care facility)	Code Assessed - Performance Assessed	Fencing	Deck	Earthworks	Retaining walls	Advertisement	Partial demolition of a building
Child care centre (child care facility)	Code Assessed - Performance Assessed								
Fencing									
Deck									
Earthworks									
Retaining walls									
Advertisement									
Partial demolition of a building									
PUBLIC NOTIFICATION	Subject to public notification								
REFERRALS	N/A								
APPLICANT	Development Holdings Pty Ltd								
CONTACT PERSON	James Rhodes – Ekistics Planning and Design – (08) 7231 0286								
OUR REFERENCE	01426-001								

2. INTRODUCTION

This planning statement has been prepared in support of a development application by Development Holdings Pty Ltd to establish a childcare centre on land located 52 Pomona Road, Stirling.

This planning statement provides information about the subject site and proposed development and addresses the merits of the development application against the relevant provisions of the Planning and Design Code.

For the purposes of this Statement, the Planning, Development and Infrastructure Act 2016 will be referred to as the 'PDI Act', the Planning, Development and Infrastructure (General) Regulations 2017 will be referred to as the 'PDI Regulations' and the Planning and Design Code will be referred to as the 'Code'.

This planning statement has been prepared on the basis of the following plans and supporting documentation appended to this report:

- **Appendix 1:** Certificate of Title
- **Appendix 2:** Architectural Drawings prepared by Brown Falconer
- **Appendix 3:** Heritage Impact Assessment prepared by DASH Architects
- **Appendix 4:** Landscape Plan prepared by Das Studio
- **Appendix 5:** Environmental Noise Assessment prepared by Sonus
- **Appendix 6:** Traffic and Parking Report prepared by CIRQA
- **Appendix 7:** Stormwater Management Plan and Civil Concept prepared by CPR Engineers

3. THE SITE AND LOCALITY

3.1. The Site

Located at 52 Pomona Road in Stirling (the 'site'), the site is formally recognised in Certificate of Title Volume 3820 Folio 911, (provided in the **Appendix 1**). As illustrated on the Title, the site has a right of way marked 'X' over adjoining land that appears to provide historic access to Garrod Road/ Mount Barker Road. This does not affect the development of the site. No other easements, Rights of Way or caveats are registered on the Title.

The irregular-shaped allotment comprises an area of some 2,920m² with a 57.9m frontage to Pomona Road, a local road under the care and control of the Adelaide Hills Council. Pomona Road is a two-way local access road that runs parallel to the South Eastern Freeway, with roll-over kerb and gutter, a wide verge and paved footpath on the southern side of the road. A row of dense hedge planting is located within the Council verge, along the front boundary of the site.

The northern side of Pomona Road comprises a wide informal open space reserve that forms a buffer to the South Eastern Freeway.

The site accommodates a detached dwelling sited towards the front of the allotment, together with detached outbuildings and a water tank located adjacent to the rear boundary. The dwelling is a Local Heritage Place known as 'The Coach House' (Heritage Number 15134), and is a single storey stone building, with later additions from the 1970s to the south and east elevations. The remaining original heritage fabric is identified in Figure 3-2 below by a green line. Vehicle access is provided via a crossover and driveway on the western side of the dwelling, although a second disused crossover and access gate is located at the eastern end of the site's frontage to Pomona Road.

The site has a notable crossfall from the south-eastern corner to the north-western corner of approximately 8m. The north-western portion of the site is flat, being formerly occupied by a tennis court.

A number of mature trees and shrubs exist on the site (particularly around the perimeter) and on adjoining allotments. Consulting arborist - Project Green - conducted a tree survey on-site which confirmed that the 10 largest trees on site do not constitute Regulated or Significant Trees. Two trees meet the size criteria of Regulated/Significant Tree status, however one tree, *Robinia pedunculata* (2.1m circumference measured from 1m above natural ground level) is listed as an exempt species pursuant to Regulation 3F of the PDI Regulations. The second tree, *Acer pseudoplatanus* has a trunk circumference of 3.4m (measured from 1m above natural ground level) but is located within 20m of a dwelling on adjoining land (within a medium bushfire risk area), as depicted on 'Dwg. No. DA04' of the architectural drawings (within **Appendix 2**). We understand the site does not contain any native vegetation.

Images of the Site are displayed in Figures 3-1 and 3.3 below.

Figure 3-1 – Aerial view of the site



Figure 3-2 Extent of heritage value (c/- DASH Architects)



Figure 3-3: Site Images

Image 1: Pomona Road frontage



Image 2: View looking north across the site



Image 3: View looking south east to the existing dwelling, across the former tennis court



Image 4: Existing dwelling



Image 4: Western elevation and driveway of existing dwelling, looking towards Pomona Road



Image 5: View to the dwelling on site and tall, dense landscaping that exists within the road verge

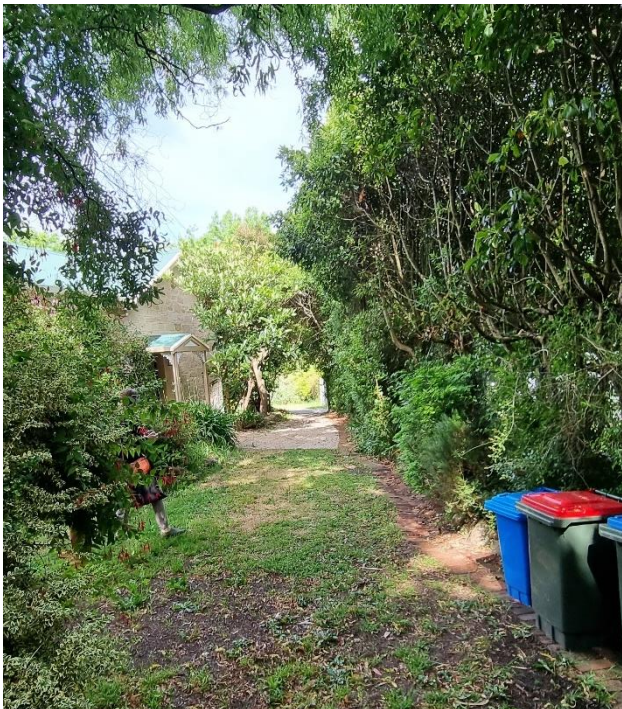


Image 5: View towards *the site's rear boundary*



3.2. The Locality

The subject site is located within an established, low density residential neighbourhood that predominantly comprises large, detached dwellings on substantial, landscaped allotments.

Pomona Road is a busy local road running east-west, connecting the four way roundabout at the intersection of Pomona Road with Mount Barker Road and Avenue Road to the west, and Gould Road/Mount Barker Road to the east. Pomona Road runs parallel to the South Eastern Freeway, with land on the northern side of Pomona Road (directly opposite the site) comprising an open landscaped buffer.

Residential development is a key feature of the locality and includes detached dwellings (predominantly single storey) at low densities, on densely vegetated, large allotments with generous side, rear and front boundary setbacks. The majority of existing residential development within the locality comprises more contemporary architectural forms than the those observed on the site. Notably, the site itself comprises one of the only Local Heritage Places with the locality.

Allotments abutting the site to the east and west contain large, detached dwellings on substantial, landscaped allotments, with extensive front setbacks to Pomona Road. Mature trees line the front boundaries, providing substantial screening of existing dwellings and outbuildings.

Figure 3-3 identifies the subject site in relation to the wider locality, surrounding roads and development.

Figure 3-4: Locality map



Although beyond the immediate locality, the western end of Pomona Road is characterised by commercial and retail development, including an ALDI supermarket and mixed retail development near the Pomona Road/ Mount Barker Road intersection.

Images of the locality are depicted in Figure 3-4 below.

Figure 3-5 Images of the locality

Image 1: View to the Pomona Road streetscape facing south-west to 50 Pomona Road & 42 Merrion Terrace



Image 2: View of the dwelling at 50 Pomona Road (adjoining land to the west of the subject site) facing south from Pomona Road



Image 3: View to landscape buffer opposite the subject site facing north-east from Pomona Road.



Image 4: View to the Pomona Road streetscape (incl. the subject site) facing east with dense landscaping along front boundaries



Image 5: View to the Pomona Road verge and residential allotment opposite the site at 55 Pomona Road.



4. PROPOSED DEVELOPMENT

4.1. Overview

The application proposes to develop a child care centre at 52 Pomona Road, Stirling, resulting from the adaptive reuse of, and alterations and additions to, an existing Local Heritage Place. The original fabric of the building will be retained and later additions demolished, with a new extension to the rear of the existing building creating a child care centre accommodating up to 118 children. Parking for thirty (30) vehicles will be provided within a new at grade carpark on the western side of the site, accessed via a new two-way crossover to Pomona Road. The child care centre includes 952m² of outdoor play areas for children in the eastern half of the site, adjacent the building.

4.2. Operational Details

The child care centre will have the capacity to accommodate up to 118 children and will operate between the hours of 6.30am and 6.30pm on Monday to Friday.

4.3. Building Design & Heritage Integration

Architectural plans, including site plans, floor plans, elevations and perspectives have been prepared by Brown Falconer (refer to **Appendix 2**).

The proposal also includes the demolition of the 1970s additions to the local heritage place and restoration of the exterior of the remnant heritage fabric. As stated above, the original fabric of the Local Heritage Place (Heritage Number 15134) will be retained with internal alterations to suit the proposed child care centre use. The existing local heritage place is not positioned parallel to Pomona Road, separated approximately 4.9m to 9.7m from the Pomona Road boundary. The restored original heritage fabric will be positioned at least 12.3m from the eastern side boundary.

Additions to the rear of the heritage place are proposed to enable the development of a purpose-built child care centre, while maintaining the prominence of the heritage place at the front of the site. The proposed rear additions will be set back at least 8.9m from the rear boundary. The additions will be set 4.7m to 12.1m from the side boundary.

The building will comprise a single building level where close to the heritage place, increasing to two levels to the rear of the site. To minimise earthworks required and respond to the topography of the subject site, the rear outdoor play area will be accessible from the upper building level, with the lower level built to the edge of the natural land form.

Where adjacent the local heritage place, a single building level with a low pitch (7 degree pitch) roof design is proposed to provide a degree of visual separation between the proposed additions and local heritage place. This will also enable greater views to local heritage place, with the heritage place being taller than this single level addition. The two level portion of the building will be centrally located within the site to minimise visual impacts on adjoining land. The lower level building additions will be set at the same level as the local heritage place at 503.86. The upper building level FFL will be set 3.47m taller at 507.36. This two level portion will have a low pitch (10 degree pitch) gable end roof form with the roof peak reaching 7.92m above ground level FFL. However, accounting for the proposed cut, the building will appear as comprising only a single level from the adjoining allotment to the east. Each building level will have a floor to ceiling height of 2.7m.

The internal layout of the building includes a reception, staff rooms, kitchen, laundry and seven play rooms for children grouped by age, with associated amenities.

The materials, colours and form of the original fabric of the local heritage place will be maintained. The rear building additions have been intentionally kept neutral in colour to ensure emphasis of local heritage place is further reinforced. The facades of the additions are characterised by a combination of rectilinear and arched windows, staggered wall lines and projecting canopies for visual interest. External finishes and colours of the additions have been selected to replicate those which are typical of a suburban residential area.

As illustrated the below materials palette, wall cladding comprises Hebel Panelling, Weatherboard, scyon axon cladding, vertical timber battens around the building's entrance and Colorbond® roofing. The colour palette for the development comprises a variety of neutral tones including off-white, tan, light green (to complement the heritage building roof) and various shades of grey.

Figure 4-1 below details and illustrates the material palette for the proposed development.

Figure 4-1: Colour and material palette



4.4. Retaining Walls and Fencing

The site has a notable crossfall approximately 8 metres from the north-western corner of the site to the south-eastern corner of the site. Whilst the split-level building design significantly reduces the required extent of earthworks, cut and fill with associated retaining walls are largely unavoidable, particularly noting the nature of the development proposed and the need for benched, useable outdoor play spaces. The proposed car park responds to existing site conditions through its location in place of a former tennis court, thereby ensuring the extent of earthworks required is minimised.

The civil plan prepared by CPR and contained within **Appendix 7** illustrates the extent of retaining required.

To achieve relatively flat outdoor play areas adjacent the eastern building elevation, excavation will be required. To retain this cut, retaining walls along the eastern boundary will be tiered, each comprising maximum height of 1.5 metres.

The rear outdoor play area will only be accessible from the upper level of the building and will be set approximately 3.47m higher than the lower level play areas. To retain the proposed cut, the following retaining walls are proposed:

- Eastern boundary: ranging from 0.9m to 2.2m in height; and
- Southern boundary: ranging from 0.6m to 1.5m in height.

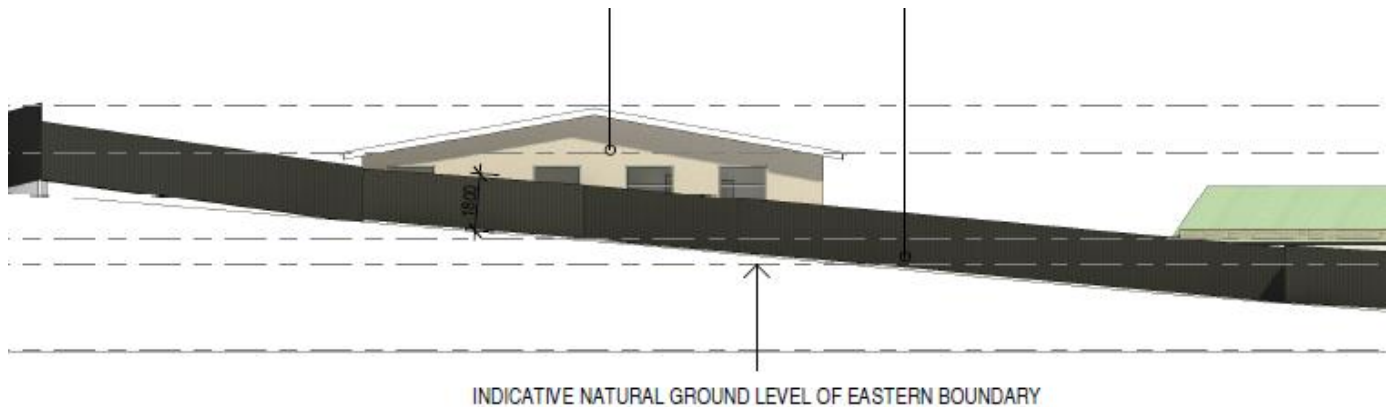
The south-east corner of the site features steepest gradient of the site. To minimise the extent of earthworks required, an approximately 20m² portion of land will be fenced off, with the natural topography maintained.

As the proposed east boundary and south boundary retaining walls are positioned to the rear of the building and are also retaining excavation, their visibility from adjoining residences, and the public realm will be largely concealed.

At the southern end of the car park, the natural topography of an existing landscaped area will be retained, with walls retaining cut associated with the car park. These retaining walls will range from 1.5m to 0.25m in height will views to this wall largely offset by the landscaping behind.

As depicted in Figure 4-2 below (and in **Appendix 2**), only the upper level of the building will be viewable from adjoining land to the east due to the existing topography of the area and the proposed building levels.

Figure 4-2: Cross Sectional Drawings



As depicted within **Appendix 2**, 1.8m tall white picket fence will be positioned on-site behind the existing tall, dense hedging within the Pomona Road verge to contain children within the front outdoor play area. The tiered retaining walls along the eastern site boundary will each include 1.8m tall Colorbond fencing. The rear outdoor play area will be enclosed by Colorbond fencing of 2.1m in height and the west and east boundaries and 2.4m on the southern site boundary.

The balance of the subject site will be enclosed by 1.8m tall Colorbond fencing.

4.5. Landscaping

A conceptual landscape plan prepared by Das Studio is contained within **Appendix 4**.

The sense planting of tall hedging species along the front site boundary where adjacent the car park entrance. The proposed species, in conjunction with the existing tall hedging within the road verge, will visually screen the site from Pomona Road. A medium size tree is provided between the footpath and driveway to provide a continuous above ground level screen while enabling views into the car park.

The western boundary will include tall screening shrubs and the north-western corner of the car park will include water sensitive plants to support Water Sensitive Urban Design.

The landscape design includes the planting tall trees, low-level shrubs, and groundcovers adjacent the building and car park to soften their appearance and provide shade. Planted species will complement those within the Stirling main street and locality, as referenced within Table AdHi/6 - Landscaping Schedule of the revoked Adelaide Hills Council Development Plan (consolidated 8 August 2019). The planting of native species is also proposed.

Low level plantings are proposed between the car park and local heritage place to enable further views to and appreciation of the local heritage place.

4.6. Advertisements

The development will include one wall sign for 'Eden Academy' branding (logo & text) and is depicted in the elevations (DA09) contained in **Appendix 2**. The sign will comprise dimensions of 1.5m in height and 4.6m in width and will be non-illuminated. The sign will be located to the side of the building entrance, affixed to the wall facing the car park (west elevation).

4.7. Access, Parking and Waste Collection

A comprehensive Traffic and Parking Report has been prepared by CIRQA (**Appendix 6**).

A pedestrian path will provide access to the site and building entrance from Pomona Road. A car park to service the proposed child care centre will be located on the western end of the site and will be accessed via a one, two-way crossover to Pomona Road. The existing two crossovers will be reinstated as upright kerbing to the satisfaction of Council.

The proposed car park will accommodate 30 vehicle spaces, including one (1) disabled parking space (with associated shared space) positioned nearby the building entrance. The carpark incorporates a crossfall, and grades down to the south-western corner of the car park to minimise earthworks.

Waste will be collected by a private contractor using a Medium Rigid Vehicle (up to 8.8m in length) which will enter the site outside of peak operating hours, collect waste from the designated bin store (positioned at the southern end of the car park) and exit the site (in a forward direction) onto Pomona Road.

4.8. Stormwater Management

CPR Engineers have prepared a conceptual stormwater management plan and civil works plan (**Appendix 7**). As detailed within this report, the design methodology adopted for stormwater management has been informed by preliminary input provided by the Council (refer to attached Council email correspondence dated 28 April 2023).

Stormwater will be collected from the building roof via downpipes and detained on-site within four above-ground tanks with a total capacity of 20,000L, with discharge restricted to a rate of 9L/s.

Excess stormwater from the outdoor play areas will be discharged to Pomona Road unrestricted.



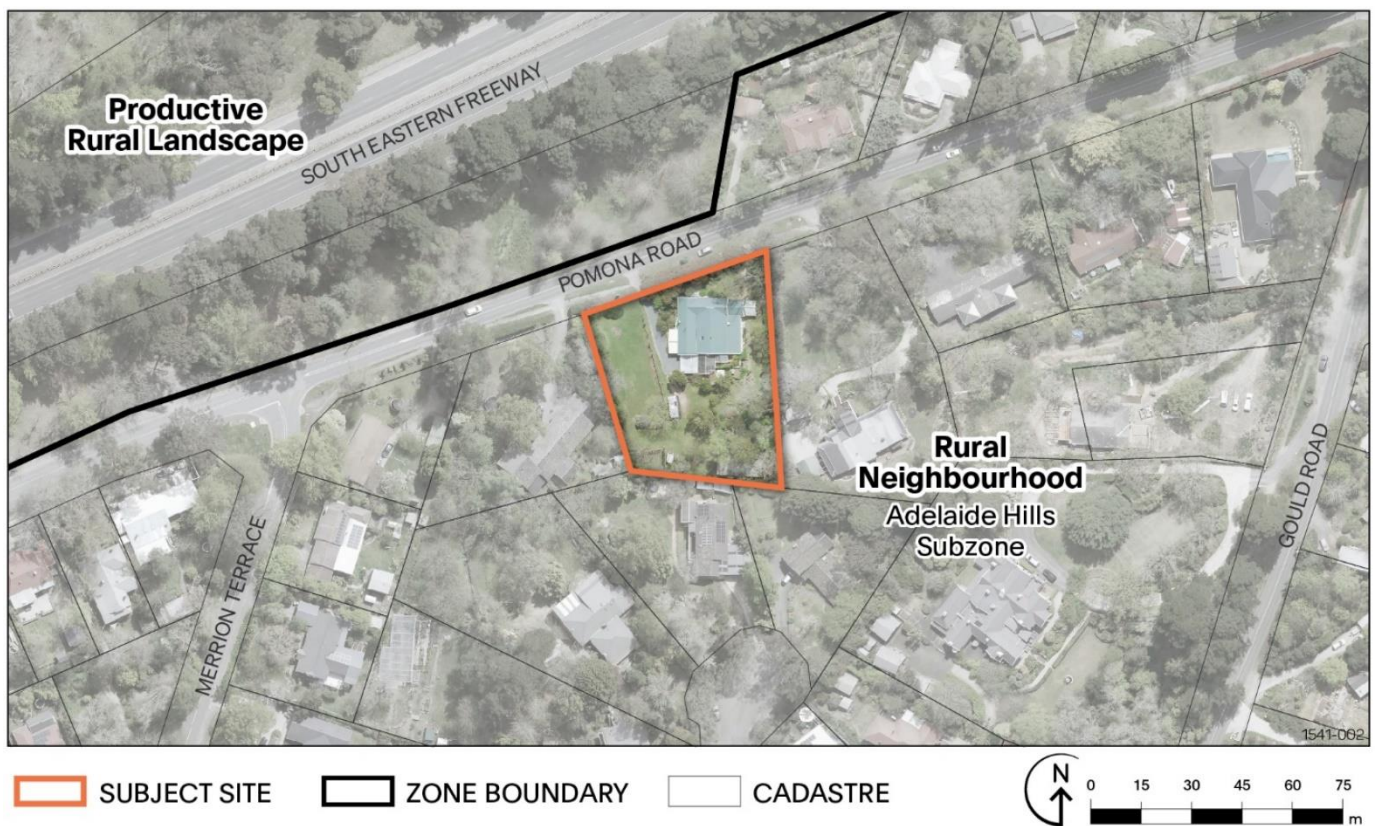
Stormwater from the car park will be collected via a grated inlet pit in the centre of a rain garden whereby water will be treated in accordance with Council's Water Quality requirement and EPA guidelines. Stormwater will be detained underground in a 15,500L detention tank, with discharge restricted to a rate of 19L/s.

5. PROCEDURAL REQUIREMENTS

5.1. Applicable Policies

The Planning and Design Code (Version 2023.9), in conjunction with the SA Property and Planning Atlas (SAPPA), identifies that the Site is located within the **Rural Neighbourhood Zone**, and the **Adelaide Hills Subzone**. Zoning for the Site and immediate locality is illustrated in Figure 5-1 below.

Figure 5-1: Zoning Map



The following Overlays and Technical and Numeric Variations (TNVs) also apply to the subject site:

Overlays

- Hazards (Bushfire – Medium Risk)
- Hazards (Flooding – Evidence Required)
- Mount Lofty Ranges Water Supply (Catchment (Area 2))
- Native Vegetation
- Prescribed Water Resources Area
- Regulated and Significant Trees

Local Variation (TNV)

- Minimum Site Area of 2,000m²

5.2. Relevant Authority

The relevant authority to determine the development application will be the Adelaide Hills Council Assessment Panel or the Council Assessment Manager as per Section 93(1)(a) or 96 of the PDI Act.

5.3. Nature of Development

The nature of development is described as follows:

Adaptive re-use of a local heritage place as a child care centre and rear additions and an associated decking, car parking, retaining walls, fencing, earthworks and landscaping.

A child care centre is a form of ‘child care facility’ which is defined within Part 7 of the Code as follows:

Child care facility Means a place primarily for the care or instruction of children of less than primary school age, children with special needs or out-of-school-hours care (including vacation care) and not resident on the site.

Includes: Pre-school; Child care centre; Early learning centre; Kindergarten; Nursery.

The following classifications are assigned to each ‘element’ of the development proposal.

Table 5-1 Element classification of development

Element	Classification	Prescribed assessment provisions?
Child care facility (child care centre)	Performance Assessed	No
Retaining Walls	Performance Assessed	Yes
Deck	Performance Assessed	Yes
Fencing	Performance Assessed	Yes
Advertisement	Performance Assessed	No
Earthworks	Performance Assessed	No
Partial demolition of a building	Performance Assessed	No

5.4. Public Notification

All forms of development within the Rural Neighbourhood Zone are subject to notification except where otherwise listed as an excluded (exempt) form of development within Table 5. Given a ‘child care facility’ is not listed as an exempt form of development, the development application will be subject to public notification. In addition, the “demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)” triggers the application to be subject to public notification.

5.5. Agency Referrals

Agency referrals are prescribed by individual Overlays (Procedural Matters – Referral), with additional agency referrals prescribed within Part 9 – Referrals of the Planning and Design Code. In relation to the Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay, the development will be connected to the existing sewer mains within Pomona Road, thereby avoiding a referral to the Environment Protection Authority.

In our opinion, the proposed development does not trigger any State agency referrals.

6. PLANNING ASSESSMENT

The following section provides an assessment of the proposal against the relevant Planning and Design Code Desired Outcomes (DOs) and Performance Outcomes (POs). This assessment is grouped under a series of headings which address specific aspects of the proposed development.

6.1. Land Use & Intensity

The following POs of the Rural Neighbourhood Zone and Adelaide Hills Subzone are relevant to the assessment of the proposed land use and its intensity.

Rural Neighbourhood Zone

- PO 1.3** Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.
- PO 1.4** Non-residential development located and designed to improve community accessibility to services, primarily in the form of:
- (a) small-scale commercial uses such as offices, shops and consulting rooms
 - (b) community services such as educational establishments, community centres, places of worship, pre-schools and other health and welfare services
 - (c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities
 - (d) open space and recreation facilities

Adelaide Hills Subzone

- PO 1.1** A limited additional range of accommodation options that complement the prevailing residential character.

DPF 1.1 lists a 'child care facility' as a contemplated use.

The Adelaide Hills Subzone also contemplates other forms of accommodation, including Supported Accommodation and Tourist Accommodation, where the establishment of such accommodation 'embraces' the values of established mature vegetation which is characteristic of a locality. Importantly, those uses listed for the Subzone are additional to those referenced more generally for the Rural Neighbourhood Zone. Accordingly, as a contemplated use which will primarily be screened by existing mature vegetation, it is our view that a child centre is an appropriate use for the site.

Zone PO 1.3 seeks to ensure non-residential development is sited and designed to complement the residential character and amenity of the neighbourhood. PO 1.4 provides further guidance and is particularly relevant to the intent of the policy with respect to the scale of various forms of non-residential development. PO 1.4(a) refers to 'commercial uses' including "*offices, shops and consulting rooms*" whilst PO 1.4(b) refers to 'community service' uses including "*educational facilities, community centres, places of worship, child care facilities and other health and welfare services*".

Whereas the Zone provisions (PO 1.2 and PO 1.4(a)) specifically seek to restrict the ‘scale’ of commercial uses, the Code does not apply such limitations to community service uses (including child care centres). Conversely, various community service uses specifically contemplated within the Zone (including educational establishments and places of worships) are (by their very nature) generally larger in scale and of greater intensity when compared with childcare centres. Further, the development will primarily be screened from the public realm by mature vegetation alike adjacent properties within the Pomona Road streetscape. Accordingly, we are of the opinion the proposed childcare centre is compatible with the established character of the locality and is thus aligned with the intent of PO 1.3 and 1.4.

Further to the above discussion we are of the opinion that the proposed use, scale and intensity is aligned with the provisions of the Code.

6.2. Building Design

6.2.1. BUILDING HEIGHTS AND SETBACKS

As discussed above, PO 1.3 seeks to ensure non-residential development is ‘sited and designed’ to complement the residential character and amenity of the neighbourhood. With this provision in mind, the design approach has been informed by the relevant Zone Pos and DPFs pertaining to building height, setbacks and site coverage, as detailed in the analysis provided in Table 6-1 below.

It is noted that Zone PO 3.1 (primary street setback) has not been considered relevant given the existing building setback to the Pomona Road boundary (ranging from 4.9m to 9.7m) will be maintained and no buildings will be located closer to the primary street boundary.

Table 6-1 – Height and Setback Analysis

Performance Outcome and Designated Performance Feature	Assessment
<p>PO 2.1 Buildings contribute to a low-rise residential character and complement the height of nearby buildings.</p> <p>DPF 2.1 Building height (excluding garages, carports and outbuildings) is no greater than 2 building levels and 9m and wall height no greater than 7m (not including a gable end).</p>	<p>The rear additions comprise a single building level where adjoining the local heritage place and increases in height to two levels and 7.92m metres above ground level FFL. The split level building design results in the building’s south elevation appearing as a single level building reaching up to 4.42m above FFL.</p> <p>Accordingly, the proposed building height and scale satisfies DPF 2.1.</p>
<p>PO 5.1 Buildings are set back from side boundaries to allow maintenance and access around buildings and minimise impacts on adjoining properties.</p>	<p>Due to the irregular allotment shape, the building will be set back <u>at least</u> 4.8m (approx.) from the eastern site boundary, and at least 20.8m (approx.) from the western site boundary.</p>

Performance Outcome and Designated Performance Feature	Assessment
<p>DPF 5.1 Building walls are set back from the side boundaries at least 2m.</p>	<p>The proposed building setbacks will assist with the management of visual impacts and the preservation of residential amenity. The development comfortably exceeds the minimum prescribed side setbacks set out in DPF 5.1.</p>
<p>PO 6.1 Buildings are set back from rear boundaries to provide:</p> <p>(a) separation between buildings in a way that complements the established character of the locality (b) access to natural light and ventilation for neighbours (c) open space recreational opportunities (d) space for landscaping and vegetation.</p>	<p>The building will be set back <u>at least</u> 9.1m from the rear boundary, exceeding the suggested minimum setback of 6 metres. Given the crossfall of the subject site, views from adjoining residences at the rear to the childcare centre will be limited.</p>
<p>DPF 6.1 Building walls are set back from the rear boundary at least 6m.</p>	

Further to the above discussion, the proposed development has been designed to satisfy all DPF provisions pertaining to height and setbacks.

We also note that the Code does not prescribe a maximum site coverage rate for development proposed within the Rural Neighbourhood Zone. Notwithstanding, the proposed site coverage rate of 28.9% is low and is relatively consistent (generally observed as being approximately 10-20%) with the low-density residential development which characterises the locality. This low site coverage and central building location also aligns with the Desired Outcome of the Zone which seeks “Considerable space for trees and other vegetation around buildings...”

6.2.2. ARCHITECTURAL EXPRESSION

The following Design in Urban Areas General Development Policies of the Code are most relevant to an assessment of the external appearance of the building.

Design in Urban Areas

- PO 1.3** Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.
- PO 1.4** Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:
- (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces
 - (b) screening rooftop plant and equipment from view
 - (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.

- PO 1.5** The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.

The external material palette (including hebel panelling, weatherboard, axon cladding, vertical timber battens and Colorbond® roofing) and neutral colour tones comprising off whites, tans and greys are highly compatible with the residential setting and are also materials typically applied to the construction of dwellings.

Similarly, architectural features of the building, including modest, low angle gable end roof forms, projecting eaves, window design, size and placement will create visual interest and are also reflective of architectural features typically applied to dwellings. Accordingly, the building design generally aligns with the intent of Zone PO 1.3:

- PO 1.3** Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.

Vertical timber battens to the first floor articulates this primary façade, defines the primary point of entrance to the building (PO 1.2 and 1.3).

In accordance with PO 1.4, mechanical plant will be roof-mounted in a location where the building comprises a single level. The mechanical plant will not be visible from the public realm and primarily obscured from the car park. Similarly, the dedicated waste storage area will be fenced and sited in a secluded location, far from Pomona Road (public view) as required by PO 1.5.

As discussed above, in our opinion the proposed material and colour palette and building form will complement the established residential character of the locality in accordance with the relevant Zone and Design in Urban Areas provisions of the Code.

6.2.3. ENVIRONMENTAL PERFORMANCE

The environmental performance of the building is raised by the following Design in Urban Areas provisions:

- PO 4.1** Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.
- PO 4.2** Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.
- PO 4.3** Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.

Due to the generous size of the site, low site coverage and extensive landscaping proposed on-site and already existing within the locality, the urban heat island effect is reduced. The building's central location and proposed fenestration enables sunlight access and ventilation to all elevations. The building features projecting eaves to the east, west and south elevations with the largest eaves of 1.3-2.7m wide at the west elevation reduce the impact of the hot afternoon sun through the upper level windows, while also shading the footpath below. The smallest eaves of 600mm to the south elevation enable greater light to penetrate

through the windows. In addition, the white coloured roof will minimise heat absorption. Accordingly, the proposed building has been designed to minimise the reliance on mechanic heating and cooling.

6.2.4. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The Design in Urban Areas General Development Policies seek to ensure development incorporates design techniques to discourage crime by maintaining and maximising opportunities for passive surveillance, the differentiation of public and private spaces and accommodating safe and perceptible paths of travel to a clearly defined building entrance.

The proposed development incorporates an open carpark positioned between the western site boundary and the child care centre. The existing hedging within the Pomona Road verge will screen the front outdoor play area and front of the heritage place. Views to the car park will be provided via the 6.6m wide driveway, the 2.0m wide footpath and the low level landscaping (incl. a medium-sized tree) between it. Therefore, the proposal balances maintaining the continuity of the streetscape with a primarily hedged/screened front boundary, while still providing openings to maintain lines-of-sight to the car park and defined building entrance (with timber battens enclosing the 2.0m wide pathway) for passive surveillance. The dense landscaping along the boundary clearly delineates the public and private realms. Building windows overlooking the carpark will provide opportunities for passive surveillance of the carpark.

Further to the above discussion, the proposed development is aligned with the relevant 'safety' provisions of the Code.

6.3. Heritage Impact

A heritage impact statement of the proposed development has been prepared by DASH Architects (refer to **Appendix 3**), with an assessment against the Local Heritage Place Overlay below. It should be noted that DASH Architects were engaged from the outset of the project to inform the initial conceptual design phase, and this engagement has continued in an iterative manner through to the current proposal.

6.3.1. HERITAGE WORKS

The following provisions are most relevant to an assessment of the proposed works to the local heritage place itself:

- PO 1.7** Development of a Local Heritage Place retains features contributing to its heritage value.
- PO 2.2** Adaptive reuse and revitalisation of Local Heritage Places to support their retention in a manner that respects and references the original use of the Local Heritage Place.
- PO 6.1** Local Heritage Places are not demolished, destroyed or removed in total or in part unless
 - (a) the portion of the Local Heritage Place to be demolished, destroyed or removed is excluded from the extent of listing that is of heritage value
or
 - (b) the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is irredeemably beyond repair.

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

The heritage place listing (Heritage Number 15134) applies to the complete building, rather than distinct elements or the original heritage fabric. DASH architects note the original coach house has "...undergone substantial alterations and additions." and that state that later additions to the heritage place (likely post-1970) are "of no heritage value and can be demolished or altered to suit the new use without impacting negatively on the Heritage Values of the Place". Accordingly, while technically a portion of the Local Heritage Place will be demolished (PO 6.1), the demolition will be limited to the non-original heritage fabric which does not contribute to the Heritage Values of the place, as per PO 6.2. Further, the alterations to the existing heritage place maintain the majority of original openings as windows and doors.

The proposed adaptive re-use will enable the local heritage place to be more broadly accessible by the community, albeit as a private 'community service' use (as per Zone PO 1.4 terminology). In accordance with PO 1.7 & PO 2.2, the proposed adaptive re-use will retain the original heritage fabric and DASH consider the use "to be appropriate and will not impact on the heritage values of the Place".

6.3.2. CONTEMPORARY BUILDING ADDITIONS

The following provisions are most relevant to an assessment of the proposed additions to the local heritage place:

- PO 1.1** The form of new buildings and structures maintains the heritage values of the Local Heritage Place.
- PO 1.2** Massing, scale and siting of development maintains the heritage values of the Local Heritage Place.
- PO 1.3** Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys and verandahs) maintains the heritage values of the Local Heritage Place.
- PO 1.4** Development is consistent with boundary setbacks and setting.
- PO 1.5** Materials and colours are either consistent with or complement the heritage values of the Local Heritage Place.
- PO 1.6** New buildings and structures are not placed or erected between the primary or secondary street boundaries and the façade of a Local Heritage Place
- PO 2.1** Alterations and additions complement the subject building and are sited to be unobtrusive, not conceal or obstruct heritage elements and detailing, or dominate the Local Heritage Place or its setting.

The additions are located to the rear of the local heritage place, ensuring the prominent feature at the front of the site will be the local heritage place, as per PO 1.4, PO 1.6 & PO 2.1. The Heritage Impact Assessment found the proposed additions to be appropriate as they:

- Are set to the south of (behind) the LHP [local heritage place].
- Maintain views to the LHP.
- Are of a size and scale that will not visually dominate the LHP.
- Feature a connection between the old and new buildings that are single storey and defers to the detail of the LHP.

- Feature colours and materials complimentary to the LHP without replicating those found on it.

Subsequently, the proposed siting, scale, design and materiality of the additions achieve the above-mentioned Code provisions.

Overall, the proposal maintains the heritage values of the local heritage place, retains the remnant original fabric with new works complementing the heritage values in alignment with the provisions of the Local Heritage Place Overlay.

6.4. Earthworks

Design in Urban Areas PO 8.1 to 8.5 seek to ensure development is designed to minimise earthworks, limit disturbance to natural topography, whilst still facilitating safe and convenient access to/from carparks (including compliant gradients). The proposal's response to the site's topography prompted the need to design a bespoke approach to ensure that earthworks were limited as much as possible.

As previously discussed, the rear outdoor play area has been designed to be accessed via the upper building level to limit bulk earthworks as well as the extent of cut and fill required for the development. Notwithstanding, earthworks are unavoidable given the notable slope of the land; down towards the north-western corner of the allotment.

As mentioned above, the visual impact of both cut and fill is minimised and managed via the use of terraced retaining walls and landscaping to obscure/screen views of the walls from the public realm. The natural land form will be maintained at the rear of the site adjacent the car park.

Limited retaining will be seen from the public realm noting retaining walls are primarily located on the eastern site boundary or at the rear of the site. Walls positioned east of the car park will be visible from the public realm but will only reach up to 0.7m in height, a height which, if it wasn't for the local heritage place, would typically not require approval (as per Schedule 4 Clause 4(1)(f) of the PDI Regulations).

In relation to environmental impacts during construction, we note the following commentary provided by CPR Engineers within the Stormwater Management Plan (**Appendix 7**):

"The management of stormwater during construction will be under constant monitoring by the appointed builder.

The builder will be employed to maintain control measures on site and to minimise run-off from the site which may contain fine earth particles and any deleterious material that washes off site will be cleaned up by the contractor.

Open swales rock and earth beds as well as hay bales will be used to manage stormwater during Construction and in particular during the earthworks phase of the project. The contractor will be required to submit a sediment and stormwater control plan during the different phases of the development."

Further to the above discussion, we are of the opinion that the proposed development has been designed to minimise earthworks in accordance with relevant Design in Urban Areas provisions of the Code. Additionally, the visual impacts of such earthworks have been addressed via the use of terraced retaining walls, designed and located to limit heights and to accommodate landscaping to mitigate visual impacts.

6.5. Fencing and Retaining Walls

The relevant Code provisions relating to fencing and retaining walls are listed within Table 3 (Applicable Policies for Performance Assessed Development) of the Rural Neighbourhood Zone. Our assessment against the relevant provisions is provided in Table 6-2 below.

Table 6-2. Retaining Walls and Fencing Analysis

Performance Outcome and Designated Performance Feature	Assessment
Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay	
<p>PO 3.9 Stormwater from excavated and filled areas is managed to protect water quality.</p> <p>PO 4.1 Development minimises the need to modify landscapes and natural features.</p>	<p>Earthworks in form of excavation and fill is required to accommodate the proposed development and is largely unavoidable given the notable grade of the land. Notwithstanding, the rear outdoor play area has been designed to better follow the contours of the land, and thus minimise earthworks. Tiered retaining walls are also proposed to minimise retaining wall heights internally along the eastern boundary and to preserve the natural landform wherever practical. The stormwater management plan prepared by CPR demonstrates how all surface water will be collected and treated (via a rain garden to preserve water quality).</p>
Design in Urban Areas – General Development Policies	
<p>PO 9.1 Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the <i>visual amenity and adjoining land's access to sunlight or the amenity of public places.</i></p> <p>PO 9.2 Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts</p>	<p>The proposed fencing has been sited and designed to maintain the natural character which defines the locality. In particular, all proposed fencing is positioned to the side or rear of the building, with no fencing extending forward of the building line.</p> <p>Solid Colorbond® fencing is positioned to the rear and side boundaries, with fencing visible from the public realm (i.e. at the rear of the car park) limited to 1.5 metre tall picket fencing. Fencing is located on the side and rear allotment boundaries and will not be unreasonable in height. A portion of the rear boundary includes fence heights of up to 2.4m. This fence height is not unreasonable in a residential locality and the visual impact of the fence will be limited due to outbuildings at 13 Gould Road sited up to the shared boundary and that the fence will adjoin 14 Gould Road</p>

Performance Outcome and Designated Performance Feature	Assessment
	<p>for a length of 10m (approx.) with a minimum separation of 13m from the dwelling.</p> <p>All other fences on side and rear boundaries will be limited to 2.1m or less in height, which could be constructed without approval as per schedule 4 clause 4 (1)(d) of the PDI Regulations if it wasn't for the local heritage place on-site. Accordingly, we are of the opinion, the proposed fencing scheme is not unreasonable in height thereby maintaining visual amenity for adjoining land while mitigating noise impacts of the proposed development (as discussed in section 6.8).</p> <p>To minimise the visual impacts of retaining within the site, the walls will be tiered the eastern boundary. Retaining walls of up to 0.7m in height will be visible from the public realm forward of the heritage place but will be somewhat screened due to the planting of low-lying vegetation. The visual impact of retaining walls at the rear of the car park will be limited due to its height; up to 600mm tall, and approx. 50m separation from the front boundary.</p> <p>Importantly, the site and buildings will be primarily screened from adjoining land as a result of the proposed levels and fencing scheme.</p>
Transport Access and Parking – General Development Policies	
<p>PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.</p>	<p>The traffic and parking assessment performed by CIRQA confirms that the access points maintain adequate sightlines in accordance with the relevant Australian Standards. Similarly, this same assessment confirms that driveway has been designed to accommodate safe and convenient vehicle movements.</p>
<p>PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.</p>	<p>The traffic and parking assessment performed by CIRQA confirms that the access points maintain adequate sightlines in accordance with the relevant Australian Standards. Similarly, this same assessment confirms that driveway has been designed to accommodate safe and convenient vehicle movements.</p>

Further to above analysis, we are of the opinion that the proposed design and height of the retaining walls and all associated fencing is aligned with the prescribed provisions of the Code.

6.6. Landscaping

The following Design in Urban Areas General Development Policies are relevant to the landscape design prepared by Das Studio (Appendix 4):

- PO 3.1** Soft landscaping and tree planting are incorporated to:
 - (a) minimise heat absorption and reflection
 - (b) maximise shade and shelter
 - (c) maximise stormwater infiltration
 - (e) enhance the appearance of land and streetscapes.
- PO 3.2** Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.
- PO 7.2** Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.
- PO 7.4** Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.
- PO 7.5** Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.
- PO 7.6** Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.
- PO 7.7** Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.

As outlined above, the site (and building within) will be primarily screened from adjoining land as a result of the proposed levels fencing scheme, however the proposed landscape design along the front boundary ensures views to the site (and building within) will primarily be obscured from the public realm (Pomona Road) as well. The proposed screening shrubs west of the driveway are responsive to the streetscape which commonly features continuous tall hedging with openings only for driveways, while also being contextual and consistent with the mature hedging forward of the site within the road verge.

The landscaped area between the footpath and driveway includes a medium sized tree and low level planting to provide a continuous green appearance while also enabling views into the car park, as necessary for crime prevention (raised in section 6.2.4 above).

Planting surrounding the carpark incorporates low level shrubs, groundcovers interspersed between small sized trees selected to soften the visual impact of hard-stand areas, provide shade to parked vehicles and soften the visual impact of the childcare centre whilst still maintaining sightlines for passive surveillance (PO 3.1, 7.2, 7.4, 7.5, 7.6, 7.7). In addition, tall screening shrubs along the western boundary, in conjunction with the mature vegetation on adjoining land to the west, will contribute to screen the site from external views. Low level plantings between the car park and childcare will maintain passive surveillance and enable greater views to the local heritage place.

Plantings are also proposed throughout the lower and upper levels of the outdoor play areas, with such plantings including small, medium and large sized trees capable of growing above the height of boundary fencing to soften the vertical scale of the building.

Accordingly, the proposed planting of trees and dense screening shrubs along boundaries will be consistent with the landscape character of the locality (as per Zone PO 1.3).

The proposed landscape design incorporates a rain garden at the north-west corner of the site to maximise stormwater filtration for car park run-off, as per Design in Urban Areas PO 3.1.

The application does not include the removal of native vegetation nor any Significant/Regulated trees as sought by the Native Vegetation Overlay and Regulated and Significant Tree Overlay.

Further the above discussion, we are of the opinion that the proposed landscape design is well considered and, in our opinion, the landscape design is highly aligned with the relevant landscape provisions of the Code.

6.7. Advertisements

Zone PO 10.1 desires advertisements which are used for business identification purposes where they do not detract from the residential character of the locality. In this case, only one (1) sign is proposed which will be limited in scale and will be integrated with the design of the building, thereby avoiding visual clutter (Advertisements PO 1.5, PO 1.2, PO 2.1 & PO 2.3) and maintaining residential amenity (Zone PO 1.3).

Views to the 'Eden Academy' logo and business name sign will be limited from the Pomona Road, with the sign assisting wayfinding within the car park and pedestrian path by identifying the building entrance, thereby satisfying Advertisements PO 3.1. The proposed sign will be non-illuminated and will be flush with the wall (PO 1.1 & PO 5.2).

6.8. Acoustic Impacts

An Environmental Noise Assessment has been prepared by Sonus and is contained within Appendix 5.

Noise source features/activities generated by the operation of the childcare centre includes:

- Children playing in the designated outdoor play spaces;
- Carpark activity including:
 - People talking as they vacate or approach vehicles, the opening and closing of vehicle doors, vehicles idling and vehicles moving into and accelerating from parking spaces; and
 - Vehicle movements onto the site;
- The operation of air conditioning units; and
- Refuse collection.

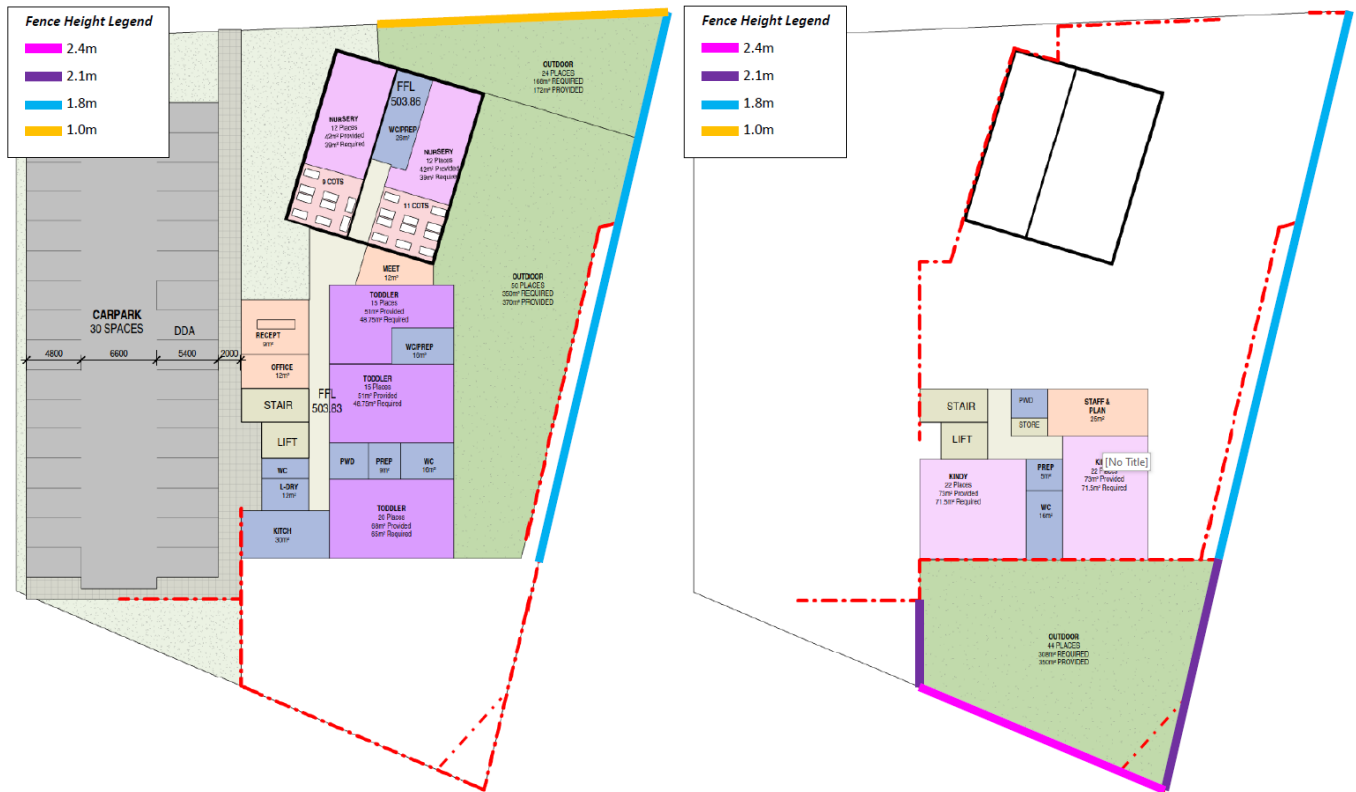
6.8.1. OUTDOOR PLAY SPACES

The Interface between Land Uses General Development Policies refer to the Environment Protection (Noise) Policy (the 'Noise Policy') as a guide for the management of noise related impacts. However, as the Policy does not address noise generated by the use outdoor play spaces within childcare centres, Sonus has assessed such impacts against the provisions of the Guidelines for Community Noise (the 'Guidelines') published by the World Health Organisation (WHO) which prescribe a maximum 'sound pressure level' of 50 dB L_{aeq} .

Sonus have recommended the following acoustic treatments to ensure the highest predicted level of noise generated by outdoor play activities does not exceed 50 dB(A) at any existing sensitive receiver:

- Construct solid boundary fences for the extent shown in **MAGENTA**, **PURPLE**, **BLUE**, and **ORANGE** Figure 2 and Figure 3 [Figure 1]. The fences should be constructed as follows:
 - The 2.4m fence marked up in **MAGENTA** should be constructed from two layers of 0.35mm BMT sheet steel (Colorbond or similar), and separated by framework with a minimum width of 50mm. An alternate material with an equivalent acoustic performance may also be used.
 - The 2.1m fences marked up in **PURPLE** should be constructed from a material such as 0.35mm BMT sheet steel (Colorbond or similar);
 - The 1.8m fence marked up in **BLUE** should be constructed from a material such as 0.35mm BMT sheet steel (Colorbond or similar);
 - The 1m fence marked up in **ORANGE** may be constructed using a clear material such as 4mm thick Perspex for visual purposes. Alternatively, a material such as 0.35mm BMT sheet steel may be used (Colorbond or similar).
- Seal the fences airtight at all junctions, including at the ground and joins to other fences and the building.

Figure 6-1 Outdoor play area acoustic treatment (c/- Sonus)



All of Sonus' recommended acoustic treatments have been adopted, as depicted within **Appendix 2** (refer to Plan 'DA04'), and on this basis, the development will achieve the noise criteria outlined within the WHO Guidelines.

6.8.2. CARPARK AND MECHANICAL PLANT NOISE

Interface between Land Uses PO 4.1 of the applies to the assessment of noise generated by carpark and mechanical plant:

PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).

The corresponding DPF suggests that PO 4.1 will be satisfied where noise levels are managed to meet the criteria set out within the Noise Policy. The noise policy specifies 'Goal Noise Levels' to the closest noise sensitive receivers, as listed below:

- An average noise level (Leq) of 42 dB(A) during the day (7:00am to 10:00pm);
- An average noise level (Leq) of 35 dB(A) during the night (10:00pm to 7:00am); and,
- A maximum instantaneous noise level (Lmax) of 60 dB(A) during the night (10:00pm to 7:00am).

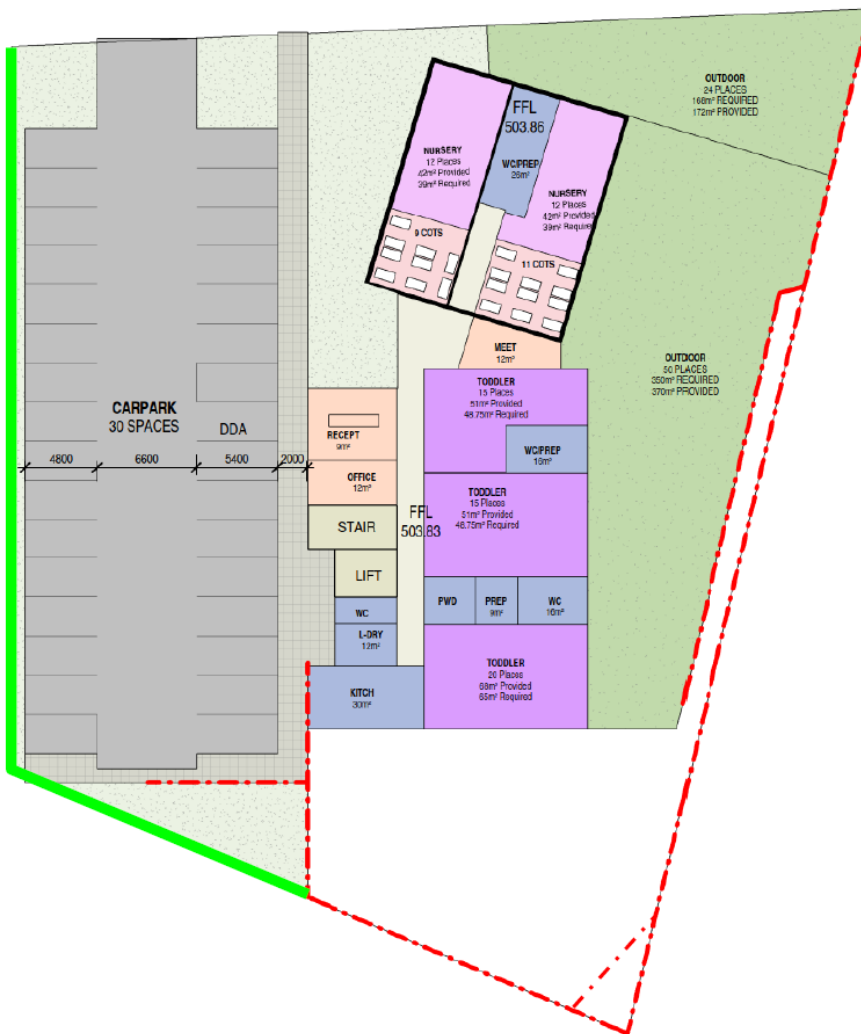
Noise level predictions for the carpark assumes a particular level of activity and a particular number of vehicle movements over a 15-minute period (as set out in page 12 of the Sonus Report). The selection of mechanical plant generally occurs during the detailed design phase of commercial projects. Accordingly, noise levels associated with mechanical plant operation is based on 'typical' plant selected for a land use of this nature. Sonus have assumed two air conditioning condensing units located on the

roof above the ground floor. It is acknowledged that any mechanical plant generating noise levels exceeding those levels referenced within the Sonus report would be subject to a separate assessment as part of a variation application pursuant to section 128 of the PDI Act.

Sonus have recommended the following acoustic treatments to ensure the highest predicted level of noise generated by car park activity play activities does not exceed 50 dB(A) at any existing sensitive receiver:

- In order to achieve the assessment criteria, a solid boundary fence should be constructed for the extent shown in **GREEN** in Figure 4 [Figure 2]. The fence should be 1.8m high, when measured from the top of any retaining walls, and constructed from a material such as 0.35mm BMT sheet steel (Colorbond or similar). The fences should seal airtight at all junctions, including at the ground and at joins to other fences.
- Locate the mechanical plant on the roof of the ground floor in the location shaded in **ORANGE** in Figure 5.

Figure 6-2 Fencing acoustic treatment (c/- Sonus)



Due to the quiet nature of the locality, Sonus have applied 5dB(A) penalty to any noise calculations. With the addition of the penalty, the predicted noise level average will be 38 dB(A) during the day (7:00am to 10:00pm) and 35 dB(A) during the night

(10:00pm to 7:00am). Similarly, Sonus concludes that the predicted noise levels will not exceed the 'Instantaneous Maximum Noise Level' of 60 dB(A) outlined within the Policy.

The fencing indicated within **Appendix 2** (refer 'Plan DA04') has been designed in accordance with the acoustic treatments recommended by Sonus, and accordingly, the development will achieve the 'Goal Noise Levels' specified within the Noise Policy.

6.8.3. REFUSE COLLECTION

To manage noise generated by waste collection activities, the Noise Policy prescribes waste collection hours of between 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day. As waste is to be collected on-site by a private waste contractor, collection hours can be managed to ensure compliance with the Noise Policy.

6.9. Traffic and Parking Considerations

Traffic and parking considerations are addressed in the Traffic and Parking Report prepared by CIRQA (**Appendix 6**). The findings of the CIRQA assessment have been considered with reference to the relevant Transport, Access and Parking General Development Policies.

6.9.1. ACCESS AND MANOEUVRING

The following provisions are relevant to an assessment of the proposed access and manoeuvring arrangements.

PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.

PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.

PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.

PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.

PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.

PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.

PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.

The assessment performed by CIRQA also confirms that the access point and car park have been designed facilitate safe and convenient vehicle movements including medium rigid vehicles for up to 10m in length) and in particular:

- All parking spaces have been designed in accordance with the relevant Australian Standards;

- The parking aisle will be 6.6 metres in width to facilitate two-way vehicle movements, including at the site entrance to avoid queuing along Pomona Road;
- A 1.0 m end-of-aisle extension provided beyond the last parking space in the aisle;
- A turn-around bay positioned at the end of the aisle; and
- The driveway access incorporates compliant pedestrian sightlines.

CIRQA confirms that the proposed access points and car park have been designed to accommodate safe and convenient vehicular access and movements (including medium rigid vehicles for deliveries of up to 10m long). CIRQA also confirms that vehicles will be capable of entering and exiting the subject site in a forward direction. Accordingly, Transport, Access and Parking PO 1.4 and PO 3.1 are both satisfied.

The proposed access points to service the site minimise the need to remove the mature verge plantings and infrastructure, with only two telecommunications pits to be relocated, thereby, addressing the requirements of PO 3.5.

Consistent with this Transport, Access and Parking PO 6.4, the development provides pedestrian linkages into the site from Pomona Road, with a 2.0m wide path providing safe and convenient access directly to the building entrance as well as along the southern and eastern car park bounds to provide safe refuge from vehicles.

Transport Access and Parking PO 6.6 seeks to ensure car parks are designed to accommodate the onsite loading and unloading of service vehicles. Swept turning paths for a medium rigid vehicle provided within the CIRQA report demonstrates that waste vehicles are capable of entering and exiting the subject site in a forward direction (following collection of waste from the dedicated and screened waste storage area). As all waste will be collected by a private waste contractor, timing for collection is capable of being controlled by the operator and will occur whilst the centre is not in operation.

As outlined above, the development has been designed to accommodate safe and convenient vehicle and pedestrian movements in accordance with the relevant provisions of the Code.

6.9.2. PARKING

PO 5.1 seeks to ensure development is provided with sufficient on-site parking to meet anticipated demands. The corresponding DPF outlines one way to achieve the Performance Outcome; suggesting that parking should be provided in accordance with the rates expressed in Transport, Access and Parking Table 1 – General Off-Street Car Parking Requirements. In relation to the child care centres, Table 1 prescribes a parking rate of 0.25 spaces per child, which equates to 30 (29.5) parking spaces for the proposed 118-place childcare centre. The proposed onsite provision of 30 spaces therefore exceeds the minimum rates prescribed by the Code.

In accordance with PO 4.1, the carpark also incorporates a designated and conveniently positioned disabled parking space, located directly adjacent the main entrance to the building.

The carpark gradient has also been designed to address the requirements for site access by emergency service vehicles, as per PO 5.1 of the Hazards (Bushfire – Medium Risk) Overlay. In particular, CIRQA notes that the carpark gradient satisfies those requirements outlined within the Australian Standards with respect to the access arrangements for emergency service vehicles (as well as refuse vehicles).

6.9.3. TRAFFIC GENERATION

The CIRQA report includes a comprehensive assessment of anticipated traffic volumes, and their potential impacts on the operation/function of the adjacent road network, including road intersections.

The following provisions of the Code are relevant to this aspect of the traffic assessment:

Traffic Generating Development Overlay

PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.

Transport, Access and Parking General Development Policies

PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.

CIRQA estimates that the development will generate an additional 145 am and 111 pm peak hour trips on the surrounding road network.

The CIRQA analysis identifies existing surveyed peak traffic volumes (base case scenario) and compares these with the following future scenarios:

- Future Scenario 1: Peak child care centre traffic volumes plus the existing surveyed peak traffic volumes; and
- Future Scenario 2: Child care centre traffic volumes at the network peak plus the surveyed movements.

With respect to both scenarios, CIRQA notes the following:

“Future Scenario 1 represents a highly conservative assessment as it assumes both the centre’s peak hours overlap with the general road network peaks. As detailed above, this is highly unlikely. The Future Scenario 2 provides a more realistic assessment of the impacts of the proposal. Nevertheless, both approaches have been assessed for conservatism and as a sensitivity analysis.”

The analysis conducted by CIRQA has been informed by SIDRA modelling to determine the impact of both future scenarios on the operation and capacity of all effected road intersections. The following provides a summary of the findings of the CIRQA analysis:

- Key intersections currently operate well below capacity and generally with a high Level of Service;

- Scenario 1, the conservative assessment, (of the unlikely event that the proposal's peak traffic generation overlaps with the road network peak), would result in minimal change in conditions at key intersections;
- The SIDRA analysis assumes that all movements associated with the child care centre are new trips on the network. In reality, a portion of traffic generated by the child care may be existing with parents/caregivers potentially dropping-off/picking-up their children as part of their commute/school run.
- The propose long-stay childcare centre does not have set start and finish times and accordingly, peak movements associated with the proposed development are less intense and are spread over a greater period of time;
- Further to the above, the peak conditions associated with both scenarios would only be for very limited periods until the traffic associated with the adjoining primary school has dissipated;

In light of the above findings, CIRQA makes the following conclusions:

“The modelling for Scenarios 1 and 2 indicates that the proposal will have a minimal impact upon the existing operation of the key intersections. The traffic generated by the proposal will therefore be readily accommodated on the adjacent road network.”

Further to the above discussion, the analysis conducted by CIRQA suggests that additional traffic volumes to be generated by the proposed childcare centre are capable of being sustained by the adjacent road network (including key intersections), as per the above-mentioned assessment policies.

6.10. Stormwater Management

The stormwater management plan and associated stormwater methodology prepared by CPR is provided in Appendix 7.

The stormwater design prepared by CPR has been assessed against the relevant provisions of the Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay. The fundamental intent of the of the Overlay is to ensure development is appropriately designed to safeguard Greater Adelaide's public water supply.

In accordance with PO 3.1 of this Overlay, the development incorporates a total of 35.5kL of detention (combined above and below ground detention) with discharge rates from these tanks restricted to ensure post development stormwater flows do not exceed pre-development rates.

PO 1.1, 1.2, 3.2 and 3.3 of this Overlay seek to ensure water is appropriately treated to protect water-quality. Consistent with these provisions, all car park run off will be treated within a rain garden prior to being discharged to Pomona Road.

Further to the above discussion, it is our view the stormwater system has been designed to appropriately manage the collection and disposal of stormwater in accordance with the relevant Overlay provisions.

6.11. Wastewater Management



In addition to the stormwater management provisions addressed above, the Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay also includes provisions which seek to ensure wastewater generated by the development is captured and disposed of in a manner which protects Greater Adelaide's water supply from pollution/contamination (PO 2.1 and 2.4). Consistent with the recommendations set out with each corresponding DPF, the childcare centre will be connected to the existing mains sewer infrastructure within Pomona Road.

7. CONCLUSION

This development application seeks Planning Consent to establish a 118-place childcare centre through the adaptive re-use of a local heritage place and rear additions with associated decking, car parking, retaining walls, fencing, earthworks and landscaping at 52 Pomona Road, Stirling. The Site is located within the Rural Neighbourhood Zone and the Adelaide Hills Subzone.

Following an inspection of the subject site and locality, a review of the proposed plans and associated specialist reports accompanying the application, and a detailed assessment of the proposed development against the relevant provisions of the Planning and Design Code, we have formed the opinion that the proposed development represents appropriate and orderly development which accords with the relevant provisions of the Code for the reasons summarised below:

- The Rural Neighbourhood Zone contemplates a variety of non-residential uses, including a ‘child care facility’ under DPF 1.1.
- Whilst the Code specifically seeks to restrict the scale of ‘commercial’ uses (such as offices, consulting rooms and shops), such restrictions are not specially referenced for ‘community service’ uses.
- Notwithstanding the above, the proposed development satisfies all zone DPF’s relating to building height, scale and setbacks, to achieve a built form outcome which is compatible with the established residential character of the locality.
- The external appearance (including colours, materiality and architectural features) of the building is generally aligned with the relevant Design in Urban Areas General Development Policies.
- The proposed partial demolition works involve removing structures which pose no heritage value, as supported by a heritage architect, and enables the restoration and adaptive re-use of the remnant/original heritage fabric for access by local community (albeit private community service use).
- The proposed addition will be complementary to the heritage values of the local heritage place, particularly through its siting, scale and design at the rear of the local heritage place, therefore not dominating the place.
- The rear outdoor play area and car park positioning seeks to minimise earthworks and retaining wall heights, which has been carefully designed to respond to the existing levels of the site, with the building primarily screened from adjoining land due to the topography of the site.
- The proposed scheme of fencing and retaining walls proposed on-site is not unreasonable in height, with tiered retaining walls within the site, and limited visual impact for adjoining land owners/occupiers.
- The landscape design includes tall shrubs to screen the site from adjoining land, and maintaining a consistent streetscape along Pomona Road, while also enabling passive surveillance into the site through the driveway and pedestrian path opening.
- The comprehensive planting of small, medium and tall trees, in conjunction with the overall landscaping scheme, will soften and enhance the appearance of the building and car park and be consistent with the landscaped character of the locality.
- The proposed fencing scheme is not unreasonable in height and ensures the development will achieve the relevant objective noise criteria (the Noise Policy and WHO guidelines) and accordingly, the development will not result in unreasonable noise impacts to adjacent sensitive receivers.
- The traffic and parking assessment performed by CIRQA confirms that:

- The carpark and access arrangements have been designed in accordance with the relevant Australian Standards;
 - The development has been designed with sufficient on-site parking in accordance with the prescribed rates set out within the Code; and
 - Projected traffic generation rates and traffic distribution will have negligible impact on the function and/or capacity of the surrounding road network.
- The stormwater management plan prepared by CPR demonstrates a stormwater methodology that supports the safe and efficient collection, detention, treatment and disposal of stormwater in accordance with Council’s design standards and the Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay, particularly through the use of Water Sensitive Design techniques.

On this basis, the proposed development is highly aligned with the most relevant provisions of the Planning and Design Code and warrants Planning Consent, subject to reasonable and relevant conditions.

REAL PROPERTY ACT, 1886



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



Certificate of Title - Volume 5355 Folio 911

Parent Title(s) CT 3820/189
Creating Dealing(s) CONVERTED TITLE
Title Issued 16/08/1996 Edition 5 Edition Issued 24/04/2019

Estate Type

FEE SIMPLE

Registered Proprietor

STEPHAN JAMES O'RIELLEY
OF 52 POMONA ROAD STIRLING SA 5152

Description of Land

ALLOTMENT 58 FILED PLAN 158404
IN THE AREA NAMED STIRLING
HUNDRED OF NOARLUNGA

Easements

TOGETHER WITH RIGHT(S) OF WAY OVER THE LAND MARKED X (GRO NO.47 BOOK 249)

Schedule of Dealings

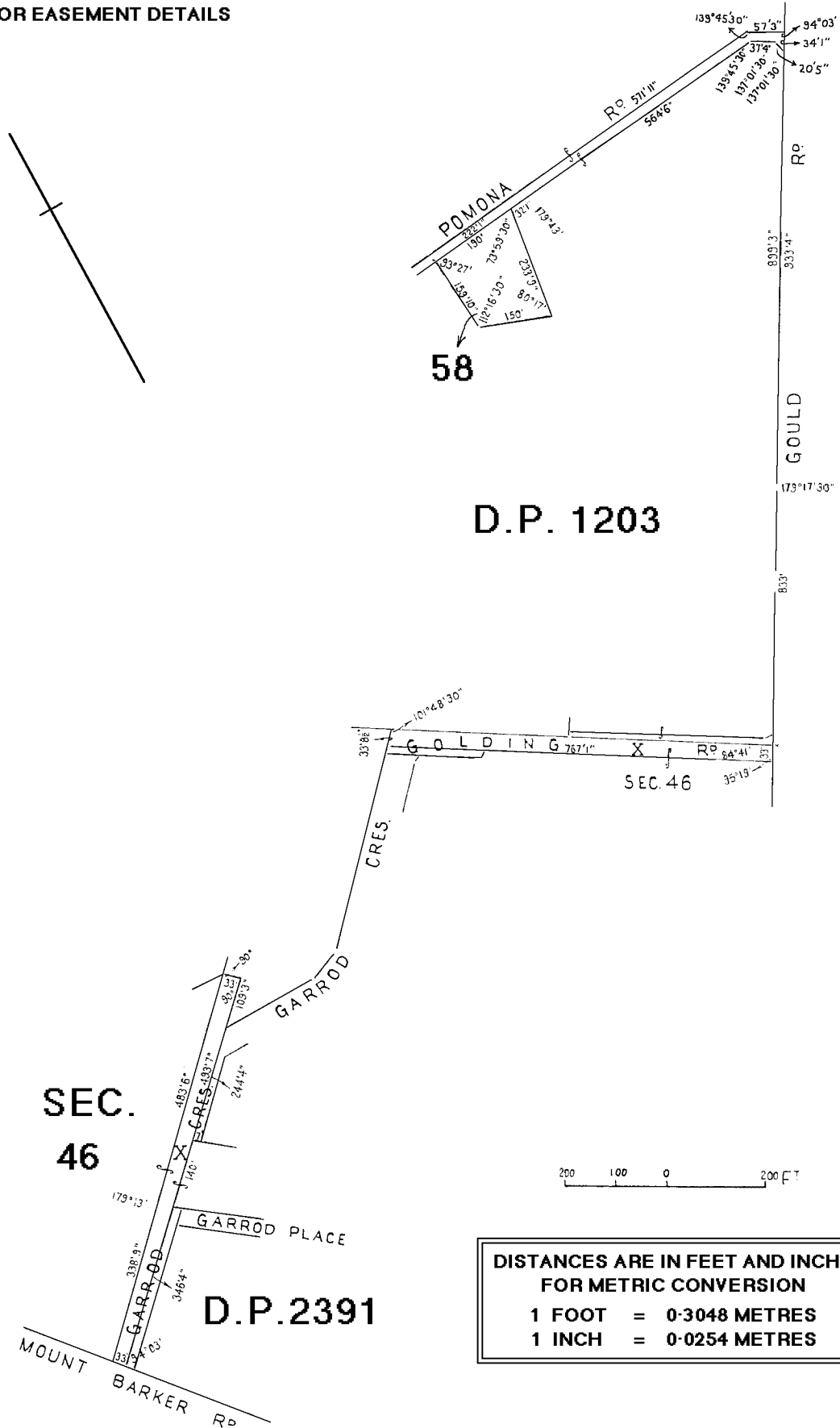
Dealing Number	Description
13086010	MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD. (ACN: 005 357 522)

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 3820/189
 SEE TITLE TEXT FOR EASEMENT DETAILS

LAST PLAN REF: D.P. 1203



NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION



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POMONA ROAD CCC

52 POMONA RD, STIRLING SA 5152

DA ISSUE

JUNE 2023

ARCHITECTURAL DRAWING SCHEDULE

SHEET LIST - DA			
Sheet Number	Sheet Name	Revision	Revision Date
DA01	COVER SHEET	2	07/09/23
DA02	EXISTING CONDITIONS	1	26/06/23
DA02A	EXISTING BUILDING PLAN	1	26/06/23
DA03	CONTEXT & SITE ANALYSIS	1	26/06/23
DA04	SITE PLAN	2	07/09/23
DA05	GROUND FLOOR PLAN	2	07/09/23
DA06	FIRST FLOOR PLAN	1	26/06/23
DA07	ROOF PLAN	1	26/06/23
DA08	ELEVATIONS	2	07/09/23
DA09	ELEVATIONS	2	07/09/23
DA10	FENCE ELEVATIONS	2	07/09/23
DA10A	FENCE ELEVATIONS	1	07/09/23
DA11	SECTIONS	1	26/06/23
DA12	3D IMAGES	1	26/06/23

PRINTING NOTE

THIS DRAWING IS TO BE PRINTED IN COLOUR.
THIS NOTE IS RED.

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23
2	DA RFI RESPONSES	07/09/23

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POMONA ROAD CCC

COVER SHEET

Scale 1 : 1

Drawn Author

Date 21/06/2023

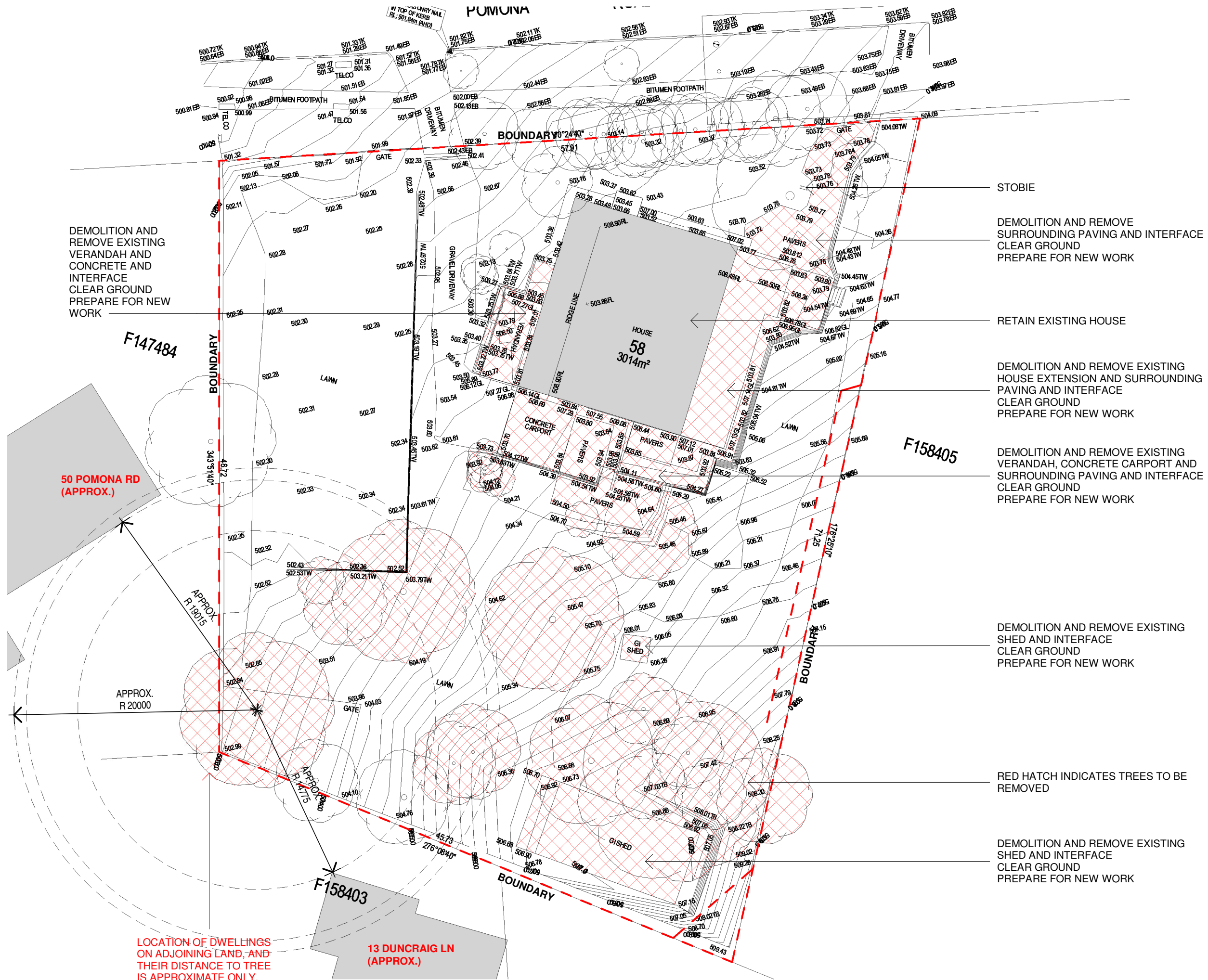
Job No. 2023037

Dwg No. **3605 DA01** Rev: **2** A3 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23



- STOBIE
- DEMOLITION AND REMOVE SURROUNDING PAVING AND INTERFACE CLEAR GROUND PREPARE FOR NEW WORK
- RETAIN EXISTING HOUSE
- DEMOLITION AND REMOVE EXISTING HOUSE EXTENSION AND SURROUNDING PAVING AND INTERFACE CLEAR GROUND PREPARE FOR NEW WORK
- DEMOLITION AND REMOVE EXISTING VERANDAH, CONCRETE CARPORT AND SURROUNDING PAVING AND INTERFACE CLEAR GROUND PREPARE FOR NEW WORK
- DEMOLITION AND REMOVE EXISTING SHED AND INTERFACE CLEAR GROUND PREPARE FOR NEW WORK
- RED HATCH INDICATES TREES TO BE REMOVED
- DEMOLITION AND REMOVE EXISTING SHED AND INTERFACE CLEAR GROUND PREPARE FOR NEW WORK

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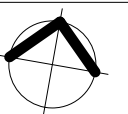
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EXISTING CONDITIONS

Scale 1 : 300
 Drawn Author
 Date 02/12/18
 Job No. 2023037

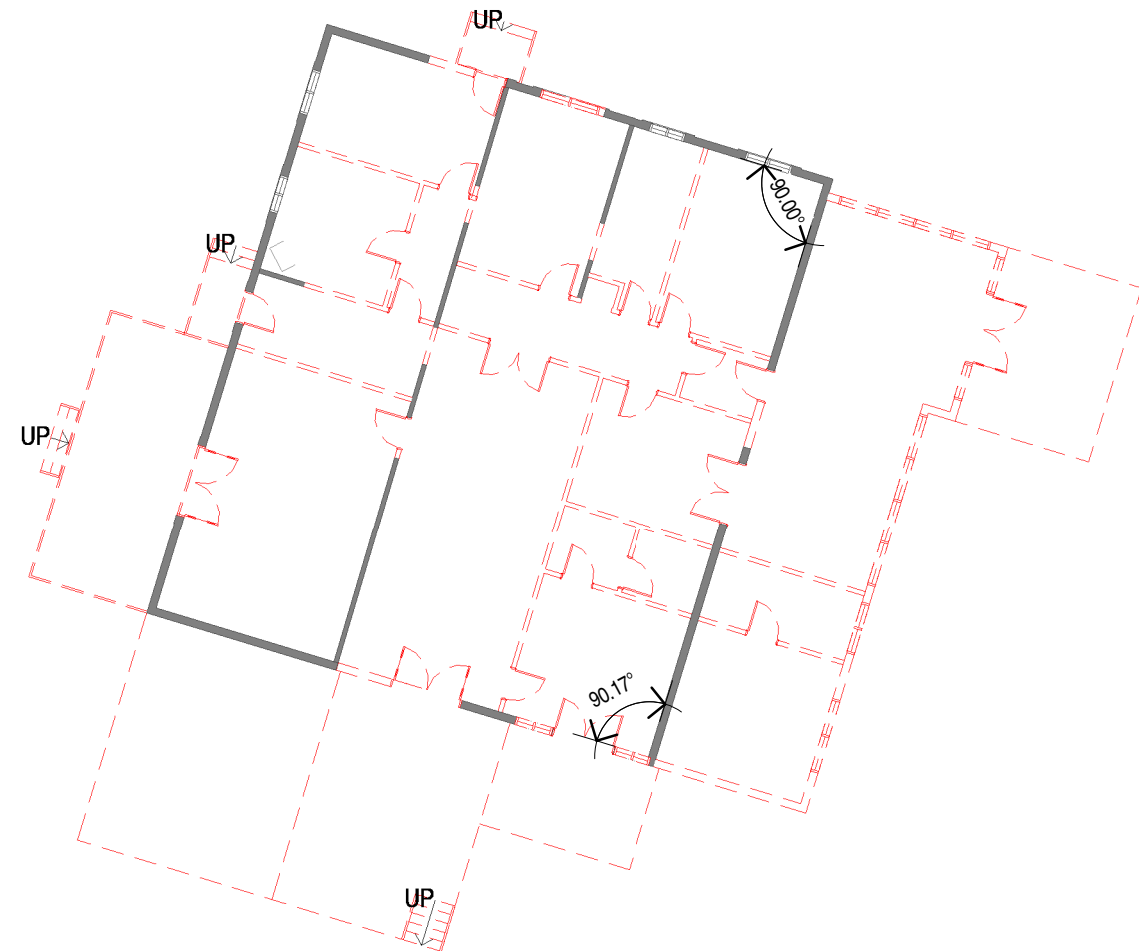


Dwg No. **3605 DA02** Rev: **1** A3 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23



EXISTING BUILDING

1 : 200

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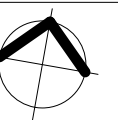
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EXISTING BUILDING PLAN

Scale 1 : 200
Drawn Author
Date 02/12/18
Job No. 2023037



Dwg No. **3605 DA02A** ev: 1 A3 SHEET



DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23

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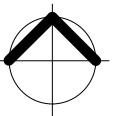
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CONTEXT & SITE ANALYSIS

Scale 1 : 1000
Drawn Author
Date 02/12/18
Job No. 2023037

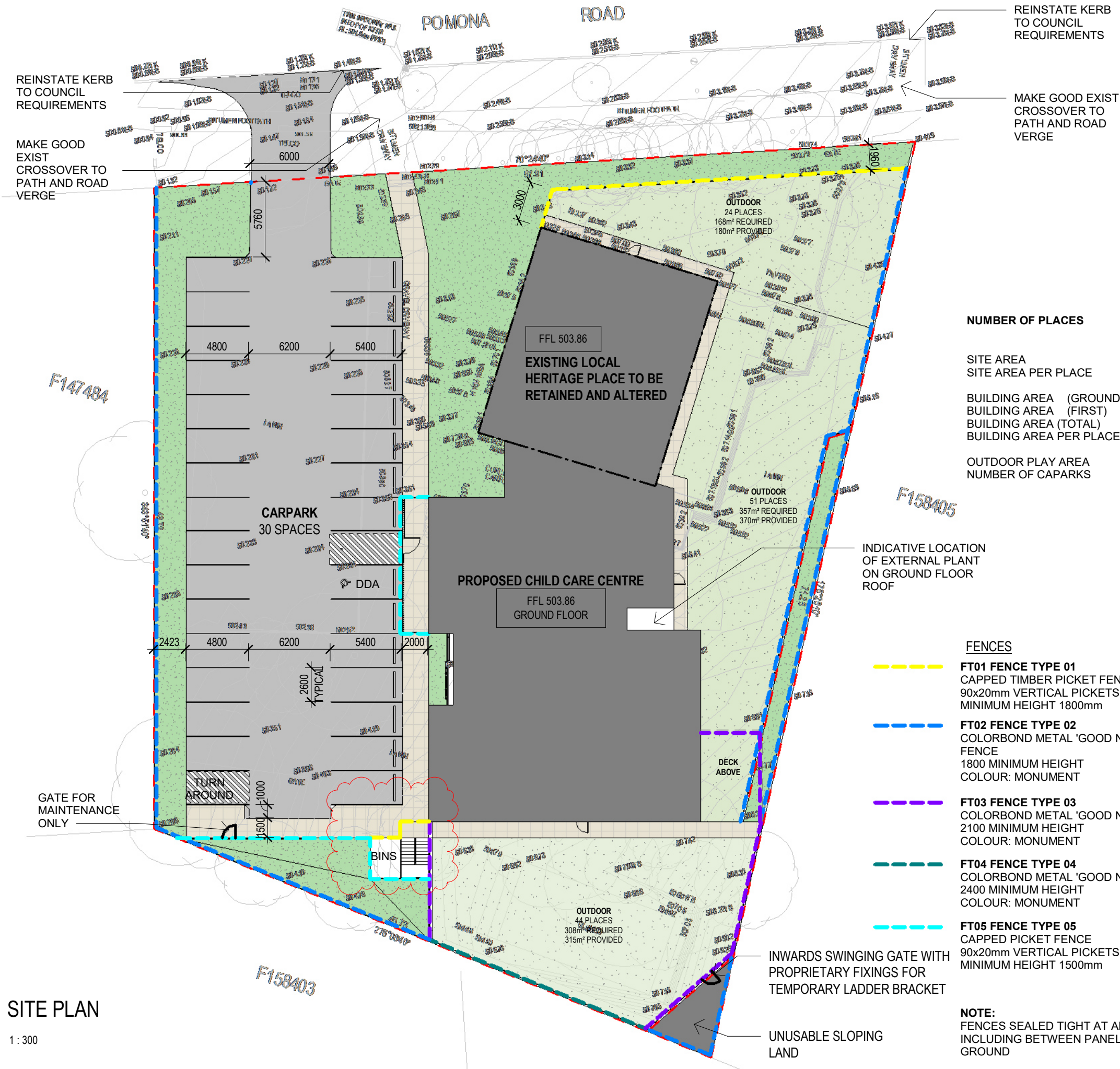


Dwg No. **3605 DA03** Rev: **1** A3 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23
2	DA RFI RESPONSES	07/09/23
3	FENCE AND GROUND UPDATES	18/01/24



NUMBER OF PLACES	118
SITE AREA	2920m ²
SITE AREA PER PLACE	24.7m ²
BUILDING AREA (GROUND)	679m ²
BUILDING AREA (FIRST)	305m ²
BUILDING AREA (TOTAL)	984m ²
BUILDING AREA PER PLACE	8.3m ²
OUTDOOR PLAY AREA	865m ²
NUMBER OF CAPARKS	30

- FENCES**
- FT01 FENCE TYPE 01**
CAPPED TIMBER PICKET FENCE
90x20mm VERTICAL PICKETS 40mm SPACING
MINIMUM HEIGHT 1800mm
 - FT02 FENCE TYPE 02**
COLORBOND METAL 'GOOD NEIGHBOUR' TYPE FENCE
1800 MINIMUM HEIGHT
COLOUR: MONUMENT
 - FT03 FENCE TYPE 03**
COLORBOND METAL 'GOOD NEIGHBOUR' TYPE FENCE
2100 MINIMUM HEIGHT
COLOUR: MONUMENT
 - FT04 FENCE TYPE 04**
COLORBOND METAL 'GOOD NEIGHBOUR' TYPE FENCE
2400 MINIMUM HEIGHT
COLOUR: MONUMENT
 - FT05 FENCE TYPE 05**
CAPPED PICKET FENCE
90x20mm VERTICAL PICKETS 40mm SPACING
MINIMUM HEIGHT 1500mm

NOTE:
FENCES SEALED TIGHT AT ALL JUNCTIONS, INCLUDING BETWEEN PANELS AND AT THE GROUND

SITE PLAN

1 : 300

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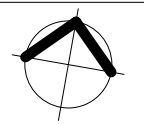
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SITE PLAN

Scale 1 : 300
Drawn Author
Date 02/12/18
Job No. 2023037

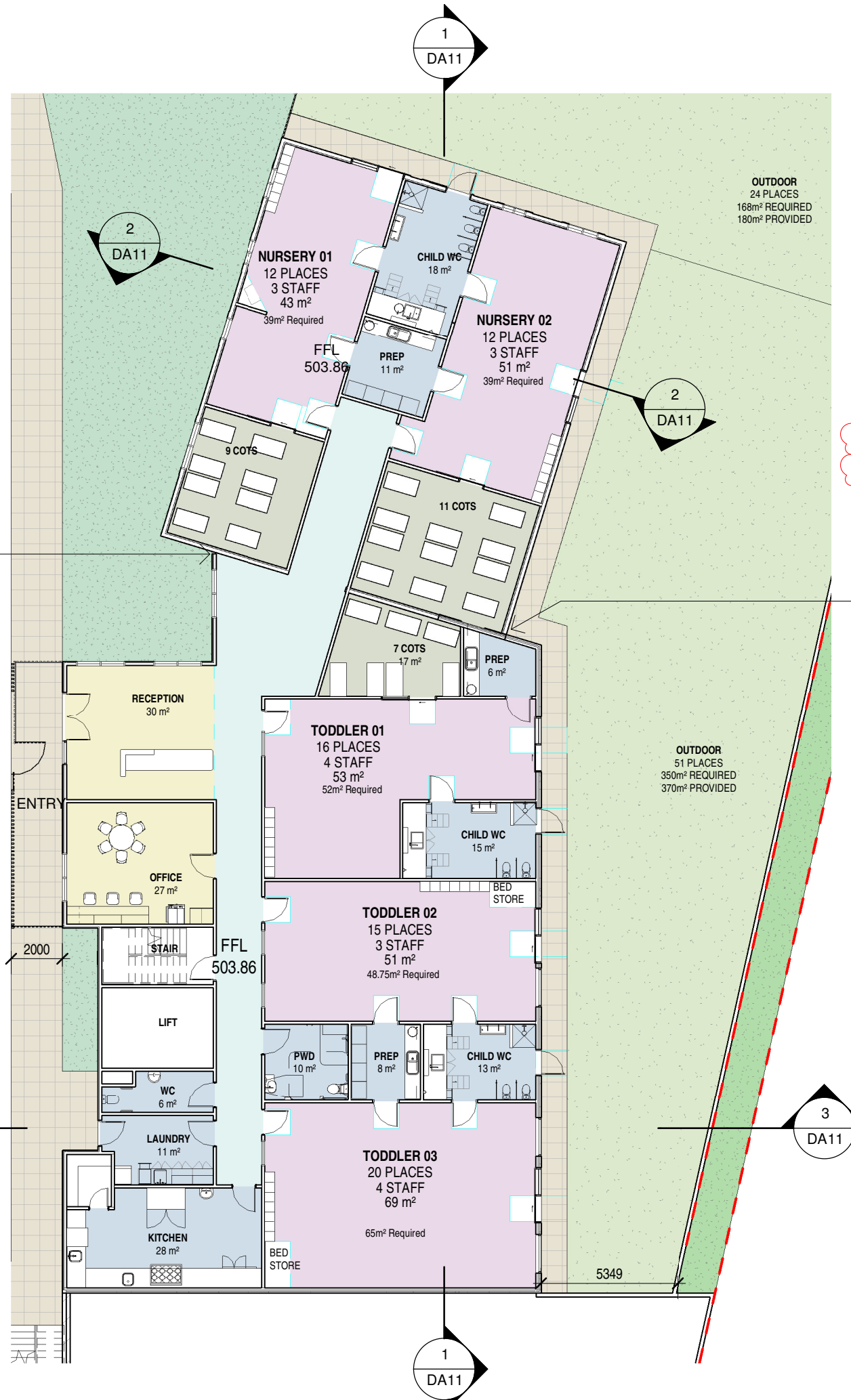


Dwg No. **3605 DA04** Rev: **3** A3 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23
2	DA RFI RESPONSES	07/09/23



EXISTING DOOR AND WINDOW OPENINGS ON THE HERITAGE BUILDING ARE BEING USED WHERE POSSIBLE. UNUSABLE DOORS WILL BE MAINTAINED AS SEALED GLAZING AND WILL APPEAR THE SAME TO THE EXTERNAL SIDE. REPLACED DOORS AND WINDOWS TO BE FINISHED IN STYLE TO MATCH EXISTING CHARACTER.

CONNECTION TO EXISTING HERITAGE BUILDING. ORIGINAL WALL TO BE KEPT AS ORIGINAL WITH NEW WEATHERBOARD WALL STUD FRAME CONNECTING

CONNECTION TO EXISTING HERITAGE BUILDING. ORIGINAL WALL TO BE KEPT AS ORIGINAL WITH NEW HEBEL WALL CONNECTION

GROUND FLOOR

1 : 200

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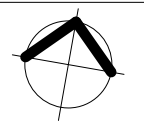
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GROUND FLOOR PLAN

Scale 1 : 200
 Drawn Author
 Date 02/12/18
 Job No. 2023037

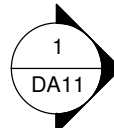


Dwg No. **3605 DA05** Rev: **2** A3 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23



FIRST FLOOR

1 : 200

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FIRST FLOOR PLAN

Scale 1 : 200
Drawn Author
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Job No. 2023037



Dwg No. **3605 DA06** Rev: **1** A3 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23

2
DA11

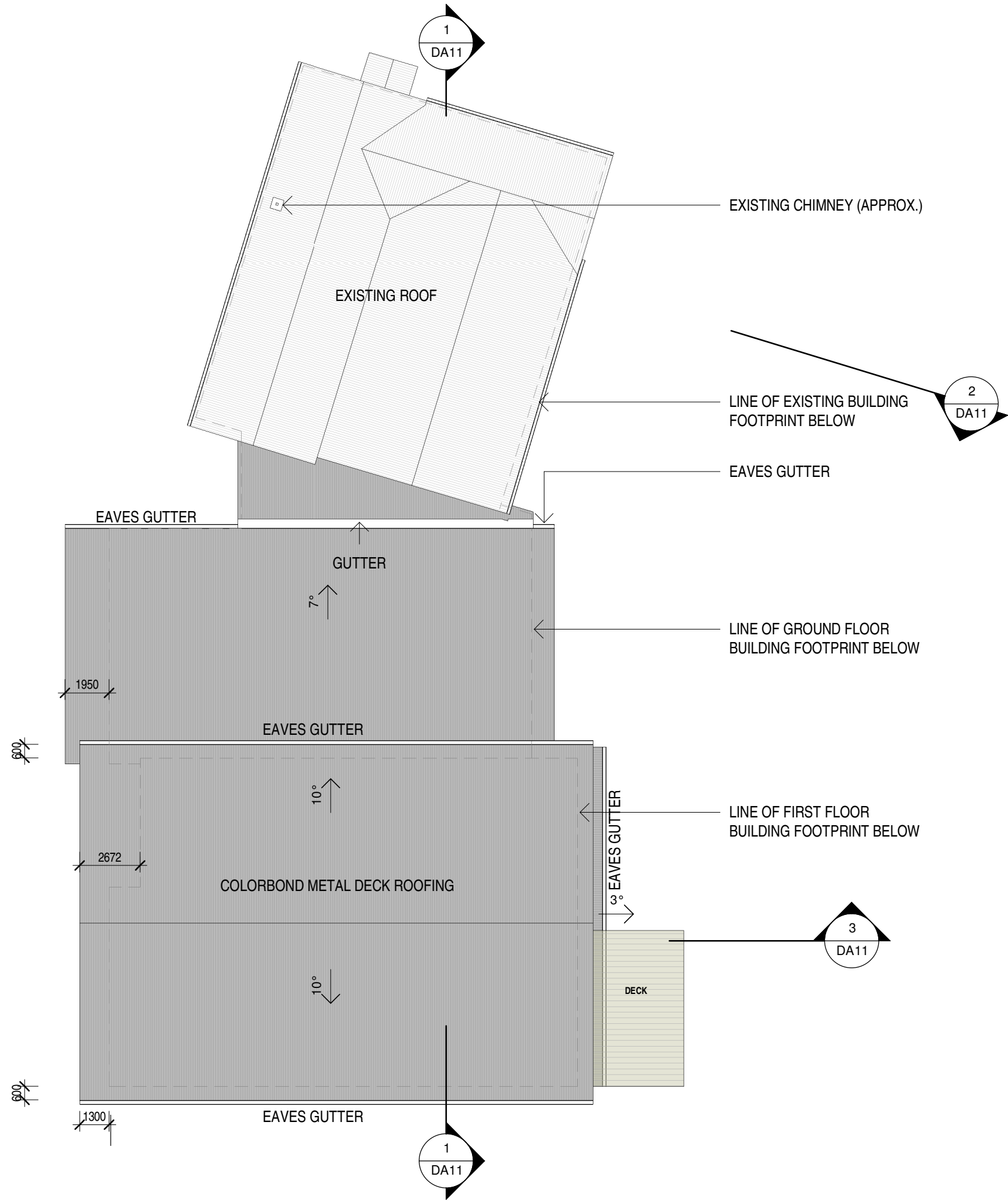
1
DA11

2
DA11

3
DA11

3
DA11

1
DA11



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ROOF PLAN

Scale 1 : 200
 Drawn Author
 Date 02/12/18
 Job No. 2023037



Dwg No. **3605 DA07** Rev: **1** A3 SHEET

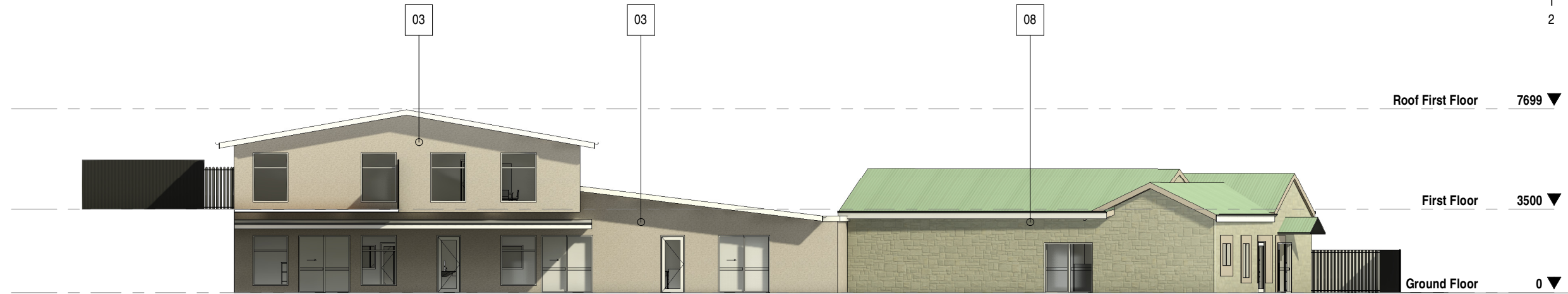
ROOF

1 : 200

DA ISSUE

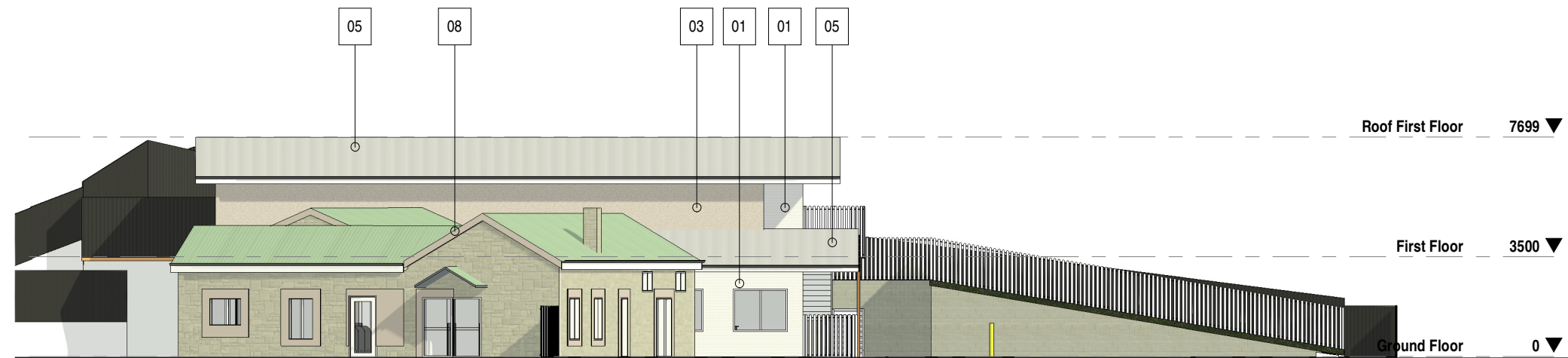
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Rev	Amendment	Date
1	DA SET	26/06/23
2	DA RFI RESPONSES	07/09/23



EAST ELEVATION

1 : 200



NORTH ELEVATION

1 : 200

									
01 WEATHERBOARD COLOUR: WHITE	02 TIMBER BATTENS	03 HEBEL PANEL COLOUR: DULUX TRANQUIL RETREAT	04 AXON COLOUR: WOODLAND GREY FEATURE: DULUX PESTO	05 ROOF COLOUR: DULUX DIESKAU	06 COLORBOND METAL FENCE COLOUR: WOODLAND GREY	07 CAPPED TIMBER PICKET FENCE COLOUR: WHITE	08 EXISTING BUILDING	09 DECK	10 SIGNAGE COLOUR: EDEN FOREST GREEN

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POMONA ROAD CCC

ELEVATIONS

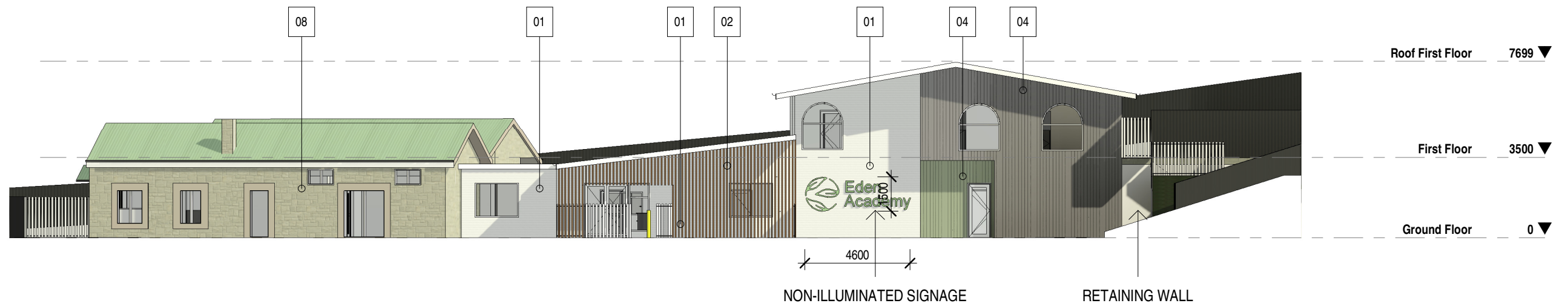
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Drawn Author
Date 02/12/18
Job No. 2023037

Dwg No. **3605 DA08** Rev: **2** A3 SHEET

DA ISSUE

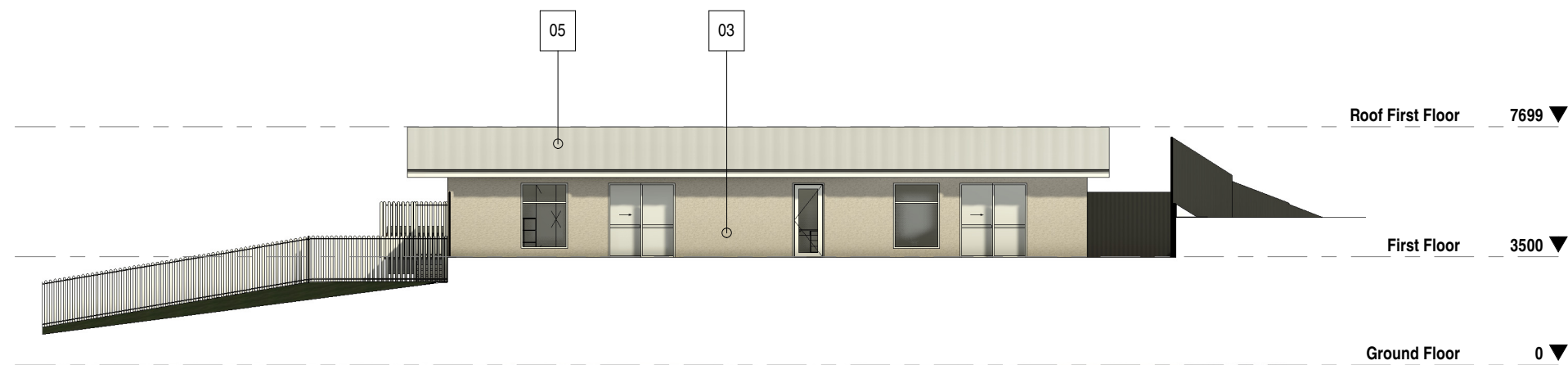
ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23
2	DA RFI RESPONSES	07/09/23






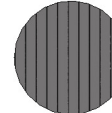
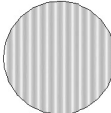
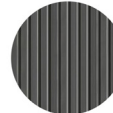




WEST ELEVATION

1 : 200



SOUTH ELEVATION

1 : 200

									
01 WEATHERBOARD COLOUR: WHITE	02 TIMBER BATTENS	03 HEBEL PANEL COLOUR: DULUX TRANQUIL RETREAT	04 AXON COLOUR: WOODLAND GREY FEATURE: DULUX PESTO	05 ROOF COLOUR: DULUX DIESKAU	06 COLORBOND METAL FENCE COLOUR: WOODLAND GREY	07 CAPPED TIMBER PICKET FENCE COLOUR: WHITE	08 EXISTING BUILDING	09 DECK	10 SIGNAGE COLOUR: EDEN FOREST GREEN

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POMONA ROAD CCC

ELEVATIONS

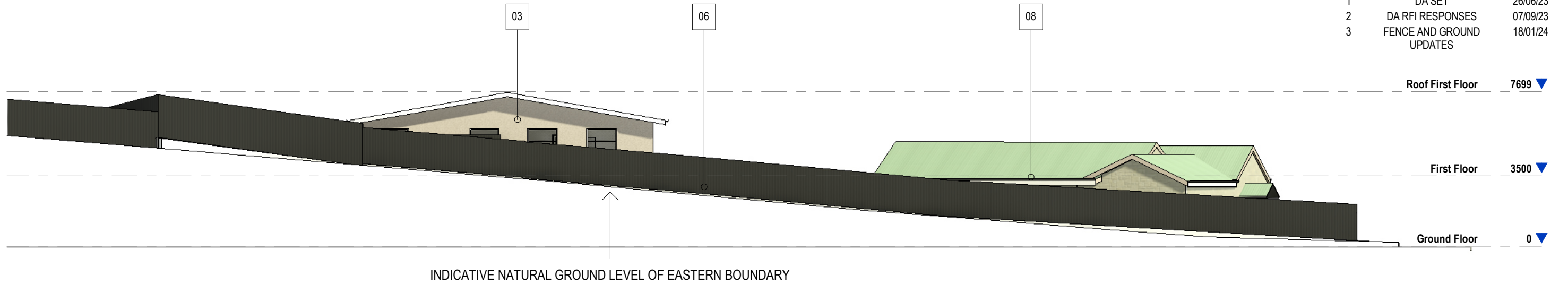
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Drawn Author
Date 06/01/23
Job No. 2023037

Dwg No. **3605 DA09** Rev: **2** A3 SHEET

DA ISSUE

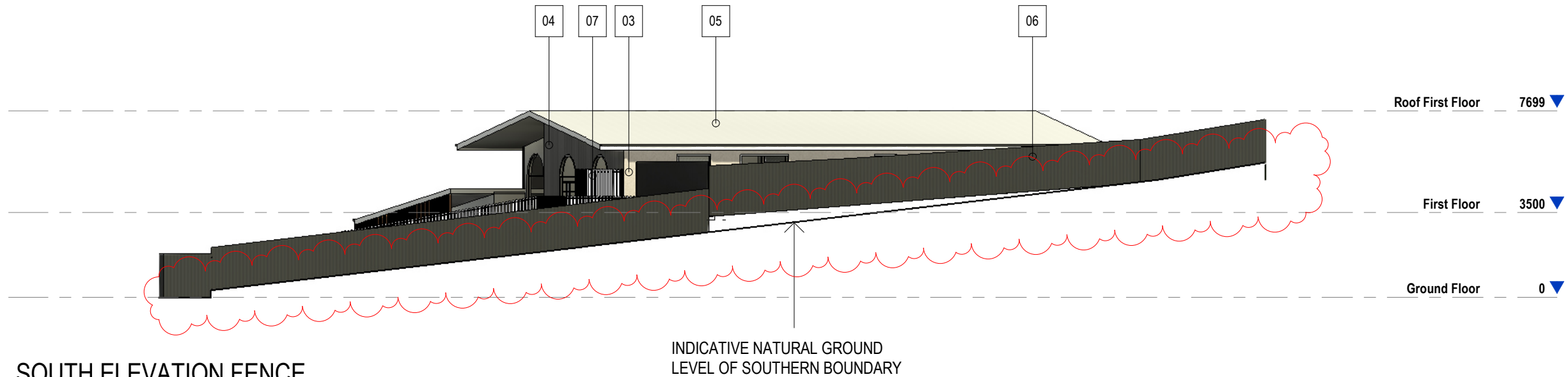
ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23
2	DA RFI RESPONSES	07/09/23
3	FENCE AND GROUND UPDATES	18/01/24



EAST FENCE ELEVATION

1 : 200



SOUTH ELEVATION FENCE

1 : 200



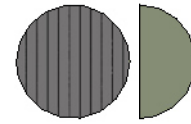
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ACCORD PROPERTY LTD

POMONA ROAD CCC

FENCE ELEVATIONS

- 
01
 WEATHERBOARD
 COLOUR: WHITE
- 
02
 TIMBER
 BATTENS
- 
03
 HEBEL PANEL
 COLOUR: DULUX
 TRANQUIL
 RETREAT
- 
04
 AXON
 COLOUR:
 WOODLAND GREY
 FEATURE: DULUX
 PESTO
- 
05
 ROOF
 COLOUR:
 DULUX DIESKAU
- 
06
 COLORBOND METAL
 FENCE
 COLOUR: WOODLAND
 GREY
- 
07
 CAPPED TIMBER
 PICKET FENCE
 COLOUR: WHITE
- 
08
 EXISTING
 BUILDING
- 
09
 DECK
- 
10
 SIGNAGE
 COLOUR: EDEN
 FOREST GREEN

Scale 1 : 200
 Drawn Author
 Date 06/01/23
 Job No. 2023037

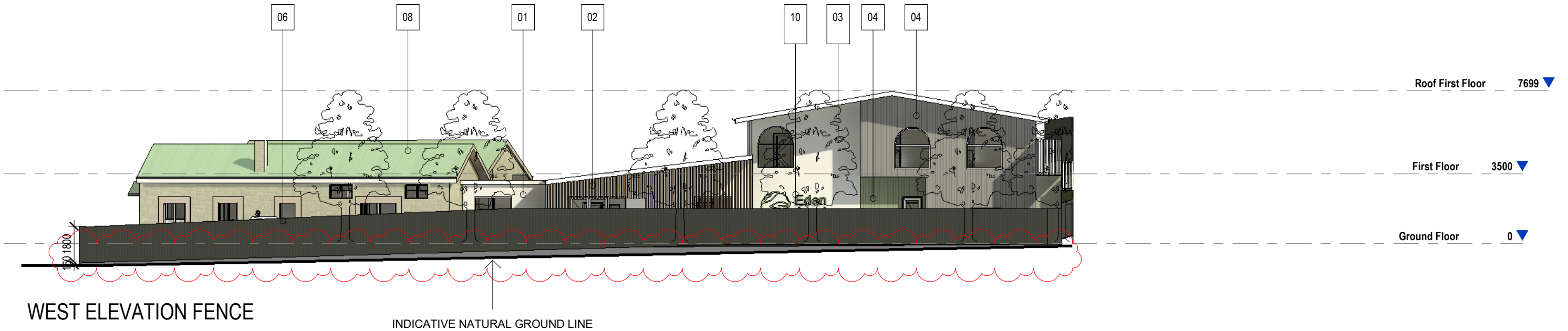
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DA ISSUE

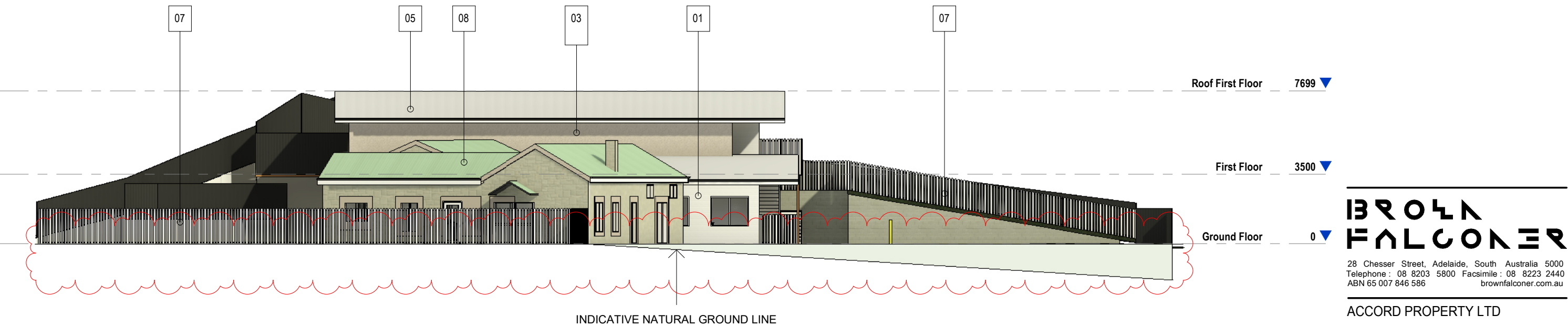
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18/01/2024 9:26:00 AM

Rev	Amendment	Date
1	DA RFI RESPONSES	07/09/23
2	FENCE AND GROUND UPDATES	18/01/24




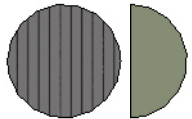
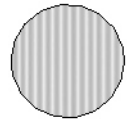
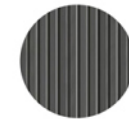






1 : 200



NORTH ELEVATION FENCE

1 : 200

- 
01
 WEATHERBOARD
 COLOUR: WHITE
- 
02
 TIMBER
 BATTENS
- 
03
 HEBEL PANEL
 COLOUR: DULUX
 TRANQUIL
 RETREAT
- 
04
 AXON
 COLOUR:
 WOODLAND GREY
 FEATURE: DULUX
 PESTO
- 
05
 ROOF
 COLOUR:
 DULUX DIESKAU
- 
06
 COLORBOND METAL
 FENCE
 COLOUR: WOODLAND
 GREY
- 
07
 CAPPED TIMBER
 PICKET FENCE
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- 
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 DECK
- 
10
 SIGNAGE
 COLOUR: EDEN
 FOREST GREEN



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POMONA ROAD CCC

FENCE ELEVATIONS

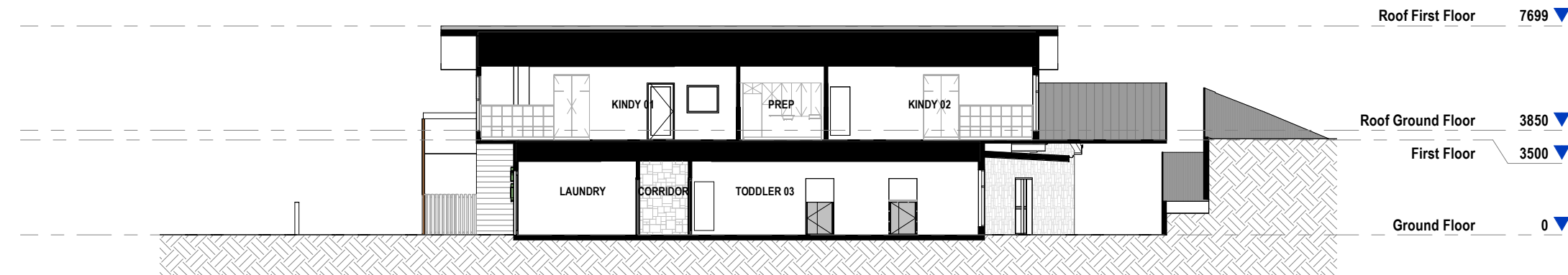
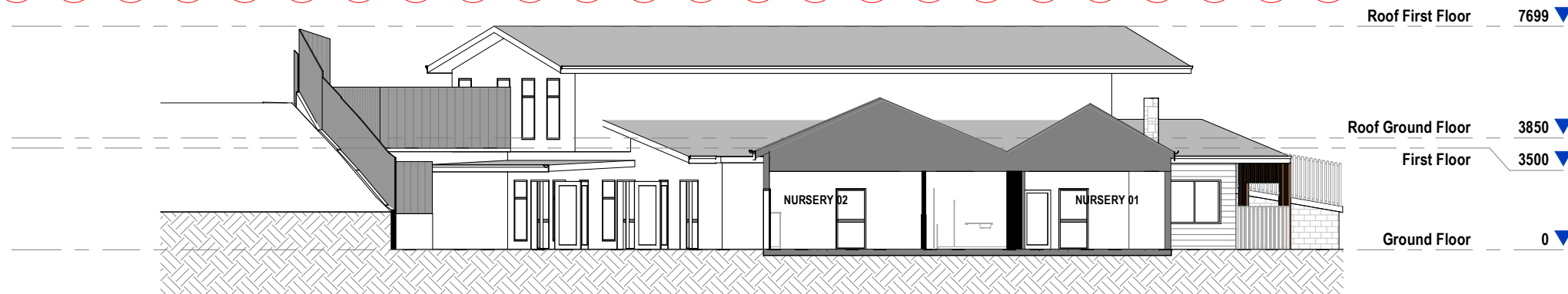
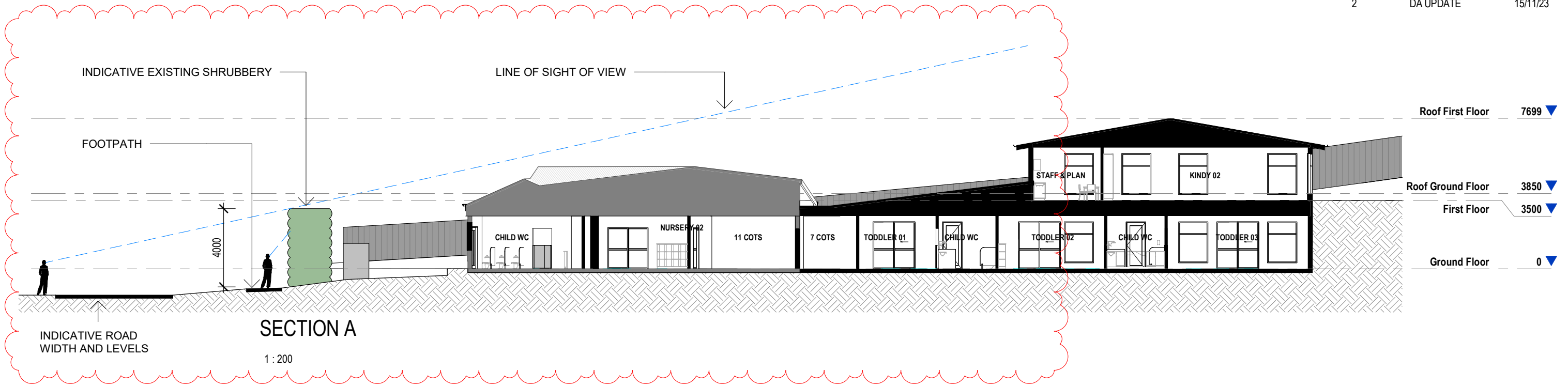
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 Drawn Author
 Date 09/07/23
 Job No. 2023037

Dwg No. **3605 DA10A**ev. 2 A3 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23
2	DA UPDATE	15/11/23



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ACCORD PROPERTY LTD

POMONA ROAD CCC

SECTIONS

Scale 1 : 200
 Drawn Author
 Date 02/12/18
 Job No. 2023037

Dwg No. **3605 DA11** Rev: **2** A3 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23



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Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

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Proposed Child Care Centre at 52 Pomona Road, Stirling

Heritage Impact Assessment

DA234381 - Issue B

29.06.2023

*dash*architects

DASH (Danvers Schulz Holland) Architects was founded in 1964 and has since established itself as one of South Australia's leading exponents of designing architecture responsive to its context.

Operating across the fields of architecture and interiors, heritage, management, strategies and placemaking, the firm's approach centres on running projects as a collaborative process with clear communication strategies, rational planning and rigorous cost controls.

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*dash*architects

L2, 141-149 Ifould Street
Adelaide SA 5000
t 8223 1655
adelaide@dasharchitects.com.au
www.dasharchitects.com.au
ABN 82 059 685 059

1.0 Introduction

In early 2023, DASH Architects was engaged by Accord Property (the Applicant) to provide both Heritage Advice to it and its Design Team, and then prepare this Heritage Impact Assessment (HIA), in relation to the proposed redevelopment of 52 Pomona Road, Stirling (the Subject Site) as a Child Care Centre.

The Subject Site is a Local Heritage Place (No. 15134) under the Code known as 'House, The Coach House'.



Figure 1 – Coach House, 1996 [Source: Weidenhofer 1997:ST152]

The following HIA outlines:

- The process we have followed.
- Background information regarding the Subject Site.
- Description of the proposed works.
- Assessment of any Heritage Impact of those works against the Code.
- Assessment of any Heritage Impacts on other Heritage Places in the locality.
- Summary and conclusions.

In preparing this Report, we have:

- Reviewed the Design Architects' drawings: Brown Falconer's drawings 2023037 3605 DA01-12, and DA02A Rev 1(DA ISSUE) 26/6/23, describing the proposed works.
- Reviewed relevant sections of the Code.
- Reviewed a "Heritage Survey Identification Sheet" (data sheet) taken from Weidenhofer, T. 1997, 'Stirling District Heritage Survey', March, prepared in association with S. Laurence for the District Council of Stirling, Adelaide.
- Visited the site and locality (noting that we were not able to gain access to the interior of the building).

As background, our Preliminary Heritage Advice provided to the Design Team included:

- an understanding of the context and heritage values of the Local Heritage Place through desktop historical research and a site visit.
- a description of the place and its components that embody its heritage values.
- feedback on the initial 'block planning' drawings prepared by the design architect.

Relevant sections of this information has also been contained in this HIA.

2.0 About us

DASH Architects was founded in 1964, and has since established itself as one of South Australia's leading architectural practices specialising in the provision of heritage services.

Core services include:

- Heritage Conservation.
- Heritage Assessment and Impact Assessment.
- Heritage Advisory Services.
- Heritage Policy Development.
- Condition and Compliance Audits.
- Adaptive Reuse.
- Conservation Management Plans.
- Expert Witnessing.

We also offer professional desktop historical archaeological services.

Further details regarding our expertise and experience can be provided on request or found at www.dasharchitects.com.au.

2.1 Copyright

The format of this document remains the copyright and intellectual property of DASH Architects and cannot be replicated in any way without prior written consent.

3.0 Site Details

3.1 Site Location

The subject site is located at 52 Pomona Road, Stirling in the Adelaide Hills Local Government Area, CT 3820/189 (Figure 2). It is located within the built up township but is not on the main street. The township of Stirling is approximately 15km south-east of the Adelaide city centre.

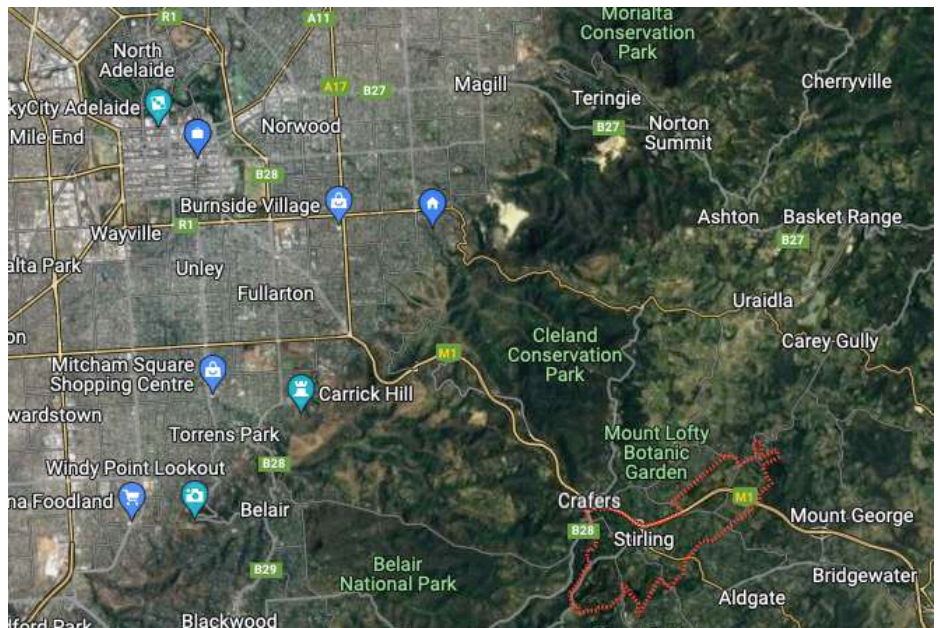


Figure 2 – Locality Plan showing surrounding areas [Source: SA Property & Planning Atlas 2023]



Figure 3 – Locality Plan showing heritage places [Source: SA Property & Planning Atlas 2023]

3.2 Heritage Listing

The subject site is listed as a Local Heritage Place (LHP) (No. 15134) under the Code known as 'House, The Coach House', 52 Pomona Road, Stirling (Figure 3). The property is in the vicinity of another Local Heritage Place, 59 Gould Road, Stirling, 'House, Duncraig' (No. 11916) (to the east), which the subject site has a historical association with (refer to the following sections for details).

3.3 Heritage Value, Condition & Integrity

At the time of listing, the LHP was found to meet criteria (a) and (e) under the relevant legislation of the time (now Section 67(1) of the *Planning, Development and Infrastructure Act 2016* (SA) (PDI Act)). Background information in Council's 1997 heritage survey provides context to understanding these heritage values, as summarised in the assessment in **Table 1** below.¹

Defining and describing a place's condition and integrity is important to assist in managing the place's heritage values. The former coach house is considered to be in good condition and moderate integrity, noting its alterations and additions to change its use to a dwelling.

Table 1 – Heritage Criteria

Heritage Criteria	Assessment
(a) it displays historical, economic or social themes that are of importance to the local area	Formerly the coach house for the nearby property 'Duncraig', its location marks the former 'Duncraig' property boundary.
(e) it is associated with a notable local personality or event	The coach house is associated with noted pastoralist Walter Hughes Duncan.

3.4 Historical Background

Walter Hughes Duncan purchased a 13 acre property in Stirling in 1890, which went on to be subdivided to form the subject site (Figure 4).

Walter Hughes Duncan was born in Scotland in 1848 and arrived in Australia with his parents in 1854 at age 6. His father and brother-in-law ran a sheep and cattle station. Duncan went on to be a pastoralist, agriculturalist and politician. He established a pastoral empire in the State's mid-north and he served as a Member of the South Australian House of Assembly from 1896 to 1906. He was also the Director for many years of the Wallaroo and Moonta Mines. Duncan married Alice Rebecca Good in 1876 and they had two residences, 'Duncraig' at Stirling and 'St. Monans' at North Adelaide. He also had an active interest in military matters, having been a member of the Reedbeds Cavalry. He died at the age of 58 at sea, whilst returning to Australia from London.²

¹ Weidenhofer 1997:STI52

² Wikipedia 2023; Weidenhofer 1997:STI52 and STI17; *The Mount Barker Courier and Southern Advertiser* 1906:2

Duncan built the house 'Duncraig' in the early 1890s fronting Gould Road. It is not known if the coach house was built at the same time or later, but it appears to be constructed with similar building material and in a similar style, albeit with less detail than the primary dwelling. The detailing of the vents to the gable ends of the masonry walls share the same detail as that of the house. The house was accessed via a winding driveway, but it is not known if this was off Pomona Road in the vicinity of the coach house.³

The property remained in the ownership of the Duncan family until 1912. By the 1930s there were scattered houses throughout Stirling, mostly along established roads (Figure 5). The property was subdivided several times with the current allotment inclusive of the coach house being formed in 1972 (Figure 4). The subject site has changed ownership several times since 1972, with the building adapted and altered for use as a dwelling. The former coach house was recommended for Local Heritage listing in the 1997 Stirling District Heritage Survey (Figure 7) and was gazetted as a Local Heritage Place in 2000.⁴

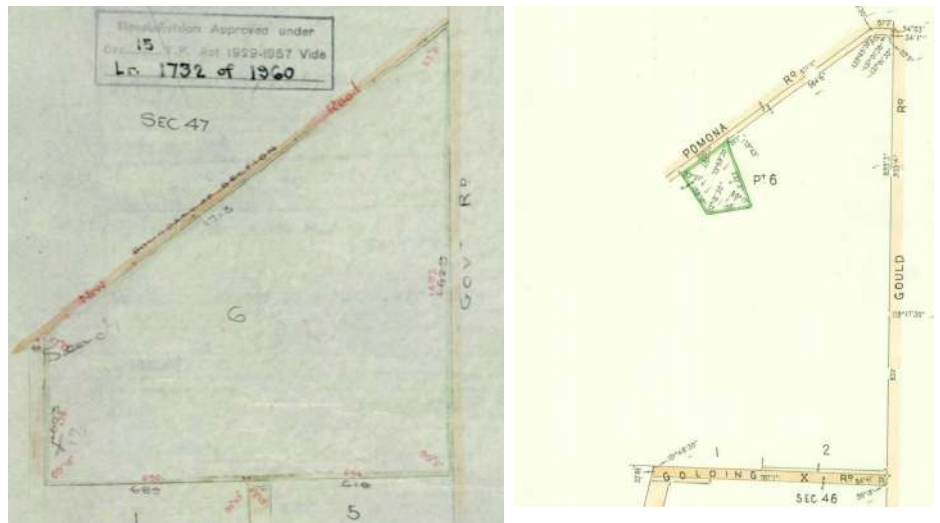


Figure 4 – Land owned by Duncan, 1890 (left) and subdivision of coach house allotment, 1972 (right) [Source: SALIS, CT 520/65 and CT 3820/189]

³ SALIS, CT 520/65; Weidenhofer 1997:STI52 and STI17; SLSA PRG 287/1/14/12

⁴ Weidenhofer 1997:STI52; SA Heritage Places Database Search



Figure 5 – Plan of Adelaide Hills showing ‘Duncaig’ house, 1938 [Source: SLISA, Image No. C_283, portion of cartographic map by WH Edmunds]; addition by author



Figure 6 – ‘Duncaig’ house, 59 Gould Road, Stirling [Source: Real Estate View 2023]



Figure 7 – Coach house, 1996 [Source: Weidenhofer 1997:STI52]

3.5 Site and Building Description

The former coach house is sited on the south side of Pomona Road, near the front of the lot, orientated to the north rather than the road and property boundary (Figure 9). The property is accessed via a high metal gate and gravel driveway. The land slopes uphill to the rear (south) and has various mature plantings. The building is partially obscured by trees to the north and north-west. Visible boundary fences are post and wire and later dates.

The former coach house is a single-storey stone building with a gable corrugated steel roof, which has undergone various alterations and additions, including:

- an extension and verandah to the east.
- a new entry porch and verandah to the west.
- attached skillion car port, covered patio and pergola to the south.
- later multi-pane doors to the west.
- additional new doors and windows.
- various internal changes, such as new openings and fitout.

Within the scope and timing of this Report we were not able to access the interior of the building, nor were we able to source original drawings or photographs. As such we were not able to establish the original building floor plan and/or the extent of original fabric, such as windows and doors.

Other structures and features of the site include what appears to be a, now redundant, tennis court to the west that is partially surrounded by a sloping stone wall, a galvanised iron shed in the south-east corner and potential remains of an aviary in the south-west corner. These features appear to relate to the post 1970s subdivision of the property.

Whilst a c2022 floor plan for the dwelling was found as part of a Real Estate listing (Figure 11), it has been included for reference only, noting it has various inconsistencies, such as there are no windows to either side of double doors to the lounge room on the West Elevation (Figure 8). Visible stone walls internally and externally are indicated on the plan in green.



Figure 8 – Former Coach House, West Elevation



Figure 9 – Aerial view of subject site [Source: SA Property & Planning Atlas 2023]



Figure 10 – Former Coach House, detail of later window and original chimney, West Elevation



Figure 11 – Floor plan of former Coach House [Source: Real Estate 2022]; additions by author to show visible internal and external masonry walls (green line)



Figure 12 – Former Coach House, South Elevation



Figure 13 – Former Coach House, East Elevation



Figure 14 – Former Coach House, South Elevation

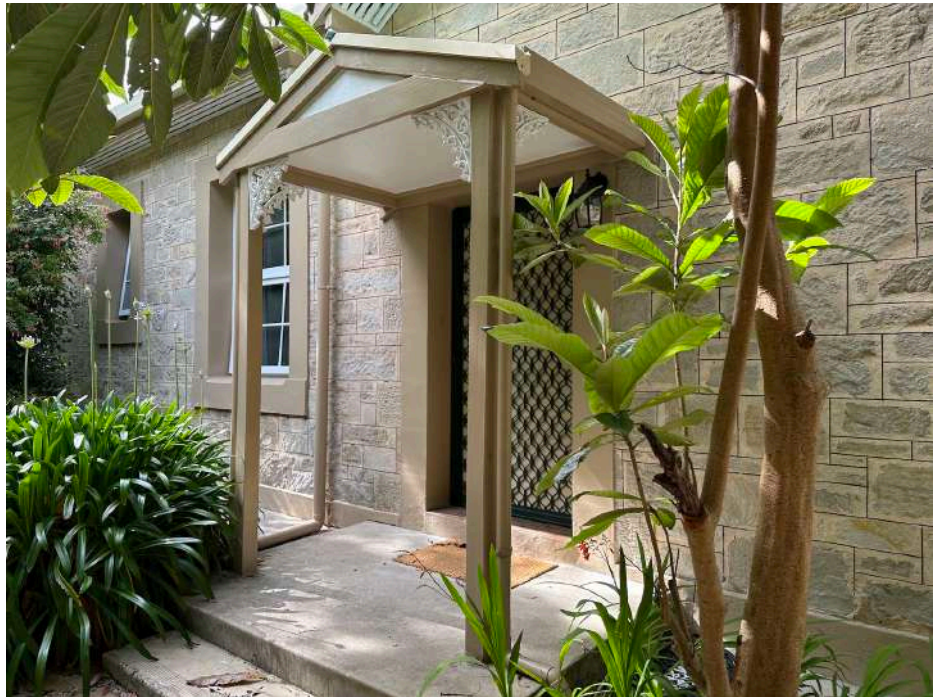


Figure 15 – Former Coach House, detail of entry to kitchen, South Elevation



Figure 16 – Former Coach House, likely former tennis court west of house, looking south



Figure 17 – Former Coach House, view of house and likely former tennis court, looking north

4.0 Proposed Works

The Application to adaptively reuse and extend the building for use as a childcare centre proposes:

- Demolition of addition to the Coach House,
- Partial demolition of sections of the Coach House,
- Demolition of other structures on the site,,
- Modifications to / adaptive reuse of the remaining sections of the Coach House
- Construction of a new, two storey, extension to the rear of the Coach House,
- Construction of a new carpark, and
- Various landscaping elements including decks, fences, paths, and retaining walls.

These works are shown in more detail in the Brown Falconer drawings referred to above.

5.0 Heritage Impact Assessment

Following is an assessment of the Heritage Impact of the proposed works. This has been against both the Code and general heritage principles.

For the purposes of this assessment, we have considered the works under the following headings:

Demolition

- demolition of additions to the Coach House.
- the partial demolition of sections of the Coach House – refer later sections for extent.
- demolition of other structures on the site.

Adaptive Reuse

- modifications to / adaptive reuse of to the remaining sections of the Coach House.

New Works

- construction of a new two storey extension to the rear of the Coach House.
- construction of a new carpark.

Peripheral Works

- various landscaping elements including decks, fences, paths, and retaining walls.

5.1 Demolition

The provision(s) of the Local Heritage Place Overlay (LHPO) within the Code that is (are) relevant to this part of the Application are:

<p>PO 5.1</p> <p>Individually heritage listed trees, parks, historic gardens and memorial avenues are retained unless:</p> <p>(a) trees / plantings are, or have the potential to be, a danger to life or property or (b) trees / plantings are significantly diseased and their life expectancy is short.</p>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>
<p>PO 6.1</p> <p>Local Heritage Places are not demolished, destroyed or removed in total or in part unless:</p> <p>(a) the portion of the Local Heritage Place to be demolished, destroyed or removed is excluded from the extent of listing that is of heritage value or (b) the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is irredeemably beyond repair.</p>	<p>DTS/DPF 6.1</p> <p>None are applicable.</p>
<p>PO 6.2</p> <p>The demolition, destruction or removal of a building, portion of a building or other feature or attribute is appropriate where it does not contribute to the heritage values of the Local Heritage Place.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>

Assessment against PO 5.1

We are not aware of any individually listed trees on the Site.

As such this provision is not applicable.

Assessment against PO 6.1

We do not believe that the partial demolition proposed is supported under PO6.1 as the building is generally in good conditions and the listing itself (as noted in Section 1.3 above) does not contain detail beyond an overall description, and has no exclusions noted in it. As such, an assessment is required under PO6.2.

Assessment against PO 6.2

Later additions to the former coach house to the south and east (likely post-1970s) are of no heritage value and can be demolished or altered to suit the new use without impacting negatively of the Heritage Values of the Place.

The original c1890s Coach House itself has also undergone substantial alterations and additions. Attributes that are considered to embody the places'

Local Heritage values include:

Tangible

- Location of the Coach House itself, as it relates to the main

- homestead.
- External fabric and form of former Coach House, including:
 - o original masonry walls and detailing (pointing, vents).
 - o original openings (doors, windows), and any original doors or windows.
 - o original roof form and chimney.
- Intangible*
 - historical association with Walter Hughes Duncan.

Other features on the subject site are not considered to embody the places' Local Heritage values.

Having inspected the site and having reviewed some of the background to the listing we understand that (loosely) its significance lies in its role as a Gate House to Duncraig House (now on a separate title). This significance is vested largely in its location and the external form of the building. The works proposed (demolition of later additions and minor demolition within the remaining building) does not diminish this significance, nor do they propose removal of features or attributes that contribute to the significance.

At this stage we are unsure of the proposed detail at the junction of the existing eastern wall of the LHP with the new building and of the resolution of revisions to the main entrance door on the western facade. We assume that the existing windows and doors openings will be maintained and will either have new windows and doors or be used for access between the spaces. We suggest that confirmation of this detail be made a Condition of Approval.

For this reason, we consider that PO6.2 of the LHPO has been sufficiently satisfied to support the proposed demolition works.

5.1.1 Mitigation

While minor, the partial demolition of the Coach House would result in the loss of some heritage fabric, as such we suggest that a Condition be applied to any Planning Approval to the effect that:

- “Prior to Demolition works proceeding on site, the Applicant is to undertake a photographic archival recording of original fabric proposed for removal, in accordance with NSW Heritage Guidelines, and provide a copy of same to DEW Heritage Unit in electronic format.”

5.2 Adaptive Reuse

The provision(s) of the Local Heritage Place Overlay (LHPO) within the Code that is (are) relevant to this part of the Application are:

DO 1	Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.	
PO 1.7	Development of a Local Heritage Place retains features contributing to its heritage value.	DTS/DPF 1.7 None are applicable.

<p>PO 2.2</p> <p>Adaptive reuse and revitalisation of Local Heritage Places to support their retention in a manner that respects and references the original use of the Local Heritage Place.</p>	<p>DTS/OPF 2.2</p> <p>None are applicable.</p>
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Coach houses were traditionally ‘out buildings’ where people stored their horse-drawn carriages. It is not known if the 1890s ‘Dun Craig’ property originally had a separate stables building, or if a portion of the ‘L’ shaped footprint was used as a stable for horses.

Changes to the Coach House to convert it to use as a dwelling has left little understanding of original room layout and use. It is unclear for example if the fireplace is original or later (without an internal inspection), however it corresponds with the chimney, which is an important building attribute (Figure 18). Given it is to be retained, and expressed externally, this is not of concern however. The loss of the fireplace inserts and details is not considered to be significant.

In the absence of an internal inspection and based on a review of recent real estate photos, internal spaces appear to have generally been altered widely.

The proposed adaptive reuse of the former coach house as a childcare centre therefore is considered to be appropriate and will not impact on the heritage values of the Place. Indeed, DASH Architects have been involved in the conversion of several State and Local Heritage Places to childcare centres over recent years. These conversions generally retain significant fabric and an understanding of the place’s former use.



Figure 18 – Former Coach House, original or early fireplace [Source: Real Estate 2022]

5.3 New work

The provision(s) of the Local Heritage Place Overlay (LHPO) within the Code that is (are) relevant to this part of the Application are:

PO 1.1 The form of new buildings and structures maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.1 None are applicable.
PO 1.2 Massing, scale and siting of development maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.2 None are applicable.
PO 1.3 Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys and verandahs) maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.3 None are applicable.
PO 1.5 Materials and colours are either consistent with or complement the heritage values of the Local Heritage Place.	DTS/DPF 1.5 None are applicable.
PO 1.6 New buildings and structures are not placed or erected between the primary or secondary street boundaries and the façade of a Local Heritage Place.	DTS/DPF 1.6 None are applicable.
PO 2.1 Alterations and additions complement the subject building and are sited to be unobtrusive, not conceal or obstruct heritage elements and detailing, or dominate the Local Heritage Place or its setting.	DTS/DPF 2.1 None are applicable.

Overall, the new works are considered appropriate as they:

- Are set to the south of (behind) the LHP.
- Maintain views to the LHP.
- Are of a size and scale that will not visually dominate the LHP.
- Feature a connection between the old and new buildings that are single storey and defers to the detail of the LHP.
- Feature colours and materials complimentary to the LHP without replicating those found on it.

Additions to the former coach house will be of a siting, bulk, form, scale, material and colour palette that is in-keeping with the character and significance of the former coach house.

Major additions have been avoided to the north, east, and west of the original masonry walls, so as to retain visibility of the original building and its heritage attributes.

Major additions to the original footprint of the coach house are to be located to the south. New built form will have an overall reduced bulk and scale, so the former coach house is main feature on the site. Visibility of the top wall of the south gable end will be maintained (Figure 19).

As noted above, at this stage we are unsure of the proposed detail at the junction of the existing eastern wall of the LHP with the new building.

We assume that the existing windows and doors openings will be used for access between the spaces. We suggest that confirmation of this detail be made a Condition of Approval.



Figure 19 – Former Coach House, gable end of South Elevation should remain visible

As part of the proposal, the original external masonry walls to the north and south will remain visible and not be painted or rendered over. We are not sure of the extent or nature of repair works that will be required following demolition. Again we suggest that confirmation of this detail be made a Condition of Approval.

Elsewhere, the original internal masonry walls (that appear to have previously been external masonry walls prior to the later additions) are also to remain visible and not be painted or rendered over (Figure 20). Again, there is little detail around the new doors and windows so we suggest that confirmation of this detail be made a Condition of Approval.

New openings in original masonry walls have been minimised, and will be clearly visible as new works, so as to retain an understanding of the original building's footprint and retain as much remnant original fabric as possible.

Most original external doors and windows will be retained as part of the new development. Original openings that have later doors or windows will be altered, retaining the extent of original openings where possible. New doors and windows in the Coach House itself will be sympathetic to the style of the original building (i.e. vertically proportioned windows with horizontal glazing bar).

The proposed modifications to, and adaptative reuse of, the LHP:

- Maintains the heritage and cultural values of the LHP.
- Retains the physical fabric and context, contributing to its significance.
- Proposes a use that support the retention of these features and attributes.

The original roof form of the coach house building, with its gable ends and brick chimney, will be retained as a clearly visible element as part of the new design.

For this reason, we consider that these provisions have been sufficiently satisfied to support the proposed new works.



Figure 20 – Former Coach House, living/dining room addition east of south end of original building [Source: Real Estate 2022]

5.3.1 New Services within LHP

The requirement for any new services is yet to be fully resolved. As and when it is, it should be located with respect to the heritage building and significant fabric, avoiding external additions to the original masonry walls and roof.

We suggest that the satisfaction of this requirements be made a condition of the Approval.

5.4 Peripheral Works

The provision(s) of the Local Heritage Place Overlay (LHPO) within the Code that is (are) relevant to this part of the Application are:

<p>PO 3.4 Fencing and gates closer to a street boundary (other than a laneway) than the street elevation of the associated building are consistent with the traditional period, style and form of the Local Heritage Place.</p>	<p>DTS/DPF 3.4 None are applicable.</p>
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There are various mature trees on the property that contribute to its setting, but are not considered to directly relate to its heritage values, nor are they specifically heritage listed.

There is extensive vegetation around the site’s boundary but visible sections of boundary fencing appears to be post and wire and of no heritage value. There is no visual relationship between the former coach house and ‘Duncraig’ dwelling due to subdivision of the original allotment and new dwellings on these sites, therefore there is not any requirements to retain significant views or vistas.

The partial masonry wall around the likely tennis court area and low masonry walls around the building’s additions are a different stone to the former coach house walls, and likely date to dwelling’s additions post-1970s and are of no heritage value. These elements and spaces can be altered as needed as part of the new development.

Noting the proposed new use, the altered entry from Pomona Road into the property (further west) is not considered to diminish its heritage value. The area between the street and former coach house is retained and the overall affect will likely improve visibility of the property from the public realm.

Given the nature of the development (as childcare centre) it is not possible to use low level, open fences, that would be typical of the period of the LHP. The existing hedges cover much of the street boundary of the site, that are to be retained, and largely obscure views of the building from the street. This situation will not change significantly and will not a have a further impact on the heritage values of the place.

The application currently proposes a 1800 high colorbond fence across the front of the property (in. front of the LHP but behind the hedge). We suggest that this be alerted to be an 1800 timber (or similar) picket style fence.

Other elements proposed will not affect fabric or obscure views to the LHP. As such they will not have a further impact on its heritage values.

For this reason, we consider that this provision has been sufficiently satisfied to support the proposed demolition works.

5.5 Other Considerations

5.5.1 Further Conservation Works

Although not proposed as part of the Application, conservation works may be required to the remaining building as the detailed documentation progresses. If this is the case, they should adhere to the principles set out in LHPO PO 7.1 (extracted below).

Conservation Works	
PO 7.1 Conservation works to the exterior of a Local Heritage Place (and other features identified in the extent of listing) match original materials to be repaired and utilise traditional work methods.	DTS/DPF 7.1 None are applicable.

Figure 21: Extracts from State heritage Places Overlay of Planning and Design Code.

5.5.2 Interpretation

Again, while not proposed as part of this Application, or necessarily required in our view, there may be an opportunity to consider an interpretative display (or sign) that provides an understanding of the site's former use as a Coach House that was associated with the dwelling 'Duncraig'. Incorporation of a display could be further investigated as part of the Detailed Design, or considered as a further Mitigation Measure by the Authority if it does not completely agree with the recommendations of this HIA.

5.6 Overall Heritage Assessment against the Code

Overall, we consider that the above heritage provisions has been sufficiently satisfied to support the proposed works.

We have not undertaken an overall assessment of all planning matters and understand that this will be carried out by the Applicant's Consulting Planner.

5.7 Other Heritage Places in Vicinity

The Local Heritage listing of the former 'Duncraig' dwelling is not on an allotment that is directly adjacent to that of the former coach house (Figure 3). Therefore, there are no anticipated impacts or further considerations required this LHP.

There are no other Heritage Places in the vicinity that we will be affected by the works.

6.0 Summary

DASH Architects was engaged by the Applicant to provide both Heritage Advice, and prepare this Heritage Impact Assessment (HIA), in relation to the proposed redevelopment of the Subject Site as a Child Care Centre.

DASH Architects is one of South Australia's leading architectural practices specialising in the provision of heritage services.

The subject site is located at 52 Pomona Road, Stirling in the Adelaide Hills Local Government Area. It is listed as a Local Heritage Place (LHP) (No. 15134) under the Code, known as 'House, The Coach House'. At the time of Listing, the LHP was found to meet criteria (a) and (e) under the legislation at the time.

The former coach house is in good condition and moderate integrity, noting its alterations and additions to change its use to a dwelling.

The Application to adaptively reuse and extend the building for use as a childcare centre proposes:

- Demolition of addition to the Coach House.
- Partial demolition of sections of the Coach House.
- Demolition of other structures on the site.
- Modifications to / adaptive reuse of the remaining sections of the Coach House.
- Construction of a new, two storey, extension to the rear of the Coach House.
- Construction of a new carpark.
- Various landscaping elements including decks, fences, paths, and retaining walls.

These works are shown in more detail in the Brown Falconer drawings.

In preparing this Report, we have undertaken an assessment of the Application against the relevant Heritage provisions within the Code. Overall, we consider that the above heritage provisions has been sufficiently satisfied to support the proposed works.

There are also a number of areas where further detail may be required, or where minor changes are recommended. These are:

- Detail at the junction of the existing eastern wall of the LHP with the new building.
- Resolution of revisions to the main entrance door on the western facade.
- The extent or nature of repair works to the original external masonry walls to the north and south that will remain visible and not be painted or rendered over.
- The application currently proposes a 1800 colorbond high fence across the front of the property (in front of the LHP but behind the hedge). We suggest that this be altered to be an 1800 timber (or similar) picket style fence.

The following mitigation measures are also proposed:

- While minor, the partial demolition of the Coach House would result in

the loss of some heritage fabric, as such we suggest that a Condition be applied to any Planning Approval to the effect that: “Prior to Demolition works proceeding on site, the Applicant is to undertake a photographic archival recording of original fabric proposed for removal, in accordance with NSW Heritage Guidelines, and provide a copy of same to DEW Heritage Unit in electronic format.”

The requirement for any new services is yet to be fully resolved. As and when it is, it should be located with respect to the heritage building and significant fabric, avoiding external additions to the original masonry walls and roof. We suggest that the satisfaction of this requirements be made a condition of the Approval.

The following additional considerations were also discussed:

- Although not proposed as part of the Application, conservation works may be required to the remaining building as the detailed documentation progresses. If this is the case, they should adhere to the principles set out in LHPO PO 7.1.
- Again, while not proposed as part of this Application, or necessarily required in our view, there may be an opportunity to consider an interpretative display (or sign) that provides an understanding of the site’s former use as a Coach House that was associated with the dwelling ‘Duncraig’. Incorporation of a display could be further investigated as part of the Detailed Design, or considered as a further Mitigation Measure by the Authority if it does not completely agree with the recommendations of this HIA.
- The Local Heritage listing of the former ‘Duncraig’ dwelling is not on an allotment that is directly adjacent to that of the former coach house, and we do not anticipated impacts or further considerations required for this LHP. There are no other Heritage Places in the vicinity that we will be affected by the works.

We have not undertaken an overall assessment of all planning matters and understand that this will be carried out by the Applicant’s Consulting Planner.

7.0 Appendices

7.1 References

Australia ICOMOS 2013, *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, Australia ICOMOS, Burwood.

NSW Heritage Office and The Royal Australian Institute of Architects 2005, *Design in Context: Guidelines for Infill Development in the Historic Environment*, NSW Heritage Office and The Royal Australian Institute of Architects, Sydney.

Real Estate 2022, former market listing for 52 Pomona Road, Stirling, viewed 30 Jan, available at: <<https://www.realestate.com.au/property/52-pomona-rd-stirling-sa-5152>>.

Real Estate View 2023, off market listing of 59 Gould Street, Stirling, viewed 30 Jan, available at: <<https://www.realestateview.com.au/property-360/property/59-gould-road-stirling-sa-5152/>>.

The Mount Barker Courier and Southern Advertiser 1906, 'Obituary, Mr. W. H. Duncan, M.P., Senior Member for Murray, Death at Sea', 1 June, p.2.

Weidenhofer, T. 1997, 'Stirling District Heritage Survey', Mar., prepared in association with S. Laurence for the District Council of Stirling, Adelaide.

Wikipedia 2023, 'Walter Hughes Duncan', viewed 30 Jan, available at: <https://en.wikipedia.org/wiki/Walter_Hughes_Duncan>.

7.2 Definitions

Key terms used in this report are provided from the *Burra Charter* (2013) and *Design in Context* (2005).

Fabric	All the physical material of the place including elements, fixtures, contents and objects.
Form	The form of a building is its overall shape and volume and the arrangement of its parts.
Integrity	A heritage place is said to have integrity if its assessment and statement of significance is supported by sound research and analysis, and its fabric and curtilage are still largely intact. Loss of integrity or condition of fabric may diminish significance.
Interpretation	Explains the heritage significance of a place to the users and the community. The need to interpret heritage significance is likely to drive the design of new components and/or the layout or planning of the place.
Setting	The immediate and extended environment of a place that is part of or contributes to its heritage significance and distinctive character. It may include views to and from the heritage place. The curtilage does not always include the whole of its setting.

7.3 Heritage data sheet

Taken from “Heritage Survey Identification Sheet” (data sheet) taken from Weidenhofer, T. 1997, ‘Stirling District Heritage Survey’, Mar., prepared in association with S. Laurence for the District Council of Stirling, Adelaide.

2-Stirling-District-Heritage-Survey-1997-Pt-1.pdf
Page 433 of 678
52 pomona

Sort by: Search Rank Page Order Found on 9 pages Done

Stirling District Heritage Survey


House, 'The Coach House' **STI:052**

LOCATION

Address	52 Pomona Road
Suburb	STIRLING 5152
Owners	M H O'Reilly, 52 Pomona Road, Stirling SA 5152
Allotment No	6
Section	Pt 46
CT	3820/189
Hundred	Noarlunga

State Heritage Status	None	SHR File No	
Other Assessments	Stirling District Heritage Study, Local		

Photograph No	4/09 SEL, 1996	Council Map Ref	Sti/13
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Stirling District Heritage Survey

House, 'The Coach House'

STI:052

DESCRIPTION

Gabled building with stone walls with rendered surrounds and corrugated iron roof. The building has been extended to the rear. Windows are multi-paned double hung sashes and French doors open onto the patio.

HISTORY

It is understood that this building was formerly the coachhouse for the nearby 'Duncraig' (59 Gould Road).

'Duncraig' was built for the noted South Australian stockholder, Walter Hughes Duncan in the early 1890s.

Duncan had purchased over 13 acres of land (an area now bounded by Gould Road, Pomona Road and Merrion Terrace) from Margaret Muecke on 3 March 1888. In 1892 the property was transferred to the Hon. John James Duncan of 'Hughes Park', near Watervale, and John Albion Good, a 'gentleman'.

The property remained in the ownership of the Duncan family until August 1912 when it was sold to Joseph Timmins, a contractor. The property changed hands at frequent intervals after this time: Olive Irwin (1913), Emily Harrington (1921), Thomas Browne (1923), Arden Seymour Hawker (1932) and Lorraine Murray (1939).

It was not until the early 1970s that the property was subdivided. Owners since this time have included H A Anderson (1971), M P Dunne (1973), L M Walton (1974) and M H O'Reilly (1976).

STATEMENT OF HERITAGE VALUE

Formerly the coachhouse for the nearby 'Duncraig' property, this building was associated with the noted pastoralist Walter Hughes Duncan. Its location marks the former boundary of the 'Duncraig' property.

RELEVANT CRITERIA

- (a) it displays social themes that are of importance to the local area.
- (e) it is associated with a notable local personality.

RECOMMENDATION

This place is recommended for inclusion on the Local Heritage Register.

References

Danvers Architects, 1985, *Stirling District Heritage Study*, Department of Environment and Natural Resources, Item No. 456
Lands Titles Office Records, CT 3820/189, 3779/32, 3598/159, 3512/2, 3482/103, 520/65
Mount Lofty Districts Historical Society Archives 1014-14, Duncraig and Boode House

Pomona Rd Stirling Childcare Centre

Landscape Design

Submission:

03 July 2325_Pomona Rd Stirling CCC_Landscape Design_Issue 01

21 July 2325_Pomona Rd Stirling CCC_Landscape Design_Issue 02

23 August 2325_Pomona Rd Stirling CCC_Streetscape Perspective_Issue 01

20 September 2325_Pomona Rd Stirling CCC_Landscape Design_Issue 03

Client:

Accord Property

Location:

52 Pomona Road, Stirling, SA 5152

Contents

- 01 Landscape Design
- 02 Streetscape Perspective
- 03 Indicative Planting Palette

01 Landscape Design

Legend

- Property boundary
- RW— Proposed assorted height retaining wall
Refer Engineering packages
- F1— Proposed 1800h capped timber picket fencing
Refer Architectural package
- F2— Proposed 1800h colorbond metal 'good neighbour' fencing
Refer Architectural package
- F3— Proposed 2100h colorbond metal 'good neighbour' fencing
Refer Architectural package
- F4— Proposed 2400h colorbond metal 'good neighbour' fencing
Refer Architectural package
- F5— Proposed 1500h capped picket fencing
Refer Architectural package

- 01 Proposed existing trees within site boundary to be retained
- 02 Proposed all-weather sealed asphalt to proposed carpark and crossover
- 03 Proposed mains irrigated assorted species of large trees with understory low-lying shrub and groundcovers to provide visual amenity and shading
- 04 Proposed mains irrigated assorted species of medium and small trees with understory low-lying shrub and groundcovers to provide visual amenity and minor shading
- 05 Proposed mains irrigated assorted species of large and medium shrubs mass planted to provide visual amenity and screening
- 06 Proposed mains irrigated assorted species of small shrubs, low-lying shrubs and groundcovers mass planted to enable views to the local heritage place and provide visual amenity to the entry and car park
- 07 Proposed mains irrigated assorted species of low-lying shrubs and groundcovers mass planted along car parking areas first 600mm of vehicle overhang to AS2890.1 Clause 2.4.1(a)(i)
- 08 Proposed assorted species of water sensitive shrubs, grasses and sedges mass planted to filter stormwater runoff from the carpark



Note:

- Refer to Architectural package for all proposed demolition/modifications and existing trees proposed to be retained/removed
- Refer to Engineering package(s) for any proposed RL's, contours, stormwater connections, pit locations, cut and fill requirements and retaining wall information
- Refer to '03 Indicative Planting Palette' sheet for sample suitable planting types and species
- Planting extents in playspaces to be finalised



Date 20 September 2023
Scale 1:400
Sheet A3

daStudio

02 Streetscape Perspective



Existing screening shrubs within Council verge have been ghosted to enable views to site

03 Indicative Planting Palette



INDICATIVE PLANTING PALETTE

CODE	BOTANICAL NAME	COMMON NAME	HEIGHT & WIDTH AT MATURITY (m)
LARGE TREES			
Ls	<i>Liquidambar styraciflua</i> *	Liquidambar	20+ x 6 (H x W)
Qc	<i>Quercus coccinea</i> *	Scarlet Oak	12 x 8 (H x W)
Qr	<i>Quercus robur</i> *	English Oak	11 x 11 (H x W)
Up	<i>Ulmus parvifolia</i> *	Chinese Elm	13 x 10 (H x W)
MEDIUM AND SMALL TREES			
An	<i>Acer negundo</i> 'Sensation' *	Box Elder	9 x 6 (H x W)
Fg	<i>Fraxinus griffithii</i> *	Evergreen Ash	6-8 x 4 (H x W)
Mi	<i>Malus ioensis</i> 'Plena' *	Iowa Crab Apple	6 x 4 (H x W)
Pc	<i>Pyrus calleryana</i> 'Chanticleer' *	'Chanticleer' Ornamental Pear	11 x 6 (H x W)
LARGE SHRUBS			
PJ	<i>Pittosporum</i> 'James Stirling' *	'James Stirling' Pittosporum	2-3 x 1 (H x W)
Pe	<i>Pittosporum eugenioides</i> 'Tarata' *	Green Tarata	6 x 4 (H x W)
Vo	<i>Viburnum odoratissimum</i> 'Green Emerald' *	Sweet Viburnum	3.5-4 x 1.5-2 (H x W)
MEDIUM SHRUBS			
Ag	<i>Abelia grandiflora</i> *	Glossy Abelia	1-2 x 1-2 (H x W)
Br	<i>Bauera rubioides</i> *	River Rose	0.3-1.5 x 0.5-1 (H x W)
Nd	<i>Nandina domestica</i> *	Sacred Bamboo	1.5-2 x 1-1.5 (H x W)
Ro	<i>Rosmarinus officinalis</i> *	Rosemary	1-1.5 x 0.8-1 (H x W)
SMALL SHRUBS			
Bm	<i>Brachyscome multifida</i>	Cut Leaf Daisy	0.3-0.4 x 0.5-0.6 (H x W)
CA	<i>Correa</i> 'Aldgate Pink' *	'Aldgate pink' Correa	0.2-1 x 0.6-3 (H x W)
CD	<i>Correa</i> 'Dusky Bells'	'Dusky Bells' Correa	0.2-1 x 0.6-3 (H x W)
Dc	<i>Dianella caerulea</i> 'Little Jess'	'Little Jess' Dianella	0.3-0.4 x 0.3-0.4 (H x W)
Dr	<i>Dianella revoluta</i> *	Black-anther Flax-lily	0.3-1 x 0.5-2 (H x W)
Lm	<i>Lomandra multiflora</i>	Mat-rush	0.2-0.3 x 0.5-1.5 (H x W)
Pm	<i>Philotheca myoporoides</i> *	Wax Flower	0.8-1 x 0.8-1 (H x W)
SM	<i>Scaevola</i> 'Mauve Clusters'	Fan Flower	0.3-0.5 x 0.7-0.8 (H x W)
Wf	<i>Westringia fruticosa</i>	Coastal Rosemary	0.8-1 x 0.8-1 (H x W)
LOW-LYING SHRUBS AND GROUNDCOVERS			
Ca	<i>Chrysocephalum apiculatum</i>	Common Everlasting	0.1-0.2 x 0.3-0.4 (H x W)
Eg	<i>Eremophila glabra</i> 'Kalbarri Carpet'	Common Emu Bush	0.1-0.2 x 1-2 (H x W)
Kp	<i>Kennedia prostrata</i>	Running Postman	0-0.1 x 1-4 (H x W)
Mp	<i>Myoporum parvifolium</i>	Creeping Boobialla	0.15-0.3 x 3 (H x W)
WATER SENSITIVE			
Ca	<i>Carex appressa</i>	Tall Sedge	0.7 x 0.6 (H x W)
Ja	<i>Juncus amabilis</i>	Hollow Rush	1.0 x 0.5 (H x W)
Dc	<i>Dianella caerulea</i> 'Little Jess'	'Little Jess' Dianella	0.3-0.4 x 0.3-0.4 (H x W)

* Endorsed by local Council

Note:

- Indicative palette to showcase potential, suitable planting opportunities only
- Planting types, species, number of selections and spacings to be finalised
- Planting selections and pot sizes subject to location and supplier availability

daStudio

76 McLaren Street
Adelaide SA 5000

(08) 7078 8110

hello@das-studio.com.au

das-studio.com.au

Stirling Child Care Centre

52 Pomona Road, Stirling

Environmental Noise Assessment

S7765C7

January 2024

sonus.

Sonus Pty Ltd
17 Ruthven Ave
Adelaide SA 5000
Phone: +61 (8) 8231 2100
Email: info@sonus.com.au
www.sonus.com.au

Document Title : Stirling Child Care Centre
Environmental Noise Assessment
Client : Accord Property Pty Ltd
Document Reference : S7765C7
Date : January 2024
Author : Chris Turnbull, MAAS

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1 INTRODUCTION

An environmental noise assessment has previously been prepared by Sonus for the proposed child care centre at 52 Pomona Road, Stirling (reference S7765C6). Since this time, a traffic and parking report made by CIRQA (project number 23160, Version V1.1, dated 27 June 2023) has become available, and the *Environment Protection (Commercial and Industrial Noise) Policy (2023)* has been released. The assessment has been updated to incorporate these changes.

The proposed facility comprises outdoor play areas accommodating 118 children of various ages, indoor areas, and a carpark accessed from Pomona Road. The nearest existing receivers are residences located adjacent the subject site to the east, south and west. Additional sensitive receivers are located across Pomona Road to the northeast.

The assessment considers noise at the surrounding sensitive receivers from children playing in outdoor areas, vehicular and car parking activity on the site, and mechanical plant operation.

An overview of the subject site and surrounding area is shown in Figure 1.

The assessment has been based on the following:

- The following *Brown Falconer* drawings for Pomona Rd CCC, job number “2023037”, all Revision 1, dated 26 June 2023:
 - DA01 “COVER SHEET”
 - DA02 “EXISTING CONDITION”
 - DA03 “CONTEXT & SITE ANALYSIS”
 - DA04 “SITE PLAN”
 - DA05 “GROUND FLOOR PLAN”
 - DA07 “ROOF PLAN”
 - DA08 “ELEVATIONS”
 - DA11 “SECTIONS”
 - DA12 “3D IMAGES”
 - DA06 “FIRST FLOOR PLAN”
 - DA09 “ELEVATIONS”
 - DA10 “FENCE ELEVATIONS”

- DA02A “EXISTING BUILDING PLAN”
- Site levels and retaining wall heights from sketch titled “CONCEPT SITE PLAN” for project “52 POMONA ROAD STIRLING”, conducted by *CPR Engineers*, dated 12 May 2023;
- Previous noise measurements and data from similar sites for car parking and vehicular activity, and mechanical plant;
- The understanding that the total number and age of children at the centre will be:
 - 24 x 0-2year olds;
 - 50 x 2-3 year olds; and,
 - 44 x 3-5 year olds.
- The understanding that the children will be outside for an average of 6 hours during the day.



Figure 1: Subject site and locality

2 CRITERIA

The subject site is located within the Adelaide Hills Council local government area. Development within the Adelaide Hills Council is subject to the provisions of the *Planning and Design Code* (the **Code**) under the *Planning, Development and Infrastructure Act 2016*.

In accordance with the Code, the subject site and all sensitive receivers in the locality are within the *Adelaide Hills* subzone of the *Rural Neighbourhood* zone. The Code has been reviewed and the following provisions deemed relevant to the assessment.

Part 4 – General Development Policies – Interface between Land Uses

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.2 <i>Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.</i>	DTS/DPF 1.1 <i>None are applicable.</i>

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

3 OUTDOOR PLAY AREAS

Preschools, schools, child care centres and playgrounds are often located immediately adjacent to residences and the sound of children playing during the day is rarely of concern. However, in some situations, where adjacent residences are sensitive to the sounds of children's voices, the noise can be annoying. For the purposes of this assessment, it has been assumed that the residents in the vicinity of the proposed development are sensitive to the sound of children's voices and are therefore assessed as sensitive receivers with regards to the noise from children playing outside.

3.1 Criteria

Performance Outcome 4.1 (**PO4.1**) of the Interface between Land Uses section of the Code specifically requires noise from developments to *not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers)*. The Deemed-to-Satisfy / Designated Performance Feature provision for PO4.1 require achieving the criteria of the *Environment Protection (Commercial and Industrial Noise) Policy 2023* (the **Policy**).

However, the noise from children playing is specifically excluded from assessment under the Policy. In these circumstances, reference is made to the recommendations of the *World Health Organisation Guidelines for Community Noise (1999)* (the **WHO Guidelines**) with regard to annoyance during the day.

The WHO Guidelines include:

“To protect the majority of people from being seriously annoyed during the daytime, the sound pressure level on balconies, terraces and outdoor living areas should not exceed 55 dB L_{Aeq} for a steady continuous noise. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound pressure level should not exceed 50 dB L_{Aeq} ”

Based on the above, it is proposed that noise reduction measures be designed for the proposal such that the average (L_{eq}) sound levels during the daytime hours from children playing are no greater than 50 dB(A) at existing sensitive receivers in the locality.

3.2 Assessment

The assessment of noise from children playing in outdoor areas has been conducted using the values found in Table 1 of the *Association of Australasian Acoustical Consultants Guideline for Child Care Acoustic Assessment Version 3.0*. The noise from the proposed facility has been predicted for the centre operating at full capacity in all age groups, totalling 118 children.

The noise levels generated from children playing in outdoor areas, which have been used as the basis of this assessment, are provided in Appendix A (provided as *sound power levels* for children of various ages).

In order to satisfy the assessment criterion, the following treatments are recommended. It is noted that the fence heights specified should be measured from the top of any retaining walls, or from the deck level for the section of fence around the first floor deck. Given the potential complexity of enclosing the southeastern corner of the site, two fencing options have been provided and are shown in Figure 3 and Figure 4. Both options will ensure the recommendations of the WHO Guidelines will be achieved.

- Construct solid boundary fences for the extent shown in **MAGENTA**, **PURPLE**, **BLUE**, and **ORANGE** Figure 2 **and** Figure 3 **or** Figure 4. The fences should be constructed as follows:
 - The 2.4m fence marked up in **MAGENTA** should be constructed from two layers of 0.35mm BMT sheet steel (*Colorbond* or similar), and separated by framework with a minimum width of 50mm. An alternate material with an equivalent acoustic performance may also be used.
 - The 2.1m fences marked up in **PURPLE** should be constructed from a material such as 0.35mm BMT sheet steel (*Colorbond* or similar);
 - The 1.8m fence marked up in **BLUE** should be constructed from a material such as 0.35mm BMT sheet steel (*Colorbond* or similar);
 - The 1m fence marked up in **ORANGE** may be constructed using a clear material such as 4mm thick *Perspex* for visual purposes. Alternatively, a material such as 0.35mm BMT sheet steel may be used (*Colorbond* or similar).
- Seal the fences airtight at all junctions, including at the ground and joins to other fences and the building.

With these recommendations incorporated, the highest noise level predicted at any existing sensitive receiver from children playing at the site is 50 dB(A), therefore achieving the recommendations of the WHO Guidelines to protect against annoyance.

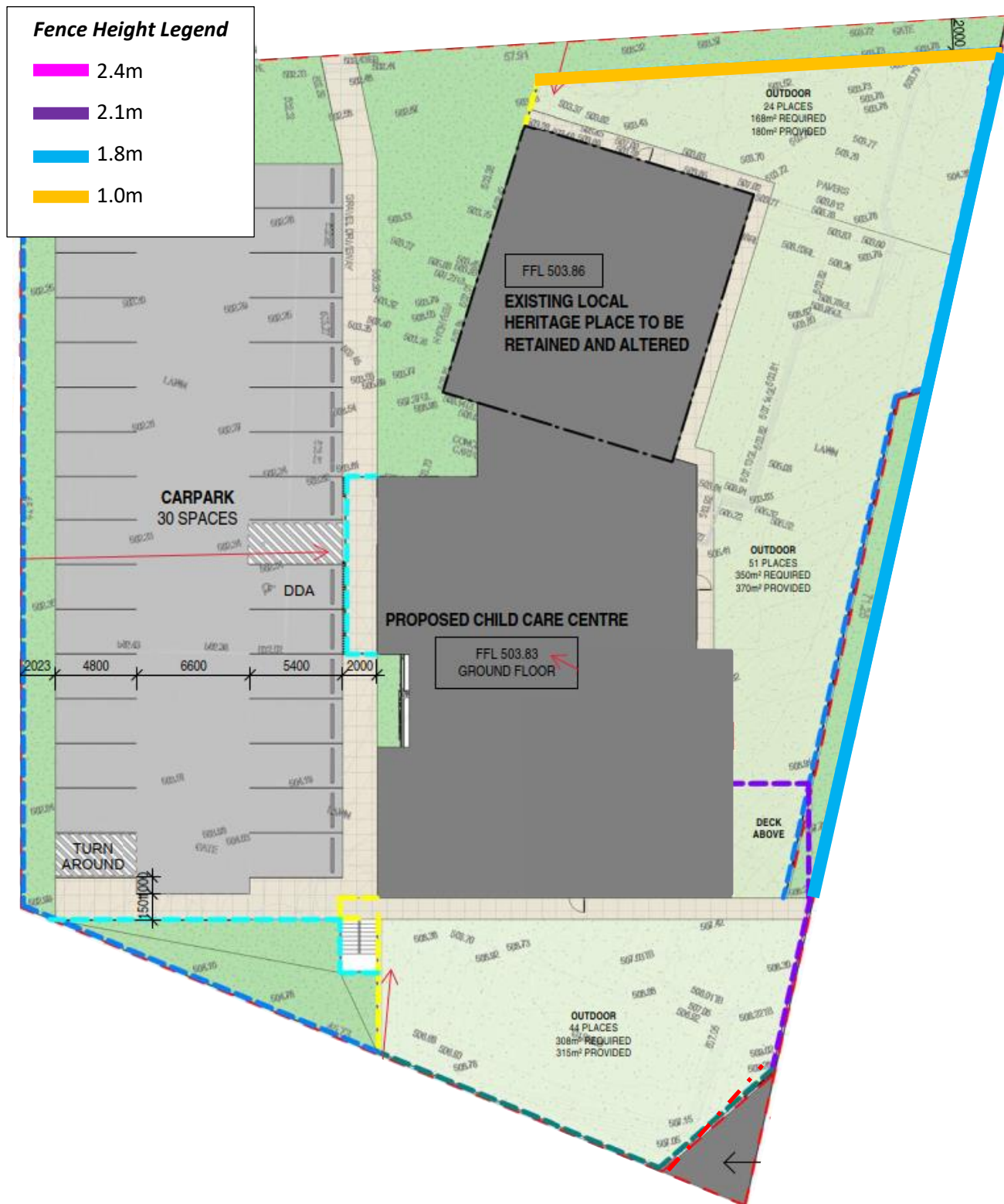


Figure 2: Ground floor fence height markup



Figure 3: First floor fence height markup – Option 1

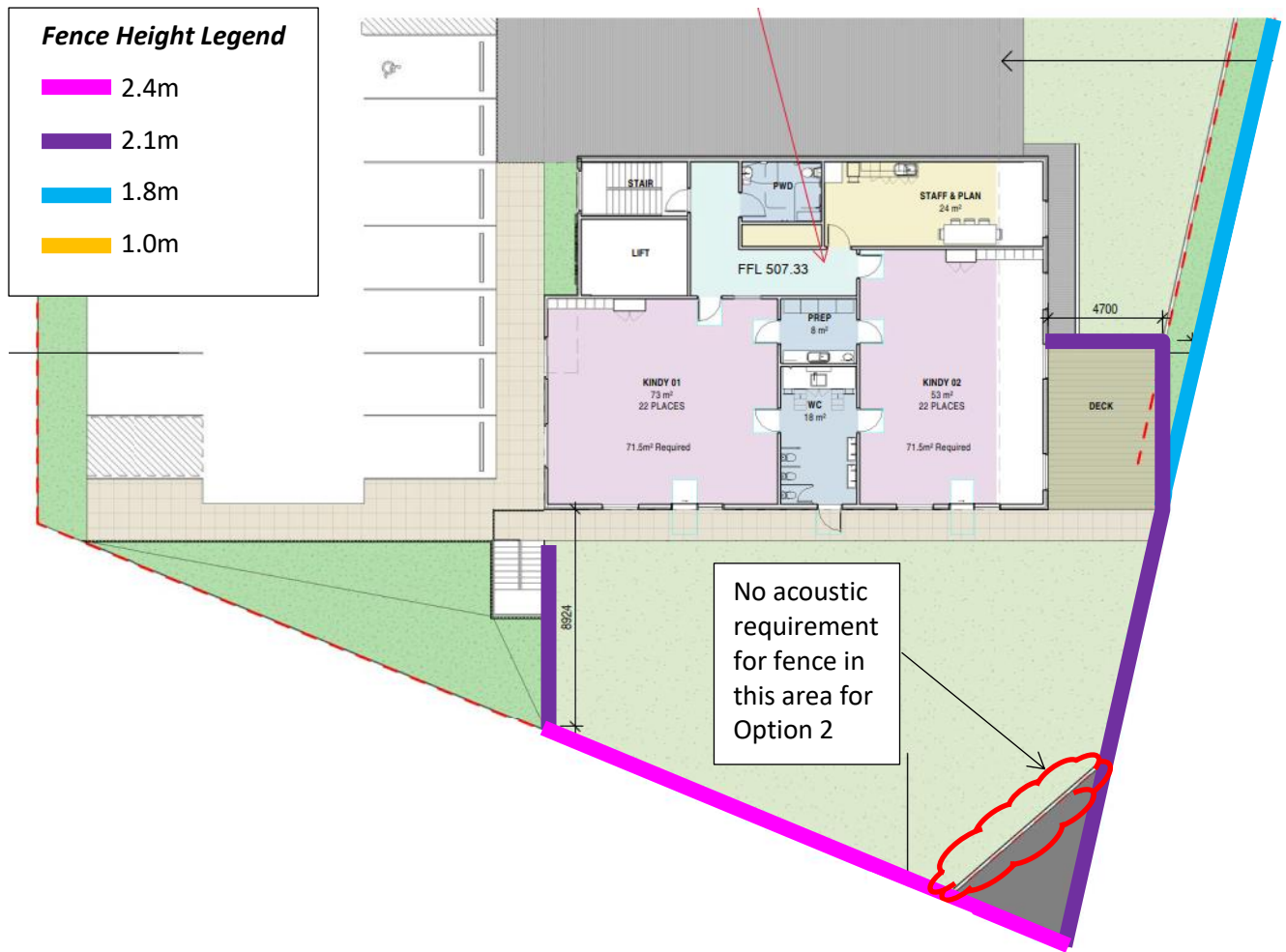


Figure 4: First floor fence height markup - Option 2

4 CAR PARK ACTIVITY & MECHANICAL PLANT

4.1 Criteria

The Deemed-to-Satisfy / Designated Performance Feature provision for PO4.1 of the Interface between Land Uses section of the Code requires achieving the criteria of the *Environment Protection (Commercial and Industrial Noise) Policy 2023*. The Policy provides objective noise criteria to assess the environmental noise emissions from a proposed development. The noise criteria provided by the Policy are based on the *World Health Organisation Guidelines for Community Noise (1999)*, which provides acceptable noise levels to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to satisfy the WHO guidelines, and the provisions in the Code related to environmental noise.

The Policy establishes goal noise levels to be achieved at sensitive receivers based on the principally promoted land uses of the zones in which the noise source (the development) and sensitive receivers (the residences) are located.

When considering the principally promoted land uses and the “development” nature of the project, the Policy provides the following goal noise levels to be achieved at sensitive receivers:

- An average noise level (L_{eq}) of 42 dB(A) during the day (7:00am to 10:00pm);
- An average noise level (L_{eq}) of 35 dB(A) during the night (10:00pm to 7:00am); and,
- A maximum instantaneous noise level (L_{max}) of 60 dB(A) during the night (10:00pm to 7:00am).

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

4.2 Assessment

The noise levels at sensitive receivers from the development have been predicted based on a range of previous noise measurements and observations at similar facilities. These include:

- General car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their parked position;
- Vehicle movements on site; and,
- Mechanical plant operation.

The predictions of noise at sensitive receivers have been made based on the following assumed levels of activity within any 15-minute¹ period:

- During the day (7:00am to 10:00pm)
 - 40 vehicle movements into or out of the car park;
 - General activity in all car parks as people enter/exit their vehicles; and,
 - Continuous operation of mechanical plant serving the building.
- During the night (10:00pm to 7:00am)
 - 5 vehicle movements into or out of the car park;
 - General activity in 5 car parks as people enter/exit their vehicles; and,
 - Continuous operation of mechanical plant serving the building.

A traffic and parking report has been made by CIRQA Pty Ltd (project number 23160, Version V1.1, dated 27 June 2023), which has formed the basis for the number of vehicle movements during the day.

The detailed design of the mechanical plant systems typically takes place after the Development Approval stage. As such, the assessment has considered typical mechanical plant noise data collected from similar facilities to provide an indicative assessment. The assessment has considered two air conditioning condensing units located on the roof above the ground floor.

¹ The default assessment period of the Policy.

It is recommended that the assessment of mechanical plant be updated if a different number of units or units with a greater sound power level are selected.

The sound power levels for these noise sources and activities are provided in Appendix A.

4.3 Recommendations

- In order to achieve the assessment criteria, a solid boundary fence should be constructed for the extent shown in **RED** in Figure 5. The fence should be 1.8m high, when measured from the top of any retaining walls, and constructed from a material such as 0.35mm BMT sheet steel (*Colorbond* or similar). The fences should seal airtight at all junctions, including at the ground and at joins to other fences.
- Locate the mechanical plant on the roof of the ground floor in the location shaded in **ORANGE** in Figure 6.

4.4 Predicted Noise Levels

The noise from vehicle movements and mechanical plant is unlikely to have a dominant characteristic that will warrant a penalty as the noise will not be modulating or intermittent, as defined in the Policy.

Based on the assumed levels of activity and the construction of the recommended boundary fence, the predicted average noise levels (L_{eq}) at any sensitive receiver in the locality will be no greater than 34 dB(A) during the night (10:00pm to 7:00am) and 42 dB(A) during the day (7:00am to 10:00pm). Therefore, the goal noise levels of the Policy are predicted to be achieved at all sensitive receivers.

The maximum instantaneous noise levels (L_{max}) have also been predicted. Predictions have been made based on measurements performed at a variety of similar sites and include short term transient events such as car doors slamming and vehicles accelerating on the road as they depart the site. The highest maximum instantaneous noise level predicted at a sensitive receiver from such activity is 56 dB(A).

On this basis, the 60 dB(A) criterion will be achieved at all sensitive receivers.

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

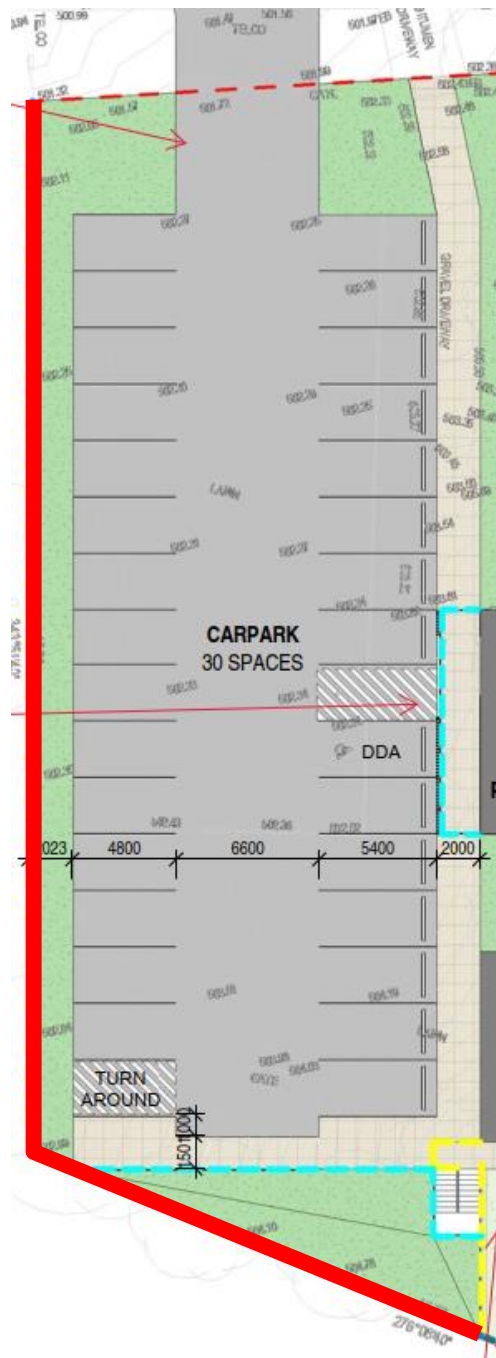


Figure 5: Car park fence location

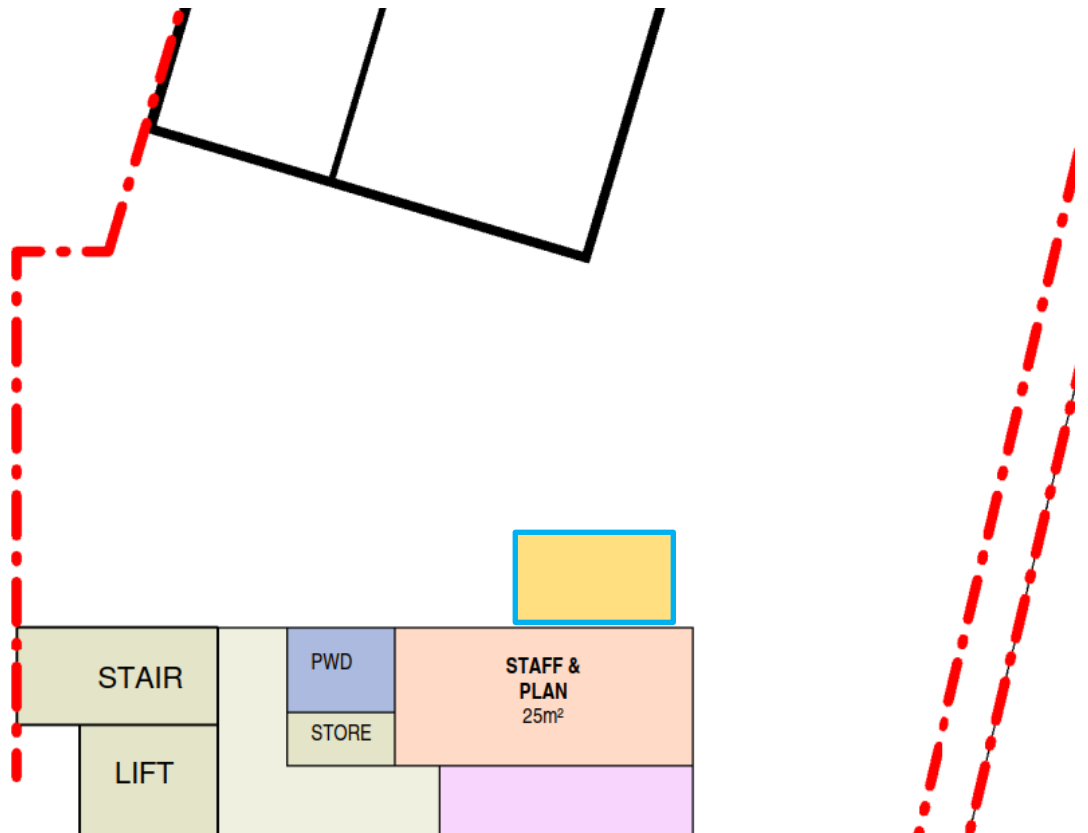


Figure 6: Mechanical plant location

5 CONCLUSION

An environmental noise assessment has previously been prepared by Sonus for the proposed child care centre at 52 Pomona Road, Stirling.

Since this time, a traffic and parking report made by CIRQA Pty Ltd (project number 23160, V1.1 dating 27 June 2023) has become available, and the *Environment Protection (Commercial and Industrial Noise) Policy (2023)* has been released. The noise assessment has been updated to reflect these changes.

The assessment has considered noise at sensitive receivers in the locality from children playing in outside areas, vehicular traffic, and mechanical plant.

Relevant assessment criteria have been established based on the *Planning and Design Code*, the *Environment Protection (Commercial and Industrial Noise) Policy 2023* and recommendations from the *World Health Organisation Guidelines for Community Noise 1999* to prevent against annoyance. Specific fence heights and constructions have been recommended to achieve the noise criteria. These recommendations are unchanged from the previous assessment .

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

APPENDIX A: SOUND POWER LEVELS

Equipment / Activity		Sound Power Level (dB(A))
Children	0-2 year old (per child)	68
	2-3 year old (per child)	75
	3-5 year old (per child)	77
Car Park Activity	General activity	83
	Moving car	82
	Car door slamming (L _{max})	96
	Car accelerating (L _{max})	93
Mechanical Plant	Air conditioner condenser (per unit)	73

ACCORD PROPERTY

**Child Care Centre - 52 Pomona Road,
Stirling**

52 Pomona Road, Stirling, SA 5152

> STORMWATER MANAGEMENT PLAN

CHILD CARE CENTRE - 52 POMONA ROAD, STIRLING

STORMWATER MANAGEMENT PLAN

Site Address: 52 Pomona Road, Stirling SA 5152

Project Number: 230049

ISSUE REGISTER PROJECT:

ISSUE DATE	REASON	PREPARED	REVIEWED
13/06/23	Planning Approval	Costa Morias	David Reynolds
27/06/23	Planning Approval	Costa Morias	
27/06/23	Planning Approval	Costa Morias	
11/09/23	Planning Approval	Costa Morias	

Visit

174 Fullarton Road
Dulwich SA 5065

T 08 8332 1344

Post

PO Box 2832
Kent Town SA 5071

E admin@cpengineers.com.au

CHILD CARE CENTRE - 52 POMONA ROAD, STIRLING

STORMWATER MANAGEMENT PLAN

230049 – Monday 11 September 2023

INTRODUCTION

The following report outlines the key requirements to manage the disposal of stormwater from the post development site. The site is situated at 52 Pomona Road, Stirling.

The stormwater concept has been based upon the architectural plans prepared by Brown Falconer Architects, and the survey provided.

The existing site consists of a heritage building with a number of small sheds and large green field areas. The existing heritage building will be retained whilst the remaining buildings will be demolished along existing pavement areas. A new two storey building, pavement and landscaped areas will be constructed.

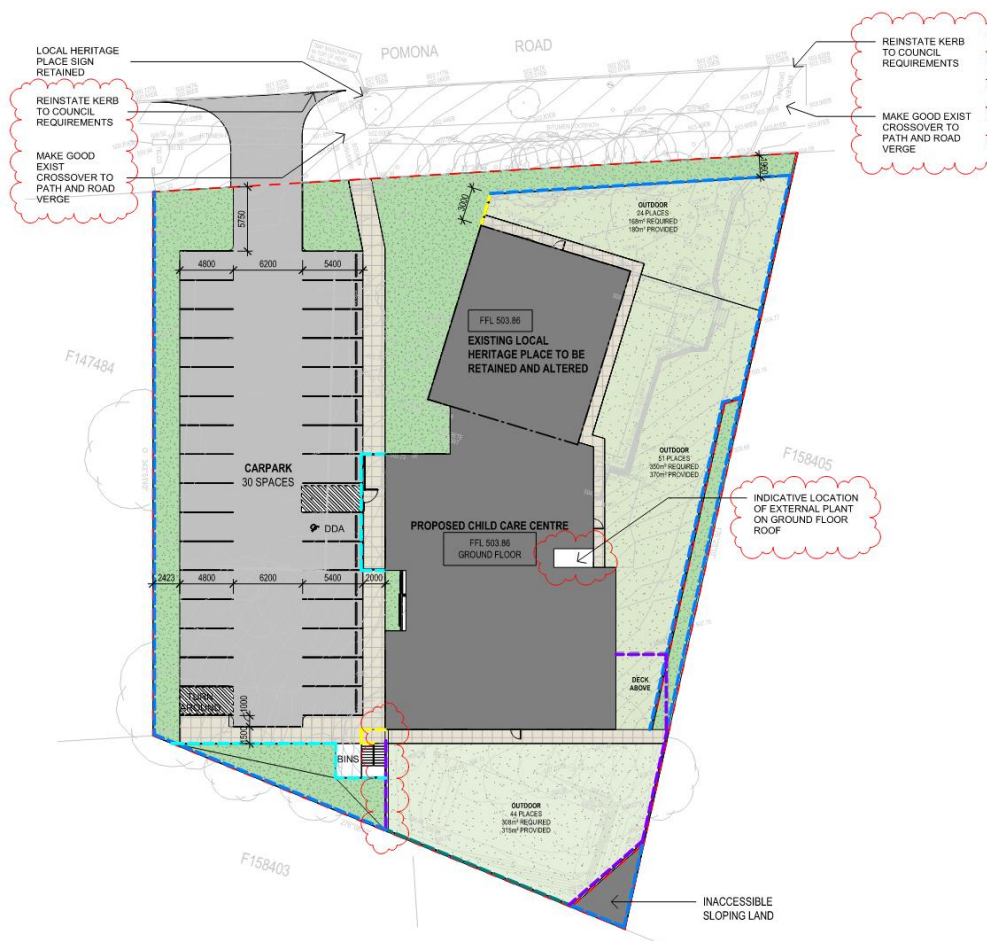


Figure 1: Architectural Site Plan (Source: Brown Falconer Architects)

This Stormwater Management Plan has been prepared in accordance with design advice received from the engineering department of the Adelaide Hills Council outlining requirements of detention stated in correspondence dated 28 April 2023.

This document is to be read in conjunction with:

- Architectural drawings, Brown Falconer Architects DA plans 3605-DA02 to 3605-DA10,
- CPR Engineers Stormwater Management Plan 230049 -CSK02; and
- CPR Engineers Stormwater Calculations

This Stormwater Management Plan establishes the principles to manage the stormwater on the site.

GENERAL STORMWATER MANAGEMENT

The new works will be designed for the following stormwater criteria as outlined by the Adelaide Hills Council engineering department.

Stormwater discharged from the site and/or combined sites shall not:

- Pre Development calculation 1:5 ARI @ 5 minutes
- Post Development calculations 1:100 ARI @ 5 minutes
- Post Development discharge kept to pre development rates at 1:5 ARI @ 5 minutes
- Critical detention volume required.

It is proposed that stormwater from the development will:

- Have the carpark pavement detained on site by use of underground stormwater detention tanks with pumped discharge;
- Above ground detention tanks with restricted outflow by gravity capturing roof stormwater.

FINISHED FLOOR LEVEL REQUIREMENTS

Flood mapping of the area sought from the SAPPA website does not indicate any issues with overland 100 year ARI flooding.

The proposed building will match the finished floor level of the existing heritage building. This existing finished floor level exceeds the requirement for 300mm freeboard from the top of kerb levels to the road.

The perimeter pavements around the buildings shall grade away from the building and as such divert any chance for overland flows to elsewhere on the site.

The above measures have been addressed in order to maintain an appropriate freeboard level higher than surrounding formed ground surfaces to enable overload flows from 1:100 ARI storm events to exit the site in an appropriate manner and so as not to affect the neighbouring properties.

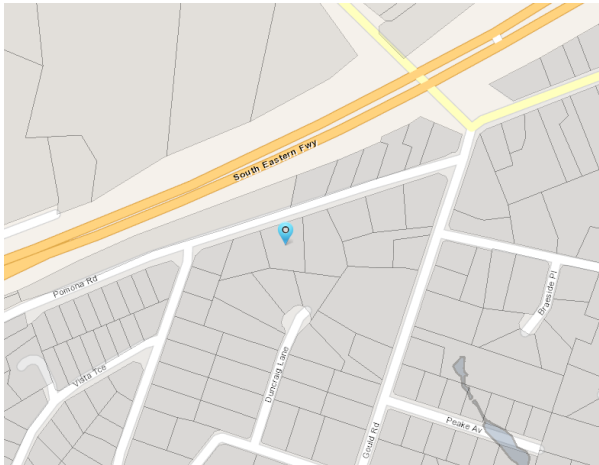


Figure 2: Flood Mapping (Source: SAPPA Website)

STORMWATER DETENTION

The post development site will result in increased impervious areas hence requiring on-site detention.

The pre-development condition of the site has the following pre-development flow:

- Existing 5 year ARI Pre Development Flow = 27.65L/s

Calculations have been completed to assess the detention required based on the parameters outlined within the “general requirements section” of this report.

Post development 100 year ARI detention summarised below.

- 20kL via 4x5000L above ground tanks collecting roof stormwater. The tanks are to be fit with an orifice restricting flows to 9L/s
- 31kL via a underground detention tanks capturing carpark run off.

QUALITY OF WATER

Storm water run-off is to be treated prior to discharge into council system to comply with the targeted values below.

- 80% retention of the typical urban annual load for Total Suspended Solids (TSS)
- 60% retention of the typical urban annual load for Total Phosphorus (TP)
- 45% retention of the typical urban annual load for Total Nitrogen (TN)
- 90% retention of the typical urban annual load for Gross Pollutants (litter)

A rain garden has been proposed to capture the carpark runoff and treat it prior to discharge into the council system. The final details of this will be confirmed in detailed design. A typical section has been included on the following page of this report for information.

These measures will improving the quality of stormwater run-off exiting the site in comparison to current predevelopment conditions which provides no treatment.

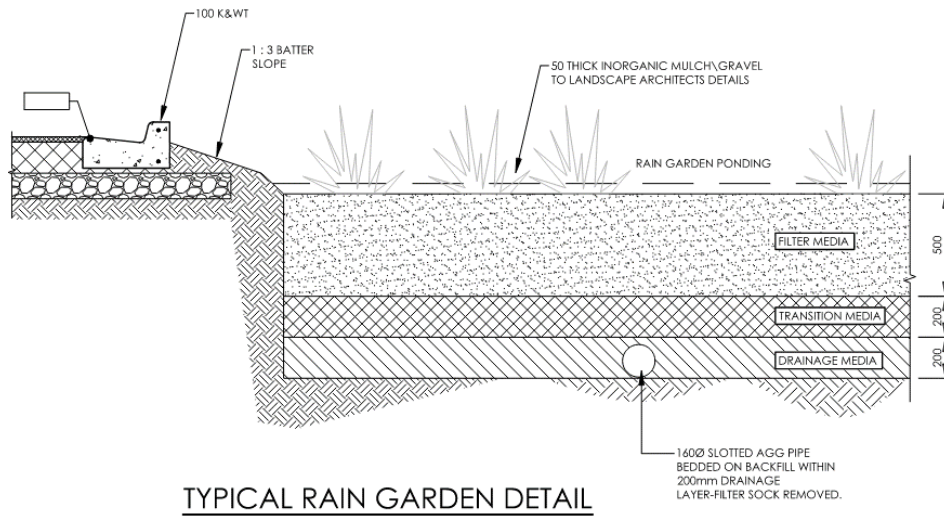


Figure 3: Typical Rain Garden Section

ISSUES DURING CONSTRUCTION

The management of stormwater during construction will be under constant monitoring by the appointed builder.

The builder will be employed to maintain control measures on site and to minimise run-off from the site which may contain fine earth particles and any deleterious material that washes off site will be cleaned up by the contractor.

Open swales rock and earth beds as well as hay bales will be used to manage stormwater during Construction and in particular during the earthworks phase of the project. The contractor will be required to submit a sediment and stormwater control plan during the different phases of the development.

Prepared by

Costa Morias
CPR ENGINEERS
 costam@cprengineers.com.au

Attachments:

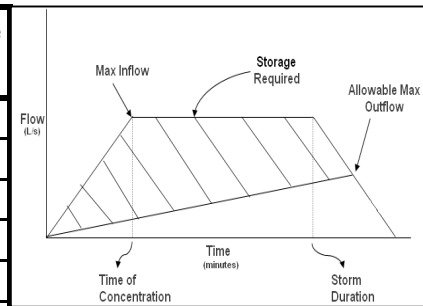
- Stormwater Calculations
- Proposed Stormwater Management Plan

PRE-DEVELOPMENT - 1 IN 20 YEAR ARI FLOWS

Roof Area	484 m²	Pervious Area	2373
Roof Pitch	5 degrees	Run-Off Coefficient	0.25
Run-Off Coefficient	1	Pavement Area	141
		Run-Off Coefficient	0.9
		Total Site =	2998

Storm Design Recurrence Interval	5 years	
Time of Concentration	5.0 minutes	
Max Allowable Outflow	27.65 L/s	Based on (AR&R 2019)

Duration (Minutes)	Intensity (mm/h)	Inflow (L/s)	Inflow Volume (m ³)	Max Storage (m ³)
5	81	27.65	8.30	
10	60	20.48	12.29	
15	49.1	16.76	15.09	
20	42.1	14.37	17.25	
25	37.1	12.67	19.00	
30	33.4	11.40	20.52	
35	30.5	10.41	21.87	
40	28.1	9.59	23.02	
50	24.4	8.33	24.99	
55	22.7	7.75	25.57	
60	21	7.17	25.81	
65	19.3	6.59	25.70	
70	17.6	6.01	25.24	
75	15.9	5.43	24.43	
80	14.2	4.85	23.27	
85	12.5	4.27	21.76	
90	10.8	3.69	19.91	

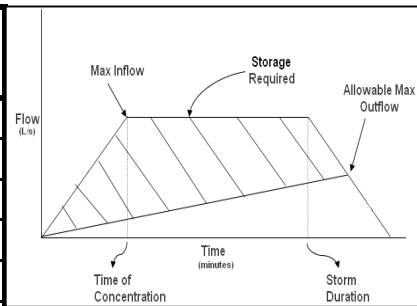


POST-DEVELOPMENT - 1 IN 100 YEAR ARI EVENT - ROOF

Roof Area	748 m²	Pervious Area	
Roof Pitch	5 degrees	Run-Off Coefficient	0.25
Run-Off Coefficient	1	Pavement Area	
		Run-Off Coefficient	0.9

Storm Design Recurrence Interval 100 years
Time of Concentration 5.0 minutes
Max Allowable Outflow 9.000 L/s Based on (AR&R 2019)

Duration (Minutes)	Intensity (mm/h)	Inflow (L/s)	Inflow Volume (m ³)	Max Storage (m ³)
5	186	40.61	12.18	9.48
10	136	29.69	17.82	13.77
15	110	24.02	21.62	16.22
20	94	20.52	24.63	17.88
25	82	17.90	26.86	18.76
30	73	15.94	28.69	19.24
35	66.5	14.52	30.49	19.69
40	61	13.32	31.96	19.81
50	53	11.57	34.72	19.87
55	49	10.70	35.30	19.10
60	45	9.82	35.37	17.82
65	41	8.95	34.91	16.01
70	37	8.08	33.93	13.68
75	33	7.20	32.42	10.82
80	29	6.33	30.39	7.44
85	25	5.46	27.84	3.54
90	21	4.58	24.76	-0.89



Minimum Tank Size	19.87 m³
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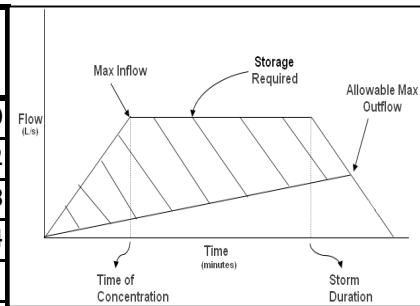
Outlet Orifice Design	
Approximate head above outlet	1 m water
Max allowable outflow	0.009 m ³ /s
Discharge Velocity	4.43 m/s
<hr/>	
Approx Pipe area	2031.856 mm ²
Approx Pipe Diameter	50.86 mm

POST-DEVELOPMENT - 1 IN 100 YEAR ARI EVENT - CARPARK AND LANDSCAPE ZONES

Roof Area	m ²	Pervious Area	391
Roof Pitch	5 degrees	Run-Off Coefficient	0.25
Run-Off Coefficient	1	Pavement Area	880
		Run-Off Coefficient	0.9
		Total Site =	2998

Storm Design Recurrence Interval 100 years
Time of Concentration 5.0 minutes
Max Allowable Outflow 5.000 L/s Based on (AR&R 2019)

Duration (Minutes)	Intensity (mm/h)	Inflow (L/s)	Inflow Volume (m ³)	Max Storage (m ³)
5	186	45.98	13.80	12.30
10	136	33.62	20.17	17.92
15	110	27.19	24.48	21.48
20	94	23.24	27.89	24.14
25	82	20.27	30.41	25.91
30	73	18.05	32.49	27.24
35	66.5	16.44	34.52	28.52
40	61	15.08	36.19	29.44
50	53	13.10	39.31	31.06
55	49	12.11	39.98	30.98
60	45	11.13	40.05	30.30
65	41	10.14	39.53	29.03
70	37	9.15	38.42	27.17
75	33	8.16	36.71	24.71
80	29	7.17	34.41	21.66
85	25	6.18	31.52	18.02
90	21	5.19	28.03	13.78



Minimum Tank Size	31.06 m³
--------------------------	----------------------------

Outlet Orifice Design	
Approximate head above outlet	1 m water
Max allowable outflow	0.005 m ³ /s
Discharge Velocity	4.43 m/s
<hr/>	
Approx Pipe area	1128.809 mm ²
Approx Pipe Diameter	37.91 mm

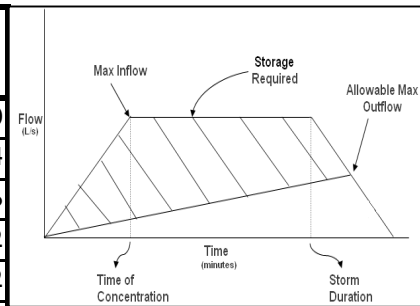
POST-DEVELOPMENT - 1 IN 100 YEAR ARI EVENT - OUTDOOR PLAY AREA ZONES

Roof Area	m ²	Pervious Area	979
Roof Pitch	5 degrees	Run-Off Coefficient	0.25
Run-Off Coefficient	1		
		Pavement Area	
		Run-Off Coefficient	0.9
		Total Site =	2998

Storm Design Recurrence Interval	100 years
Time of Concentration	5.0 minutes
Max Allowable Outflow	12.658 L/s

Based on (AR&R 2019)

Duration (Minutes)	Intensity (mm/h)	Inflow (L/s)	Inflow Volume (m ³)	Max Storage (m ³)
5	186	12.66	3.80	0.00
10	136	9.26	5.55	-0.14
15	110	7.49	6.74	-0.86
20	94	6.40	7.68	-1.82
25	82	5.58	8.37	-3.02
30	73	4.97	8.94	-4.35
35	66.5	4.53	9.50	-5.69
40	61	4.15	9.96	-7.13
50	53	3.61	10.82	-10.07
55	49	3.33	11.00	-11.78
60	45	3.06	11.03	-13.66
65	41	2.79	10.88	-15.70
70	37	2.52	10.58	-17.91
75	33	2.25	10.11	-20.27
80	29	1.97	9.47	-22.81
85	25	1.70	8.68	-25.50
90	21	1.43	7.72	-28.36



Minimum Tank Size	0.00 m³
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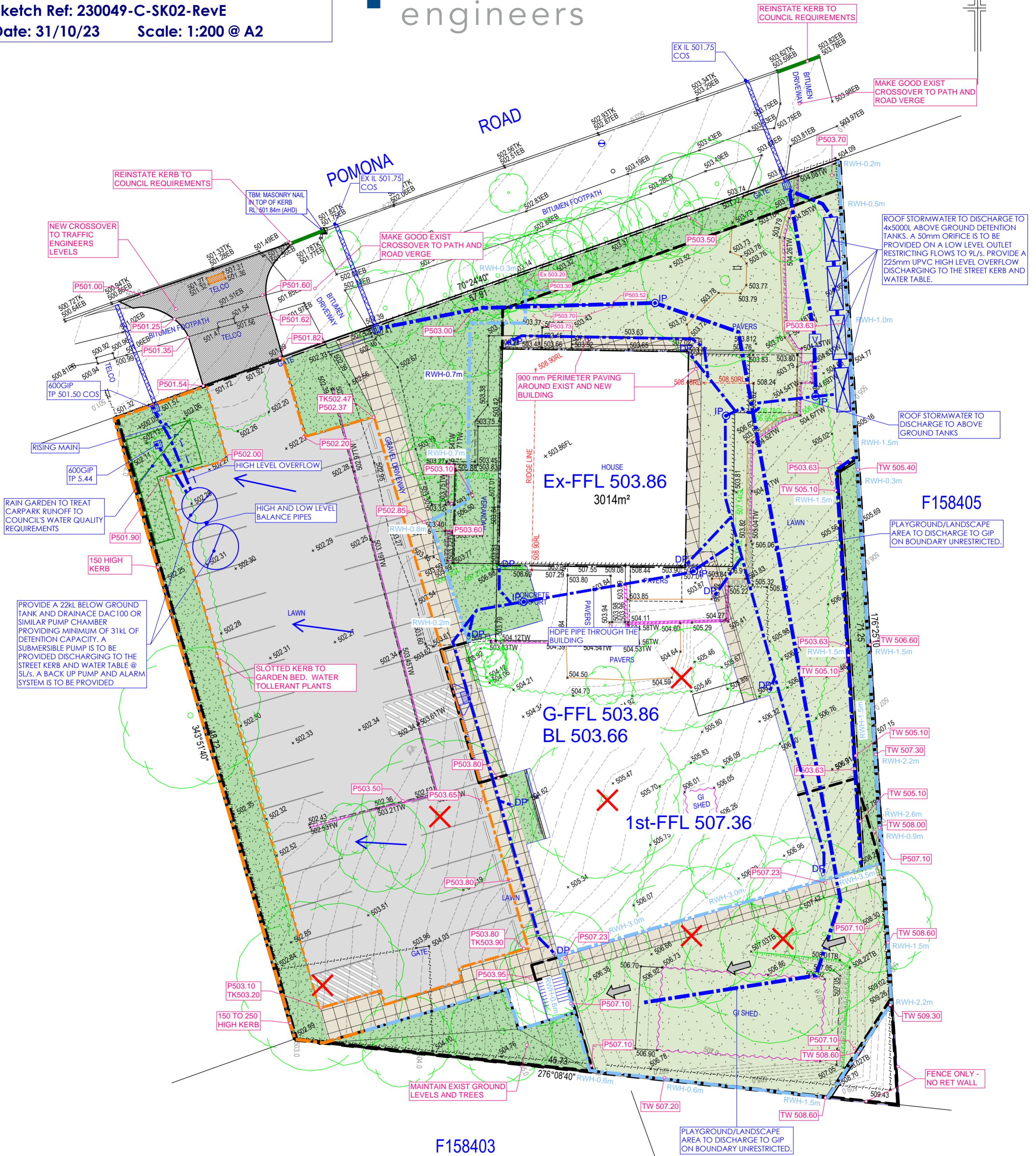
Outlet Orifice Design	
Approximate head above outlet	1 m water
Max allowable outflow	0.012658333 m ³ /s
Discharge Velocity	4.43 m/s
<hr/>	
Approx Pipe area	2857.768 mm ²
Approx Pipe Diameter	60.32 mm

Project: CHILD CARE CENTRE
 Site: 52 PAMONA ST STIRLING
 Sketch Title: STORMWATER MANAGEMENT PLAN
 Sketch Ref: 230049-C-SK02-RevE
 Date: 31/10/23 Scale: 1:200 @ A2



ALLOTMENT 58 IN F158404
 HUNDRED OF STIRLING
 CT 5355/911

N



DETENTION ASSESSMENT

PRE-DEVELOPMENT FLOWS

- 1 IN 5 YEAR ARI EVENT = 27.65L/s

POST-DEVELOPMENT FLOWS

- 1 IN 100 YEAR ARI EVENT - ROOF = 9L/s
 - 1 IN 100 YEAR ARI EVENT - OUTDOOR PLAY AREA = 12.66L/s
 - 1 IN 100 YEAR ARI EVENT - REMAINING = 5 L/s
 - TOTAL = 26.66L/s

POST-DEVELOPMENT DETENTION REQUIRED

- 1 IN 100 YEAR ARI EVENT - ROOF = 19.87KL
 - 1 IN 100 YEAR ARI EVENT - OUTDOOR PLAY AREA = 0KL
 - 1 IN 100 YEAR ARI EVENT - REMAINING = 31KL

POST-DEVELOPMENT DETENTION PROVIDED

- 20KL VIA 4x5500L ABOVE GROUND TANKS CAPTURING ROOF STORMWATER
 - 31KL VIA TWO UNDERGROUND DETENTION TANKS TO THE CARPARK

LEGEND

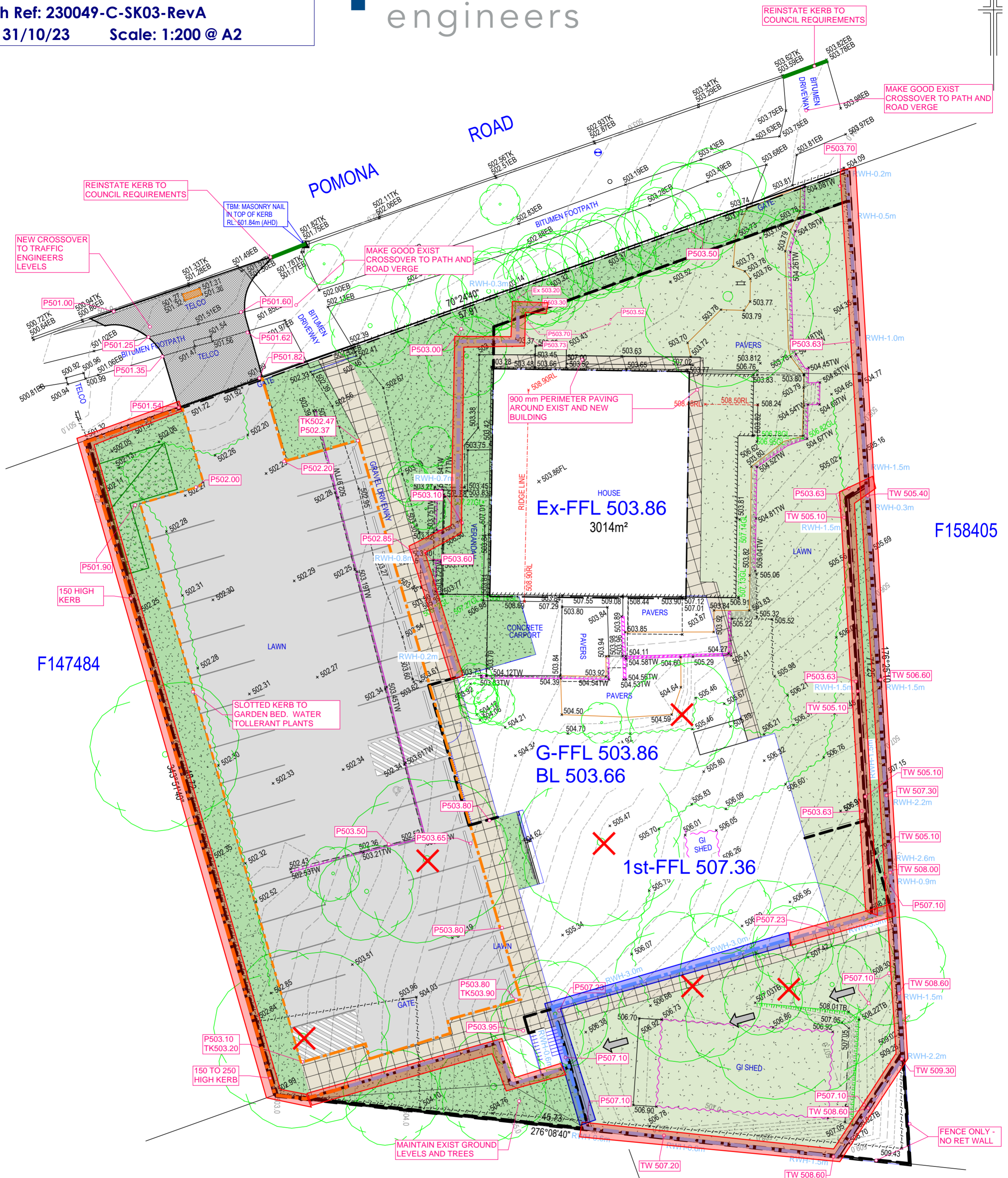
- RETAINING WALL
- STORMWATER PIPE
- CONCRETE KERB
- INSPECTION POINT
- DOWNPIPE. DOWNPIPE LOCATIONS ARE SHOWN INDICATIVELY AND ARE TO BE CONFIRMED DURING DETAILED DESIGN.
- MAINTENANCE VALVE
- GRATED INLET PIT
- STORMWATER OUTLET THROUGH FOOTPATH TO COUNCIL DETAILS
- TREE TO BE REMOVED
- CONCRETE DETENTION TANK
- RISING MAIN
- RAIN GARDEN
- DESIGN LEVEL

P-PAVEMENT LEVEL
 TK-TOP OF KERB
 WT-WATER TABLE
 TP-TOP OF PIT
 IL- INVERT LEVEL
 EX-EXISTING LEVEL
 TB-TOP BATTER
 BB-BOTTOM BATTER
 TW-TOP OF WALL
 L-LANDSCAPE LEVEL

Project: CHILD CARE CENTRE
 Site: 52 PAMONA ST STIRLING
 Sketch Title: RETAINING WALL MARK-UP
 Sketch Ref: 230049-C-SK03-RevA
 Date: 31/10/23 Scale: 1:200 @ A2















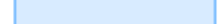

ALLOTMENT 58 IN F158404
 HUNDRED OF STIRLING
 CT 5355/911



F158403

F158402

LEGEND

-  RETAINING WALL - RETAINING CUT
-  RETAINING WALL - RETAINING FILL
-  RETAINING WALL - RETAINING CUT AND FILL
-  DESIGN LEVEL
-  P-PAVEMENT LEVEL
-  TK-TOP OF KERB
-  WT-WATER TABLE
-  TP-TOP OF PIT
-  IL-INVERT LEVEL
-  EX-EXISTING LEVEL
-  TB-TOP BATTER
-  BB-BOTTOM BATTER
-  TW-TOP OF WALL
-  L-LANDSCAPE LEVEL



**PROPOSED CHILD CARE CENTRE
52 POMONA ROAD, STIRLING**

TRAFFIC AND PARKING REPORT



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DOCUMENT CONTROL

Report title: Proposed Child Care Centre, 52 Pomona Road, Stirling
Traffic and Parking report

Project number: 23160

Client: Development Holdings Pty Ltd

Client contact: Brad Steinert

Version	Date	Details/status	Prepared by	Approved by
Draft	02 Jun 23	For review	JJB	BNW
V1.0	20 Jun 23	For submission	JJB	BNW
V1.1	27 Jun 23	Updated plan	JJB	BNW

CIRQA Pty Ltd

ABN 12 681 029 983

PO Box 144, Glenside SA 5065

150 Halifax Street, Adelaide SA 5000

(08) 7078 1801

www.cirqa.com.au

1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for a proposed child care centre at 52 Pomona Road, Stirling. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development, its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by Brown Falconer (drawing no. 3605 DA04, dated 26 June 23, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the southern side of Pomona Road. The site is bound by Pomona Road to the north and residential dwellings to the remaining sides.

The Planning and Design Code identifies that the site is located within a Rural Neighbourhood Zone (Adelaide Hills Sub Zone), with the following overlays applicable:

- Hazards (Bushfire – Medium Risk);
- Local Heritage Place (15134);
- Mount Lofty Ranges Water Supply Catchment (Area 2);
- Native Vegetation;
- Prescribed Water Resources Area;
- Regulated and Significant Tree; and
- Traffic Generating Development.

The subject site is currently occupied by a residential dwelling. Vehicle access is provided via two crossovers on Pomona Road, at which all turning movements are permitted.

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



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

2.2 ADJACENT ROAD NETWORK

Pomona Road is a local road under the care and control of the Adelaide Hills Council. Pomona Road comprises a 6 m wide carriageway (approximate) with a single traffic lane in each direction. Parking is generally restricted on both sides of the road due to the lane width (insufficient width to accommodate on-street parking). A speed limit of 50 km/h applies on Pomona Road.

2.3 KEY INTERSECTIONS

Key intersections surrounding the subject site include:

- Mount Barker Road/Pomona Road/Avenue Road – four-way roundabout intersection;
- Pomona Road/Gould Road – priority controlled (Give Way) T-intersection; and
- Gould Road/Old Mount Barker Road – priority controlled (Give Way) T-intersection.

Peak hour movements for the key intersections are illustrated in Figure 2, Figure 3 and Figure 4, below. Peak hour movements were obtained from the Department of Infrastructure and Transport (DIT) data and Austrafic surveys.

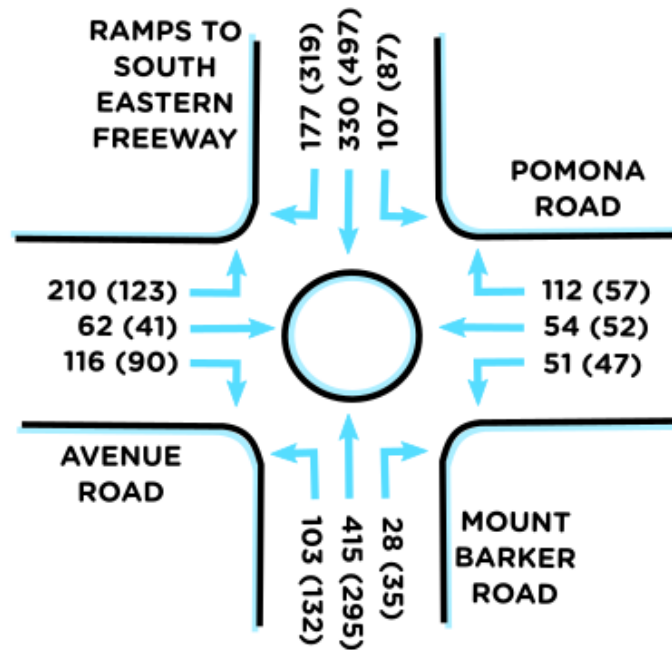


Figure 2 – Existing peak am(pm) hour movements at the intersection of Mount Barker Road/Pomona Road/Avenue Road

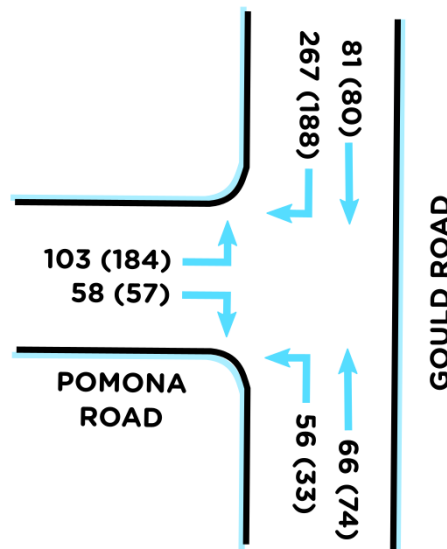


Figure 3 – Existing peak am(pm) hour movements at the intersection of Pomona Road/Gould Road

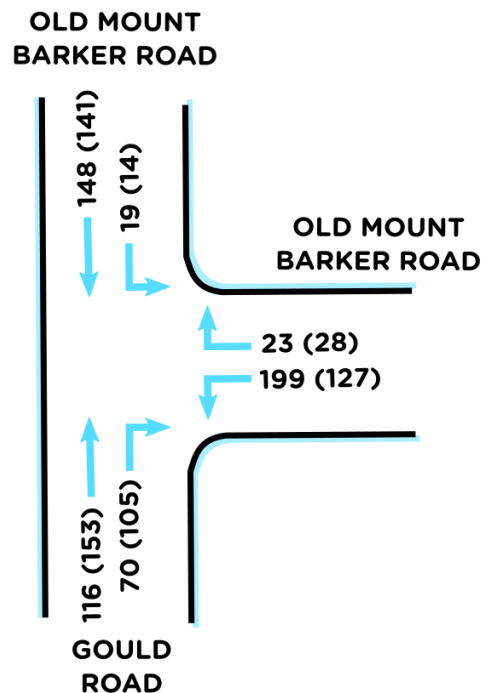


Figure 4 – Existing peak am(pm) hour movements at the intersection of Gould Road/Old Mount Barker Road

2.4 WALKING AND CYCLING

A sealed footpath is provided on the southern side of Pomona Road, servicing both pedestrians and cyclists. Cyclists are also able to ride on-street sharing the road with motorists.

2.5 PUBLIC TRANSPORT

Public bus services operate regularly in the vicinity of the subject site. Bus stops are located within 130 m of the subject site on both sides of Pomona Road. These stops are serviced by the following bus routes:

- 822 – Stirling to City;
- 865 – Aldgate to City;
- 865C – Stirling to Crafers;
- 865S – Crafers to Stirling;
- 866 – Stirling to Crafers;
- 866A – Stirling to Crafers; and
- 866R – Stirling to Crafers.

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the demolition of the existing infrastructure on the subject site and the construction of a 118 place child care centre. The child care centre will be serviced by 30 on-site parking spaces.

3.2 ACCESS AND PARKING DESIGN

Vehicle access to the site will be provided via a 6.6 m wide two-way crossover on Pomona Road. The access point will accommodate two-way movements with entering light vehicles able to be driven past another light vehicle stored waiting to exit the site. All vehicles will be able to enter and exit the site in a forward direction. All movements will be permitted at the access.

Sight distance at the access driveway exit will be provided above the minimum distance required by the Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking* (AS/NZS 2890.1:2004).

The site will be serviced by a 30-space parking area, of which one space will be reserved exclusively for use by people with disabilities. The parking area will comply with the requirements of AS/NZS 2890.1:2004 and Australian/New Zealand Standard, *Parking Facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2009) in that:

- regular (90 degree) parking spaces will be 2.6 m wide and 5.4 m long (or 4.8 m long with 0.6 m overhang);
- the disabled parking space will be 2.6 m wide and 5.4 m long (with an adjacent shared space of the same dimension);
- the parking aisle will be at least 6.6 m wide;
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the aisle;
- a turn-around bay will be provided at the end of the parking aisle;
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height; and
- pedestrian sightlines will be provided at the site's access point.

Grades within the proposed parking area shall satisfy the requirements identified within the following Australian Standards to accommodate 10 m rigid vehicle access and light vehicle parking:

- Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking* (AS/NZS 2890.1:2004);
- Australian/New Zealand Standard, *Parking Facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2009); and
- Australian/New Zealand Standard, *Parking Facilities Part 2: Off-street commercial vehicle facilities* (AS/NZS 2890.2:2018).

Pedestrian access from the site to the public road reserve will be provided via a 2 m wide sealed footpath. This will accommodate both pedestrian and cycling access.

3.3 REFUSE COLLECTION

Refuse collection will be undertaken via private contractor with the associated manoeuvres accommodated on-site (forward-in/forward-out). The site will be able to accommodate movements by a 10 m long rigid vehicle. It is anticipated that such movements would be undertaken outside of opening hours. Figure 5 illustrates the turn path for a 10 m rigid vehicle entering and exiting the site in a forward direction.

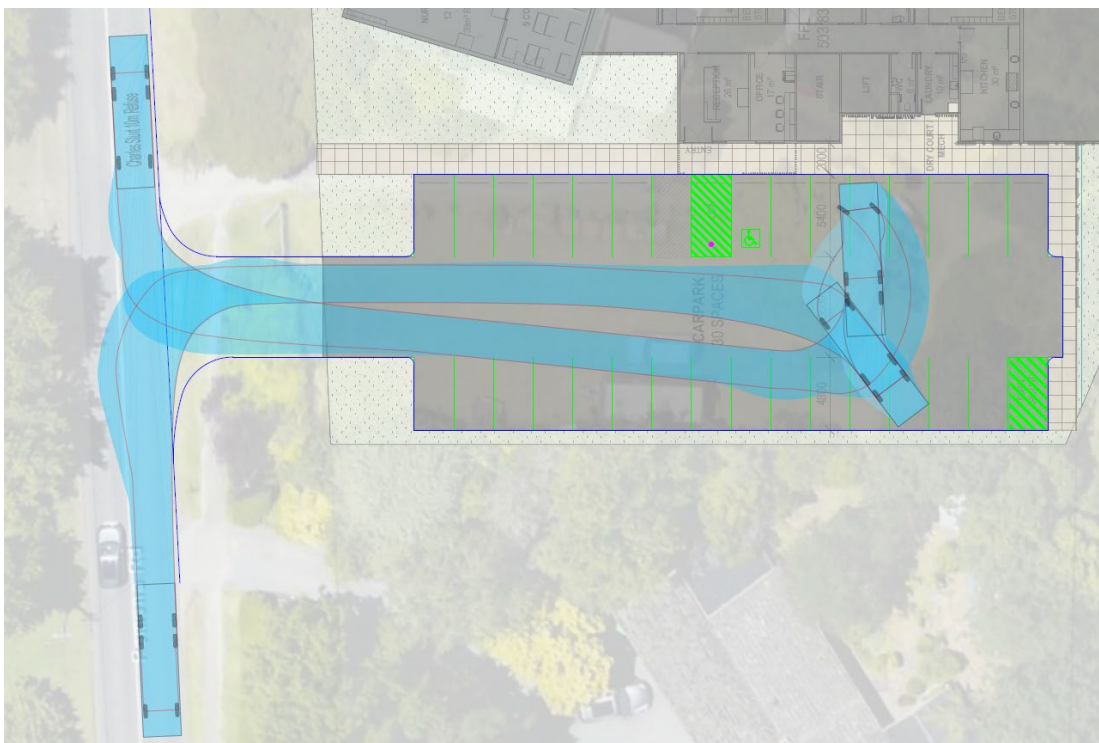


Figure 5 – 10 m rigid vehicle turning movements into and out of the site

4. PARKING ASSESSMENT

The Planning and Design Code identifies a parking requirement of 0.25 spaces per child for land uses classified as 'child care centres' (equivalent to a rate of one space per four children). Based upon a capacity of 118 children, the proposed child care centre would have a theoretical requirement for 29.5 spaces. Given that 30 spaces will be provided, the parking requirement identified within the Planning and Design Code will be satisfied.

5. TRAFFIC ASSESSMENT

5.1 CENTRE PEAK TRAFFIC GENERATION AND DISTRIBUTION

The RTA's "*Guide to Traffic Generating Developments*" (the RTA Guide, now Transport for NSW), and its subsequent updates, are documents commonly used by traffic engineers in order to determine the forecast traffic generation of a variety of land uses.

An update to the RTA child care centre traffic generation rate was prepared by TEF Consulting and the RTA in September 2015. The updated study identified that the previously recommended rates were based on surveys from 1992, and were considered out of date. Based on detailed statistical analysis, the updated TEF Consulting report identified the following rate for assessment of peak traffic generation at child care centres (where X_1 is the number of licensed places for children):

- am peak hour trips – $0.0118 X_1^2 - 0.3585 X_1 + 22.968$; and
- pm peak hour trips – $0.004 X_1^2 + 0.4117 X_1 + 6.0276$.

On the basis of the above equations, it is forecast that the proposal will generate 145 am peak hour trips and 111 pm peak hour trips. In CIRQA's experience, such rates are higher than typically experienced at child care centres in Greater Adelaide. Nevertheless, these forecasts have been adopted for conservatism.

Vehicle movements will be distributed via the site's access point on Pomona Road. All movements will be permitted at the access. For the purposes of this assessment, the following distribution assumptions have been adopted:

- am peak hour – 60% of trips are inbound and 40% of trips are outbound (based on the comparable survey data);
- pm peak hour – 50% of trips are inbound and 50% of trips are outbound (based on the comparable survey data); and

- in respect to the distribution to/from the broader road network, 40% of movements are to/from the north, 20% are to/from the east, 30% are to/from the south and 10% to/from the west.

Based upon the above assumptions, the am and pm peak hour movements (associated with the proposed child care centre) have been forecast at key intersections (Figure 6, Figure 7 and Figure 8).

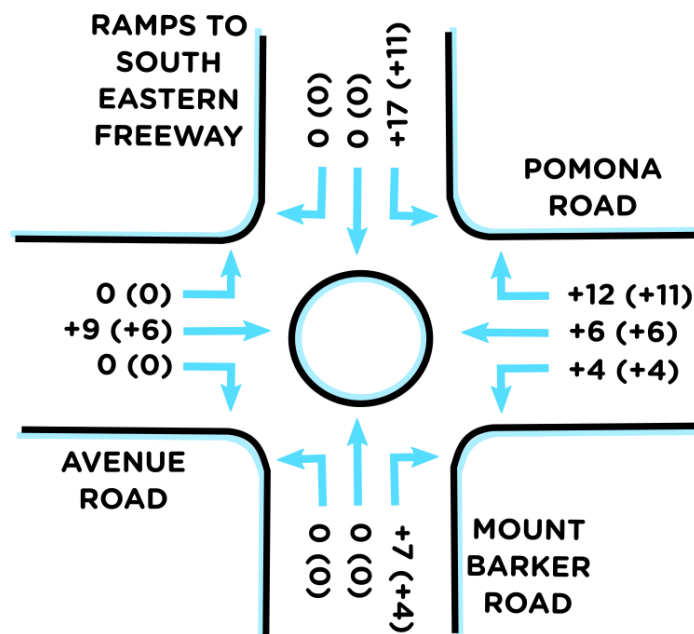


Figure 6 – Additional volumes forecast at the intersection of Mount Barker Road/ Pomona Road/Avenue Road during the centre’s peak am and (pm) peak hours

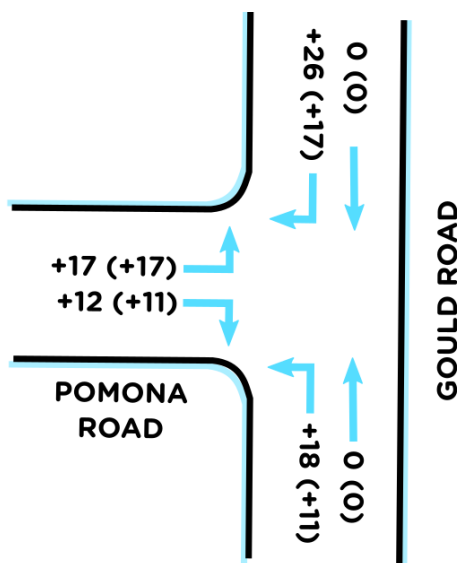


Figure 7 – Additional volumes forecast at the intersection of Pomona Road/Gould Road during the centre’s peak am and (pm) peak hours

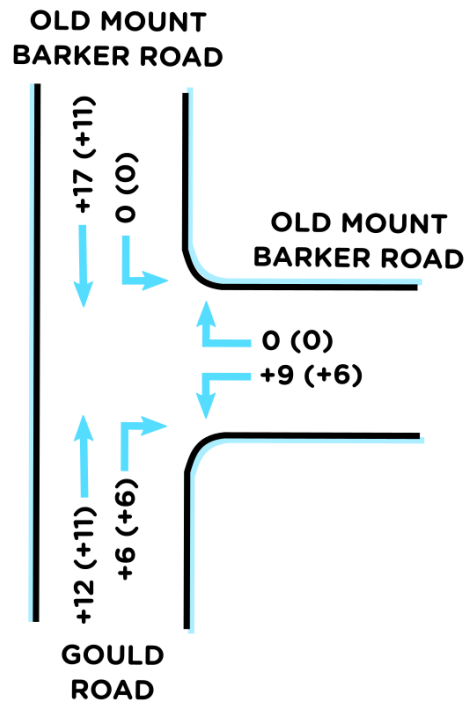


Figure 8 – Additional volumes forecast at the intersection of Gould Road/Old Mount Barker Road during the centre’s peak am and (pm) peak hours

5.2 NETWORK PEAK TRAFFIC GENERATION AND DISTRIBUTION

The forecasts detailed in Section 5.1 above relate to the absolute peak periods associated with the child care centre. However, such periods do not typically directly align with the commuter peak hour periods on adjacent road networks. Therefore, adopting a combination of the child care centre’s forecast peak hour movements plus the existing peak hour movements on the adjacent roads would result in a highly conservative (and unrealistic) traffic assessment.

In comparison to the above forecasts for the centre’s peak periods, the RMS (TEF Consulting) update study also identified the following rates for traffic generation of such sites during the road network peak hours (where X_1 is the number of licensed places for children):

- am peak hour trips – $0.0065 X_1^2 - 0.0452 X_1 + 16.943$; and
- pm peak hour trips – $0.0015 X_1^2 + 0.3227 X_1 - 2.7273$.

On the basis of the above equations, it is forecast that the proposal will generate 103 and 57 trips in the am and pm peak hours, respectively.

As with the centre’s peak hour volumes, vehicle movements generated during the commuter peaks will be distributed via the site’s access points on Pomona Road. The distribution assumptions noted above for the peak child care traffic

generation have been adopted for the network peak child care traffic generation. Figure 9, Figure 10 and Figure 11, (below) illustrate forecast additional movements generated by the proposed child care centre during the network peak hours.

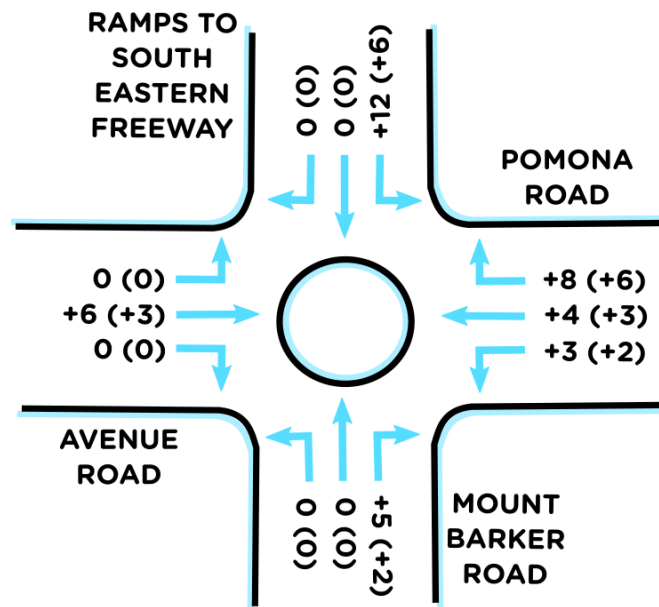


Figure 9 – Additional forecast volumes at the intersection of Mount Barker Road/Pomona Road/Avenue Road during the road network (commuter) peak am and (pm) peak hours

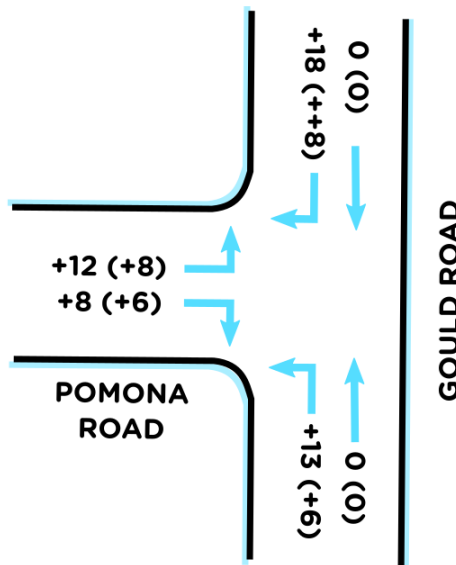


Figure 10 – Additional forecast volumes at the intersection of Pomona Road/Gould Road during the road network (commuter) peak am and (pm) peak hours

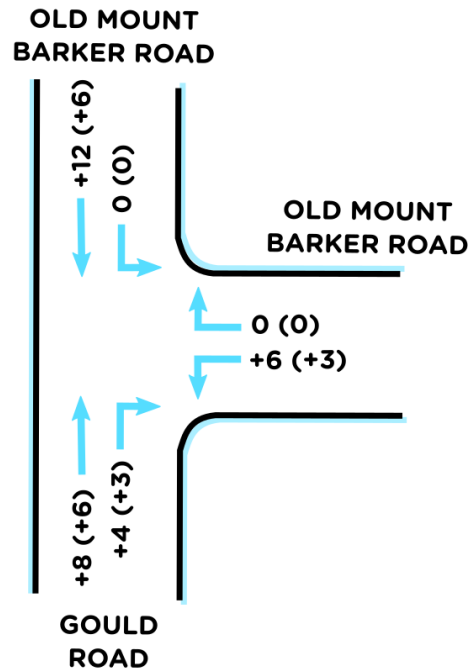


Figure 11 – Additional forecast volumes at the intersection of Gould Road/Old Mount Barker Road during the road network (commuter) peak am and (pm) peak hours

5.3 TRAFFIC IMPACT

To determine the potential impact of the proposed child care centre, SIDRA modelling of the key intersections has been undertaken for the following three scenarios for the am and pm peak hours:

- **Existing (Base Case) Scenario** – surveyed movements (i.e. current conditions);
- **Future Scenario 1** – the (centre’s) peak child care traffic generation plus the surveyed existing movements; and
- **Future Scenario 2** – the network peak child care traffic generation plus the surveyed existing movements.

Future Scenario 1 represents a highly conservative assessment as it assumes both the centre’s peak hours overlap with the general road network peaks. As detailed above, this is highly unlikely. The Future Scenario 2 provides a more realistic assessment of the impacts of the proposal. Nevertheless, both approaches have been assessed for conservatism and as a sensitivity analysis.

SIDRA is a modelling software utilised to assess the operation and performance of intersections. Key metrics reported by the software, and used for this assessment include the Degree of Saturation (DoS) and the Level of Service (LoS). The Degree of Saturation is a measure of capacity with a value of less than

one being under capacity and a value of one or more indicating that the movement/intersection is over capacity. The Level of Service is a performance metric based upon delays. 'A' is the highest LoS and 'F' the lowest.

These key SIDRA results are summarised and discussed below. Additional data/results such as queuing and delays also been considered and are included in the detailed modelling reports provided in Appendix B.

5.3.1 MOUNT BARKER ROAD/POMONA ROAD/AVENUE ROAD

Key SIDRA outputs for the three modelling scenarios are summarised in Table 1, below.

Table 1 – Key SIDRA outputs for the intersection of Mount Barker Road, Pomona Road and Avenue Road

Approach	Turn	Existing DoS	Existing LoS	Scen. 1 DoS	Scen. 1 LoS	Scen. 2 DoS	Scen. 2 LoS
Mount Barker Road (S)	L	0.293 (0.275)	A (A)	0.302 (0.283)	A (A)	0.299 (0.280)	A (A)
	T	0.293 (0.275)	A (A)	0.302 (0.283)	A (A)	0.299 (0.280)	A (A)
	R	0.293 (0.275)	B (B)	0.302 (0.283)	B (B)	0.299 (0.280)	B (B)
Pomona Road (E)	L	0.364 (0.360)	A (B)	0.404 (0.432)	B (B)	0.391 (0.398)	B (B)
	T	0.364 (0.360)	A (B)	0.404 (0.432)	A (B)	0.391 (0.398)	A (B)
	R	0.364 (0.360)	B (B)	0.404 (0.432)	B (B)	0.391 (0.398)	B (B)
Mount Barker Road (N)	L	0.183 (0.163)	A (A)	0.218 (0.167)	A (A)	0.208 (0.165)	A (A)
	T	0.490 (0.701)	A (A)	0.500 (0.719)	A (A)	0.497 (0.710)	A (A)
	R	0.490 (0.701)	B (B)	0.500 (0.719)	B (B)	0.497 (0.710)	B (B)
Avenue Road (W)	L	0.560 (0.336)	A (A)	0.581 (0.348)	A (A)	0.576 (0.343)	A (A)
	T	0.560 (0.336)	A (A)	0.581 (0.348)	A (A)	0.576 (0.343)	A (A)
	R	0.560 (0.336)	B (B)	0.581 (0.348)	B (B)	0.576 (0.343)	B (B)

The SIDRA modelling indicates that all movements for the Existing Scenario operate well within capacity and generally with a high LoS. All movements in the

am peak hour operate with a DoS of 0.560 or less and a LoS of 'B' or greater. During the pm peak hour, all movements operate with a DoS of 0.701 or less and a LoS of 'B' or greater.

Modelling of the worst case scenario (Scenario 1), where the child care centre peak traffic volumes were added to the road network peak volume, indicated that the proposal would have a minimal impact on the existing DoS and LoS. In the am peak hour the LoS would change from 'A' to 'B', however all other movements would remain the same. The maximum change in DoS was 0.072 which occurred for the movements from Pomona Road in the pm peak hour.

The modelling has indicated that movements generated by the proposal could be easily accommodated at the intersection (even in the conservative modelling of Scenario 1).

5.3.2 POMONA ROAD/GOULD ROAD

Key SIDRA outputs for the three modelling scenarios are summarised in Table 2, below.

Table 2 – Key SIDRA outputs for the intersection of Pomona Road and Gould Road

Approach	Turn	Existing DoS	Existing LoS	Scen. 1 DoS	Scen. 1 LoS	Scen. 2 DoS	Scen. 2 LoS
Gould Road (S)	L	0.069 (0.060)	A (A)	0.079 (0.067)	A (A)	0.076 (0.064)	A (A)
	T	0.069 (0.060)	A (A)	0.079 (0.067)	A (A)	0.076 (0.064)	A (A)
Gould Road (N)	T	0.045 (0.044)	A (A)	0.045 (0.044)	A (A)	0.045 (0.044)	A (A)
	R	0.176 (0.124)	A (A)	0.196 (0.136)	A (A)	0.191 (0.130)	A (A)
Pomona Road (W)	L	0.162 (0.207)	A (A)	0.199 (0.238)	A (A)	0.189 (0.223)	A (A)
	R	0.162 (0.207)	A (A)	0.199 (0.238)	A (A)	0.189 (0.223)	A (A)

The modelling of the Existing Scenario has indicated that the intersection currently operated with a low DoS and a high LoS. All existing movements operate with a DoS of 0.207 or less and a LoS of 'A'.

Additional movements associated with Scenarios 1 and 2 will have a minimal impact to the DoS and LoS. In both Scenarios, all movements operated with a DoS of 0.238 or less and a LoS 'A'. Movements associated with the proposal will therefore be easily accommodated at the intersection.

5.3.3 GOULD ROAD/OLD MOUNT BARKER ROAD

Key SIDRA outputs for the three modelling scenarios are summarised in Table 3 below.

Table 3 – Key SIDRA outputs for the intersection of Gould Road and Old Mount Barker Road

Approach	Turn	Existing DoS	Existing LoS	Scen. 1 DoS	Scen. 1 LoS	Scen. 2 DoS	Scen. 2 LoS
Gould Road (S)	L	0.117 (0.159)	A (A)	0.128 (0.170)	A (A)	0.125 (0.165)	A (A)
	R	0.117 (0.159)	A (A)	0.128 (0.170)	A (A)	0.125 (0.165)	A (A)
Old Mount Barker Road (E)	L	0.202 (0.151)	A (A)	0.215 (0.160)	A (A)	0.211 (0.156)	A (A)
	T	0.202 (0.151)	B (B)	0.215 (0.160)	B (B)	0.211 (0.156)	B (B)
Old Mount Barker Road (W)	T	0.097 (0.091)	A (A)	0.107 (0.097)	A (A)	0.104 (0.094)	A (A)
	R	0.097 (0.091)	A (A)	0.107 (0.097)	A (A)	0.104 (0.094)	A (A)

The SIDRA modelling indicates that all movements for the Existing Scenario operate well within capacity and generally with a high LoS. All movements operate with a DoS of 0.204 or less and a LoS of 'A' albeit the through movement for the Old Mount Barker Road (E) operates with a LoS of 'B' for the am and pm peak hours.

The modelling for Scenarios 1 and 2 indicate that the traffic volumes associated with the proposal will have a minimal impact on the DoS. The maximum change to the DoS of any movement will be +0.011. All LoS remain unchanged between the three scenarios.

The modelling indicates that the proposal will result in a minimal change to the performance of the intersection during peak periods. All movements will operate below capacity and with a high level of service.

5.4 DISCUSSION

The modelling has indicated that the key intersections currently operate well below capacity and generally with a high LoS. The conservative assessment of Scenario 1 has indicated that even in the unlikely event that the proposal's peak traffic generation overlaps with the road network peak, there would be a minimal change in conditions at the key intersections. This is primarily due to the available capacity at the key intersections and the multiple routes available to access the

site (i.e. traffic volumes associated with the child care centre are not concentrated at any one intersection).

The assessment has not taken into account 'passing trade'. It has been assumed that all movements associated with the proposal are 'new' trips on the network. In reality, a portion of traffic generated by the child care may be existing with parents/caregivers potentially dropping-off/picking-up their children as part of their commute/school run, etc.

The modelling for Scenarios 1 and 2 indicates that the proposal will have a minimal impact upon the existing operation of the key intersections. The traffic generated by the proposal will therefore be readily accommodated on the adjacent road network.

6. SUMMARY

The proposal comprises the construction of a 118 place child care centre with associated access and parking provisions. Vehicle access to the site will be provided via a 6.6 m wide two-way access point on Pomona Road. The site has been designed such that all movements can enter and exit in a forward direction.

A total of 30 parking spaces will be provided on-site. Such a provision will satisfy the parking requirements of the Planning and Design Code. The parking area will be provided in accordance with the relevant Australian Standard.

The proposal is forecast to generate in the order of 145 am and 111 pm peak hour trips or 103 am and 57 pm trips during the network peak. Such movements will be readily accommodated at the proposed site access and on the adjacent road network.

APPENDIX A

BROWN FALCONER PLANS

SUPERSEDED 05/10/2023

LOCAL HERITAGE PLACE SIGN RETAINED

DA ISSUE






ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET	26/06/23

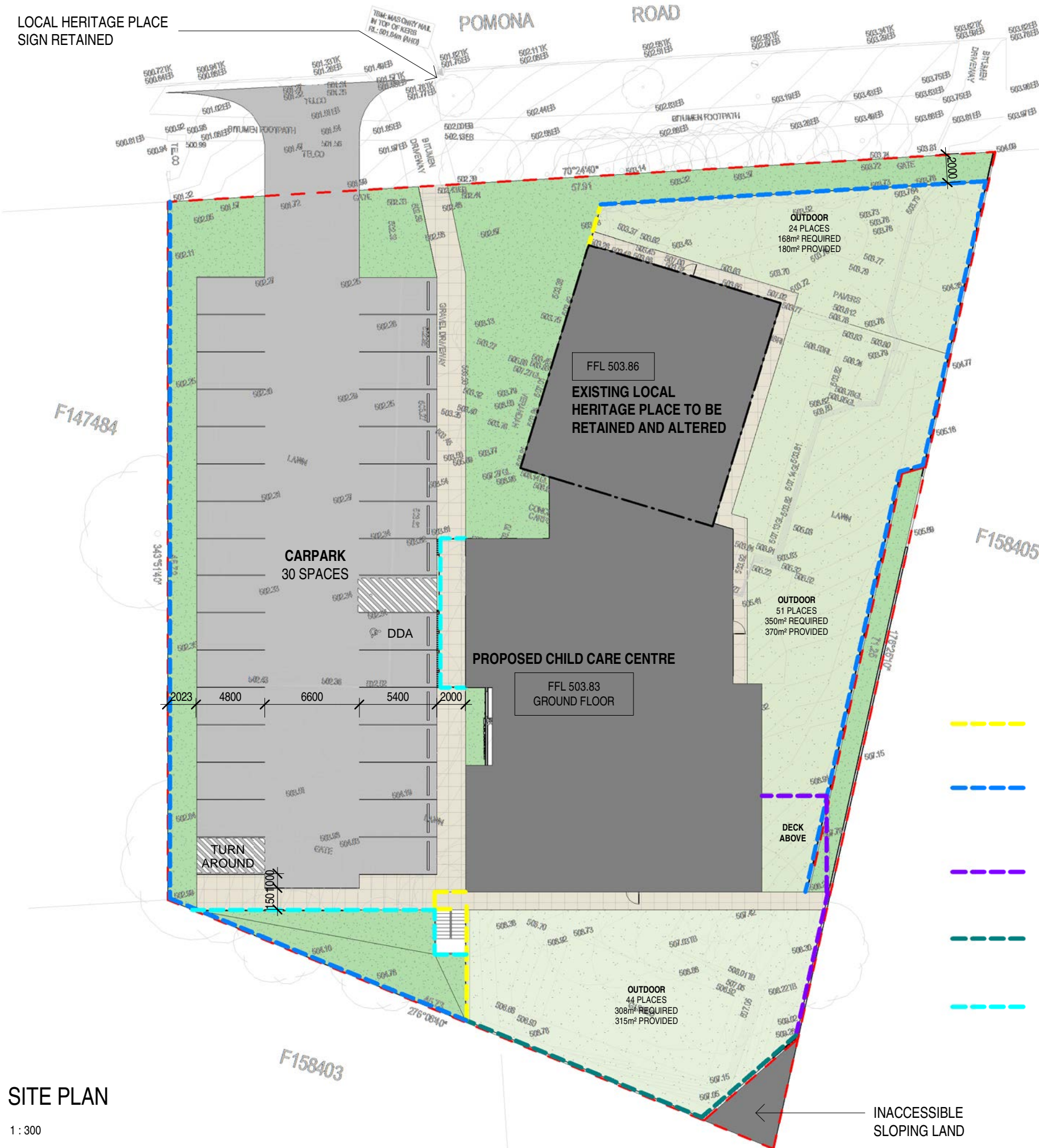
SUPERSEDED 05/10/2023

NUMBER OF PLACES	118
SITE AREA	2920m ²
SITE AREA PER PLACE	24.7m ²
BUILDING AREA (GROUND)	679m ²
BUILDING AREA (FIRST)	305m ²
BUILDING AREA (TOTAL)	984m ²
BUILDING AREA PER PLACE	8.3m ²
OUTDOOR PLAY AREA	865m ²
NUMBER OF CAPARKS	30

FENCES

-  **FT01 FENCE TYPE 01**
CAPPED PICKET FENCE
90x20mm VERTICAL PICKETS 40mm SPACING
MINIMUM HEIGHT 1800mm
-  **FT02 FENCE TYPE 02**
COLORBOND METAL 'GOOD NEIGHBOUR' TYPE FENCE
1800 MINIMUM HEIGHT
COLOUR: MONUMENT
-  **FT03 FENCE TYPE 03**
COLORBOND METAL 'GOOD NEIGHBOUR' TYPE FENCE
2100 MINIMUM HEIGHT
COLOUR: MONUMENT
-  **FT04 FENCE TYPE 04**
COLORBOND METAL 'GOOD NEIGHBOUR' TYPE FENCE
2400 MINIMUM HEIGHT
COLOUR: MONUMENT
-  **FT05 FENCE TYPE 05**
CAPPED PICKET FENCE
90x20mm VERTICAL PICKETS 40mm SPACING
MINIMUM HEIGHT 1500mm

NOTE:
FENCES SEALED TIGHT AT ALL JUNCTIONS, INCLUDING BETWEEN PANELS AND AT THE GROUND



SITE PLAN

1 : 300

BROWN FALCONER

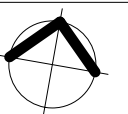
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

ACCORD PROPERTY LTD

POMONA ROAD CCC

SITE PLAN

Scale 1 : 300
Drawn Author
Date 02/12/18
Job No. 2023037



Dwg No. **3605 DA04** Rev: **1** A3 SHEET

APPENDIX B

SIDRA MODELLING OUTPUTS

MOVEMENT SUMMARY

Site: 101 [WED AM Centre Peak (Site Folder: Gould Road - Pomona Road)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV veh/h]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Gould Road [S]														
1	L2	74	3	78	4.1	0.079	5.6	LOS A	0.0	0.0	0.00	0.31	0.00	55.6
2	T1	66	0	69	0.0	0.079	0.0	LOS A	0.0	0.0	0.00	0.31	0.00	57.3
Approach		140	3	147	2.1	0.079	3.0	NA	0.0	0.0	0.00	0.31	0.00	56.4
North: Gould Road [N]														
8	T1	81	4	85	4.9	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	293	3	308	1.0	0.196	6.0	LOS A	1.0	7.1	0.29	0.58	0.29	52.3
Approach		374	7	394	1.9	0.196	4.7	NA	1.0	7.1	0.23	0.45	0.23	53.8
West: Pomona Road [W]														
10	L2	121	2	127	1.7	0.199	5.8	LOS A	0.8	6.0	0.19	0.59	0.19	52.3
12	R2	70	2	74	2.9	0.199	9.7	LOS A	0.8	6.0	0.19	0.59	0.19	51.7
Approach		191	4	201	2.1	0.199	7.2	LOS A	0.8	6.0	0.19	0.59	0.19	52.1
All Vehicles		705	14	742	2.0	0.199	5.0	NA	1.0	7.1	0.17	0.46	0.17	53.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: CIRQA PTY LTD | Licence: NETWORK / 1PC | Processed: Thursday, 25 May 2023 6:01:18 PM

Project: C:\Users\JeremyBayly\Cirqa Pty Ltd\Cirqa Pty Ltd Team Site - Public\2023\23160 Child Care Centre 52 Pomona Road Stirling\SIDRA \23160 SIDRA 25May23.sip9

MOVEMENT SUMMARY

Site: 101 [WED AM Existing (Site Folder: Gould Road - Pomona Road)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV veh/h]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Gould Road [S]														
1	L2	56	3	59	5.4	0.069	5.6	LOS A	0.0	0.0	0.00	0.27	0.00	55.9
2	T1	66	0	69	0.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	57.6
Approach		122	3	128	2.5	0.069	2.6	NA	0.0	0.0	0.00	0.27	0.00	56.8
North: Gould Road [N]														
8	T1	81	4	85	4.9	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	267	3	281	1.1	0.176	5.9	LOS A	0.9	6.3	0.26	0.57	0.26	52.4
Approach		348	7	366	2.0	0.176	4.5	NA	0.9	6.3	0.20	0.44	0.20	54.0
West: Pomona Road [W]														
10	L2	103	2	108	1.9	0.162	5.8	LOS A	0.7	4.9	0.19	0.58	0.19	52.4
12	R2	58	2	61	3.4	0.162	9.2	LOS A	0.7	4.9	0.19	0.58	0.19	51.9
Approach		161	4	169	2.5	0.162	7.0	LOS A	0.7	4.9	0.19	0.58	0.19	52.2
All Vehicles		631	14	664	2.2	0.176	4.8	NA	0.9	6.3	0.16	0.44	0.16	54.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [WED AM Network Peak (Site Folder: Gould Road - Pomona Road)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV veh/h]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Gould Road [S]														
1	L2	69	3	73	4.3	0.076	5.6	LOS A	0.0	0.0	0.00	0.30	0.00	55.7
2	T1	66	0	69	0.0	0.076	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		135	3	142	2.2	0.076	2.9	NA	0.0	0.0	0.00	0.30	0.00	56.5
North: Gould Road [N]														
8	T1	81	4	85	4.9	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	286	3	301	1.0	0.191	6.0	LOS A	1.0	6.9	0.28	0.58	0.28	52.3
Approach		367	7	386	1.9	0.191	4.7	NA	1.0	6.9	0.22	0.45		

MOVEMENT SUMMARY

Site: 101 [WED PM Centre Peak (Site Folder: Gould Road - Pomona Road)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV]	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] m				
South: Gould Road [S]														
1	L2	45	2	47	4.4	0.067	5.6	LOS A	0.0	0.0	0.00	0.22	0.00	56.3
2	T1	74	2	78	2.7	0.067	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	58.0
Approach		119	4	125	3.4	0.067	2.1	NA	0.0	0.0	0.00	0.22	0.00	57.3
North: Gould Road [N]														
8	T1	80	2	84	2.5	0.044	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	205	6	216	2.9	0.136	5.9	LOS A	0.7	4.8	0.25	0.57	0.25	52.3
Approach		285	8	300	2.8	0.136	4.3	NA	0.7	4.8	0.18	0.41	0.18	54.3
West: Pomona Road [W]														
10	L2	201	2	212	1.0	0.238	5.8	LOS A	1.1	7.7	0.20	0.57	0.20	52.8
12	R2	69	2	73	2.9	0.238	8.8	LOS A	1.1	7.7	0.20	0.57	0.20	52.2
Approach		270	4	284	1.5	0.238	6.6	LOS A	1.1	7.7	0.20	0.57	0.20	52.6
All Vehicles		674	16	709	2.4	0.238	4.8	NA	1.1	7.7	0.16	0.44	0.16	54.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [WED PM Existing (Site Folder: Gould Road - Pomona Road)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gould Road [S]														
1	L2	33	2	35	6.1	0.060	5.6	LOS A	0.0	0.0	0.00	0.18	0.00	56.5
2	T1	74	2	78	2.7	0.060	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	58.4
Approach		107	4	113	3.7	0.060	1.7	NA	0.0	0.0	0.00	0.18	0.00	57.8
North: Gould Road [N]														
8	T1	80	2	84	2.5	0.044	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	188	6	198	3.2	0.124	5.9	LOS A	0.6	4.3	0.24	0.57	0.24	52.3
Approach		268	8	282	3.0	0.124	4.1	NA	0.6	4.3	0.17	0.40	0.17	54.4
West: Pomona Road [W]														
10	L2	184	2	194	1.1	0.207	5.8	LOS A	0.9	6.6	0.20	0.57	0.20	52.9
12	R2	57	2	60	3.5	0.207	8.5	LOS A	0.9	6.6	0.20	0.57	0.20	52.3
Approach		241	4	254	1.7	0.207	6.4	LOS A	0.9	6.6	0.20	0.57	0.20	52.7
All Vehicles		616	16	648	2.6	0.207	4.6	NA	0.9	6.6	0.15	0.43	0.15	54.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [WED PM Network Peak (Site Folder: Gould Road - Pomona Road)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV]	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] m				
South: Gould Road [S]														
1	L2	39	2	41	5.1	0.064	5.6	LOS A	0.0	0.0	0.00	0.20	0.00	56.4
2	T1	74	2	78	2.7	0.064	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	58.2
Approach		113	4	119	3.5	0.064	1.9	NA	0.0	0.0	0.00	0.20	0.00	57.5
North: Gould Road [N]														
8	T1	80	2	84	2.5	0.044	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	197	6	207	3.0	0.130	5.9	LOS A	0.6	4.5	0.25	0.57	0.25	52.3
Approach		277	8	292	2.9	0.130	4.2	NA	0.6	4.5	0.17	0.40	0.17	54.3
West: Pomona Road [W]														
10	L2	193	2	203	1.0	0.223	5.8	LOS A	1.0	7.1	0.20	0.57	0.20	52.8
12	R2	63	2	66	3.2	0.223	8.6	LOS A	1.0	7.1	0.20	0.57	0.20	52.2
Approach		256	4	269	1.6	0.223	6.5	LOS A	1.0	7.1	0.20	0.57	0.20	52.7
All Vehicles		646	16	680	2.5	0.223	4.7	NA	1.0	7.1	0.15	0.44	0.15	54.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [WED AM Centre Peak (Site Folder: Mt Barker Road - Pomona Road - Avenue Road)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	[HV] veh/h	[Total veh/h	[HV] %				[Veh. veh	[Dist] m				
South: Mount Barker Road [S]														
1	L2	103	6	108	5.8	0.302	6.8	LOS A	1.9	13.8	0.60	0.66	0.60	52.1
2	T1	415	19	437	4.6	0.302	6.7	LOS A	1.9	13.8	0.60	0.67	0.60	53.3
3	R2	35	1	37	2.9	0.302	10.9	LOS B	1.9	13.5	0.60	0.67	0.60	52.9
Approach		553	26	582	4.7	0.302	7.0	LOS A	1.9	13.8	0.60	0.67	0.60	53.1
East: Pomona Road [E]														
4	L2	56	1	59	1.8	0.404	10.4	LOS B	2.5	17.9	0.76	0.91	0.81	49.6
5	T1	60	2	63	3.3	0.404	9.7	LOS A	2.5	17.9	0.76	0.91	0.81	50.4
6	R2	124	3	131	2.4	0.404	13.9	LOS B	2.5	17.9	0.76	0.91	0.81	50.3
Approach		240	6	253	2.5	0.404	12.0	LOS B	2.5	17.9	0.76	0.91	0.81	50.2
North: Mount Barker Road [N]														
7	L2	125	4	132	3.2	0.218	7.6	LOS A	1.2	8.5	0.55	0.68	0.55	52.0
8	T1	330	24	347	7.3	0.500	6.2	LOS A	4.0	29.2	0.62	0.65	0.62	52.6
9	R2	177	6	186	3.4	0.500	10.3	LOS B	4.0	29.2	0.62	0.65	0.62	52.4
Approach		632	34	665	5.4	0.500	7.6	LOS A	4.0	29.2	0.60	0.66	0.60	52.4
West: Avenue Road [W]														
10	L2	210	4	221	1.9	0.581	9.4	LOS A	3.9	27.8	0.74	0.95	0.91	50.3
11	T1	71	3	75	4.2	0.581	9.6	LOS A	3.9	27.8	0.74	0.95	0.91	51.1
12	R2	116	2	122	1.7	0.581	13.7	LOS B	3.9	27.8	0.74	0.95	0.91	51.1
Approach		397	9	418	2.3	0.581	10.7	LOS B	3.9	27.8	0.74	0.95	0.91	50.7
All Vehicles		1822	75	1918	4.1	0.581	8.7	LOS A	4.0	29.2	0.65	0.76	0.70	51.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [WED AM Existing (Site Folder: Mt Barker Road - Pomona Road - Avenue Road)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	[HV] veh/h	[Total veh/h	[HV] %				[Veh. veh	[Dist] m				
South: Mount Barker Road [S]														
1	L2	103	6	108	5.8	0.293	6.6	LOS A	1.8	13.2	0.58	0.65	0.58	52.2
2	T1	415	19	437	4.6	0.293	6.6	LOS A	1.8	13.2	0.58	0.65	0.58	53.4
3	R2	28	1	29	3.6	0.293	10.8	LOS B	1.8	13.0	0.59	0.66	0.59	53.0
Approach		546	26	575	4.8	0.293	6.8	LOS A	1.8	13.2	0.58	0.65	0.58	53.2
East: Pomona Road [E]														
4	L2	51	1	54	2.0	0.364	9.9	LOS A	2.1	15.1	0.74	0.88	0.75	49.9
5	T1	54	2	57	3.7	0.364	9.2	LOS A	2.1	15.1	0.74	0.88	0.75	50.8
6	R2	112	3	118	2.7	0.364	13.4	LOS B	2.1	15.1	0.74	0.88	0.75	50.7
Approach		217	6	228	2.8	0.364	11.5	LOS B	2.1	15.1	0.74	0.88	0.75	50.5
North: Mount Barker Road [N]														
7	L2	107	4	113	3.7	0.183	7.3	LOS A	1.0	7.0	0.52	0.65	0.52	52.2
8	T1	330	24	347	7.3	0.490	6.1	LOS A	3.9	28.5	0.59	0.64	0.59	52.7
9	R2	177	6	186	3.4	0.490	10.1	LOS B	3.9	28.5	0.59	0.64	0.59	52.5
Approach		614	34	646	5.5	0.490	7.4	LOS A	3.9	28.5	0.58	0.64	0.58	52.6
West: Avenue Road [W]														
10	L2	210	4	221	1.9	0.560	9.0	LOS A	3.6	26.0	0.72	0.93	0.87	50.5
11	T1	62	3	65	4.8	0.560	9.3	LOS A	3.6	26.0	0.72	0.93	0.87	51.3
12	R2	116	2	122	1.7	0.560	13.4	LOS B	3.6	26.0	0.72	0.93	0.87	51.3
Approach		388	9	408	2.3	0.560	10.3	LOS B	3.6	26.0	0.72	0.93	0.87	50.9
All Vehicles		1765	75	1858	4.2	0.560	8.4	LOS A	3.9	28.5	0.63	0.74	0.67	52.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [WED AM Network Peak (Site Folder: Mt Barker Road - Pomona Road - Avenue Road)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	[HV] veh/h	[Total veh/h	[HV] %				[Veh. veh	[Dist] m				
South: Mount Barker Road [S]														
1	L2	103	6	108	5.8	0.299	6.7	LOS A	1.9	13.6	0.59	0.66	0.59	52.2
2	T1	415	19	437	4.6	0.299	6.7	LOS A	1.9	13.6	0.60	0.66	0.60	53.4
3	R2	33	1	35	3.0	0.299	10.8	LOS B	1.8	13.4	0.60	0.67	0.60	52.9
Approach		551	26	580	4.7	0.299	6.9	LOS A	1.9	13.6	0.59	0.66	0.59	53.1
East: Pomona Road [E]														
4	L2	54	1	57	1.9	0.391	10.2	LOS B	2.4	16.9	0.75	0.90	0.79	49.7
5	T1	58	2	61	3.4	0.391	9.5	LOS A	2.4	16.9	0.75	0.90	0.79	50.5
6	R2	120	3	126	2.5	0.391	13.7	LOS B	2.4	16.9	0.75	0.90	0.79	50.4
Approach		232	6	244	2.6	0.391	11.8	LOS B	2.4	16.9	0.75	0.90	0.79	50.3
North: Mount Barker Road [N]														
7	L2	120	4	126	3.3	0.208	7.5	LOS A	1.1	8.1	0.54	0.67	0.54	52.0
8	T1	330	24	347	7.3	0.497	6.2	LOS A	3.9	29.0	0.61	0.65	0.61	52.6
9	R2	177	6	186	3.4	0.497	10.2	LOS B	3.9	29.0	0.61	0.65	0.61	52.5
Approach		627	34	660	5.4	0.497	7.6	LOS A	3.9	29.0	0.60	0.65	0.60	52.5
West: Avenue Road [W]														
10	L2	210	4	221	1.9	0.576	9.3	LOS A	3.8	27.3	0.73	0.94	0.90	50.3
11	T1	69	3	73	4.3	0.576	9.5	LOS A	3.8	27.3	0.73	0.94	0.90	51.2
12	R2	116	2	122	1.7	0.576	13.6	LOS B	3.8	27.3	0.73	0.94	0.90	51.1
Approach		395	9	416	2.3	0.576	10.6	LOS B	3.8	27.3	0.73	0.94	0.90	50.7
All Vehicles		1805	75	1900	4.2	0.576	8.6	LOS A	3.9	29.0	0.65	0.75	0.69	52.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [WED PM Centre Peak (Site Folder: Mt Barker Road - Pomona Road - Avenue Road)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	[HV] veh/h	[Total veh/h	[HV] %				[Veh. veh	[Dist] m				
South: Mount Barker Road [S]														
1	L2	132	6	139	4.5	0.283	7.3	LOS A	1.8	13.2	0.66	0.71	0.66	52.0
2	T1	295	19	311	6.4	0.283	7.3	LOS A	1.8	13.2	0.66	0.72	0.66	52.9
3	R2	40	1	42	2.5	0.283	11.5	LOS B	1.8	12.9	0.67	0.73	0.67	52.4
Approach		467	26	492	5.6	0.283	7.7	LOS A	1.8	13.2	0.66	0.72	0.66	52.6
East: Pomona Road [E]														
4	L2	52	4	55	7.7	0.432	15.0	LOS B	2.8	20.5	0.88	0.99	1.01	47.3
5	T1	58	1	61	1.7	0.432	13.4	LOS B	2.8	20.5	0.88	0.99	1.01	48.3
6	R2	68	1	72	1.5	0.432	17.6	LOS B	2.8	20.5	0.88	0.99	1.01	48.2
Approach		178	6	187	3.4	0.432	15.5	LOS B	2.8	20.5	0.88	0.99	1.01	47.9
North: Mount Barker Road [N]														
7	L2	98	2	103	2.0	0.167	6.8	LOS A	0.9	6.2	0.47	0.62	0.47	52.5
8	T1	497	19	523	3.8	0.719	6.7	LOS A	8.3	59.6	0.73	0.66	0.75	52.2
9	R2	319	7	336	2.2	0.719	10.8	LOS B	8.3	59.6	0.73	0.66	0.75	52.0
Approach		914	28	962	3.1	0.719	8.2	LOS A	8.3	59.6	0.70	0.66	0.72	52.2
West: Avenue Road [W]														
10	L2	123	6	129	4.9	0.348	6.6	LOS A	1.7	12.5	0.57	0.76	0.57	51.9
11	T1	47	2	49	4.3	0.348	6.7	LOS A	1.7	12.5	0.57	0.76	0.57	52.9
12	R2	90	4	95	4.4	0.348	11.0	LOS B	1.7	12.5	0.57	0.76	0.57	52.8
Approach		260	12	274	4.6	0.348	8.1	LOS A	1.7	12.5	0.57	0.76	0.57	52.4
All Vehicles		1819	72	1915	4.0	0.719	8.8	LOS A	8.3	59.6	0.69	0.72	0.71	51.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [WED PM Existing (Site Folder: Mt Barker Road - Pomona Road - Avenue Road)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	[HV] veh/h	[Total veh/h	[HV] %				[Veh. veh	[Dist] m				
South: Mount Barker Road [S]														
1	L2	132	6	139	4.5	0.275	7.1	LOS A	1.7	12.8	0.65	0.70	0.65	52.0
2	T1	295	19	311	6.4	0.275	7.2	LOS A	1.7	12.8	0.65	0.71	0.65	53.0
3	R2	35	1	37	2.9	0.275	11.3	LOS B	1.7	12.5	0.65	0.71	0.65	52.6
Approach		462	26	486	5.6	0.275	7.5	LOS A	1.7	12.8	0.65	0.71	0.65	52.7
East: Pomona Road [E]														
4	L2	47	4	49	8.5	0.360	13.2	LOS B	2.1	15.4	0.83	0.95	0.89	48.4
5	T1	52	1	55	1.9	0.360	11.7	LOS B	2.1	15.4	0.83	0.95	0.89	49.4
6	R2	57	1	60	1.8	0.360	15.9	LOS B	2.1	15.4	0.83	0.95	0.89	49.3
Approach		156	6	164	3.8	0.360	13.7	LOS B	2.1	15.4	0.83	0.95	0.89	49.1
North: Mount Barker Road [N]														
7	L2	87	2	92	2.3	0.163	6.7	LOS A	0.8	6.0	0.46	0.61	0.46	52.6
8	T1	497	19	523	3.8	0.701	6.2	LOS A	7.5	53.7	0.69	0.64	0.69	52.4
9	R2	319	7	336	2.2	0.701	10.3	LOS B	7.5	53.7	0.70	0.64	0.70	52.2
Approach		903	28	951	3.1	0.701	7.7	LOS A	7.5	53.7	0.67	0.63	0.67	52.3
West: Avenue Road [W]														
10	L2	123	6	129	4.9	0.336	6.5	LOS A	1.6	12.0	0.56	0.75	0.56	52.0
11	T1	41	2	43	4.9	0.336	6.6	LOS A	1.6	12.0	0.56	0.75	0.56	53.0
12	R2	90	4	95	4.4	0.336	10.8	LOS B	1.6	12.0	0.56	0.75	0.56	52.8
Approach		254	12	267	4.7	0.336	8.1	LOS A	1.6	12.0	0.56	0.75	0.56	52.4
All Vehicles		1775	72	1868	4.1	0.701	8.2	LOS A	7.5	53.7	0.66	0.70	0.67	52.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [WED PM Network Peak (Site Folder: Mt Barker Road - Pomona Road - Avenue Road)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	[HV] veh/h	[Total veh/h	[HV] %				[Veh. veh	[Dist] m				
South: Mount Barker Road [S]														
1	L2	132	6	139	4.5	0.280	7.2	LOS A	1.8	13.0	0.65	0.71	0.65	52.0
2	T1	295	19	311	6.4	0.280	7.3	LOS A	1.8	13.0	0.66	0.71	0.66	52.9
3	R2	38	1	40	2.6	0.280	11.4	LOS B	1.7	12.7	0.66	0.72	0.66	52.5
Approach		465	26	489	5.6	0.280	7.6	LOS A	1.8	13.0	0.66	0.71	0.66	52.6
East: Pomona Road [E]														
4	L2	50	4	53	8.0	0.398	14.1	LOS B	2.5	18.0	0.86	0.97	0.95	47.9
5	T1	55	1	58	1.8	0.398	12.5	LOS B	2.5	18.0	0.86	0.97	0.95	48.8
6	R2	63	1	66	1.6	0.398	16.7	LOS B	2.5	18.0	0.86	0.97	0.95	48.8
Approach		168	6	177	3.6	0.398	14.6	LOS B	2.5	18.0	0.86	0.97	0.95	48.5
North: Mount Barker Road [N]														
7	L2	93	2	98	2.2	0.165	6.8	LOS A	0.9	6.1	0.47	0.61	0.47	52.6
8	T1	497	19	523	3.8	0.710	6.5	LOS A	7.9	56.9	0.71	0.65	0.72	52.3
9	R2	319	7	336	2.2	0.710	10.6	LOS B	7.9	56.9	0.72	0.65	0.73	52.1
Approach		909	28	957	3.1	0.710	8.0	LOS A	7.9	56.9	0.69	0.65	0.70	52.3
West: Avenue Road [W]														
10	L2	123	6	129	4.9	0.343	6.5	LOS A	1.7	12.2	0.57	0.76	0.57	52.0
11	T1	44	2	46	4.5	0.343	6.7	LOS A	1.7	12.2	0.57	0.76	0.57	52.9
12	R2	90	4	95	4.4	0.343	10.9	LOS B	1.7	12.2	0.57	0.76	0.57	52.8
Approach		257	12	271	4.7	0.343	8.1	LOS A	1.7	12.2	0.57	0.76	0.57	52.4
All Vehicles		1799	72	1894	4.0	0.710	8.5	LOS A	7.9	56.9	0.68	0.71	0.69	52.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [WED AM Centre Peak (Site Folder: Gould Road - Pomona Road)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV] veh/h	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] m				
South: Gould Road [S]														
1	L2	74	3	78	4.1	0.079	5.6	LOS A	0.0	0.0	0.00	0.31	0.00	55.6
2	T1	66	0	69	0.0	0.079	0.0	LOS A	0.0	0.0	0.00	0.31	0.00	57.3
Approach		140	3	147	2.1	0.079	3.0	NA	0.0	0.0	0.00	0.31	0.00	56.4
North: Gould Road [N]														
8	T1	81	4	85	4.9	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	293	3	308	1.0	0.196	6.0	LOS A	1.0	7.1	0.29	0.58	0.29	52.3
Approach		374	7	394	1.9	0.196	4.7	NA	1.0	7.1	0.23	0.45	0.23	53.8
West: Pomona Road [W]														
10	L2	121	2	127	1.7	0.199	5.8	LOS A	0.8	6.0	0.19	0.59	0.19	52.3
12	R2	70	2	74	2.9	0.199	9.7	LOS A	0.8	6.0	0.19	0.59	0.19	51.7
Approach		191	4	201	2.1	0.199	7.2	LOS A	0.8	6.0	0.19	0.59	0.19	52.1
All Vehicles		705	14	742	2.0	0.199	5.0	NA	1.0	7.1	0.17	0.46	0.17	53.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [WED AM Existing (Site Folder: Gould Road - Pomona Road)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV veh/h]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Gould Road [S]														
1	L2	56	3	59	5.4	0.069	5.6	LOS A	0.0	0.0	0.00	0.27	0.00	55.9
2	T1	66	0	69	0.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	57.6
Approach		122	3	128	2.5	0.069	2.6	NA	0.0	0.0	0.00	0.27	0.00	56.8
North: Gould Road [N]														
8	T1	81	4	85	4.9	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	267	3	281	1.1	0.176	5.9	LOS A	0.9	6.3	0.26	0.57	0.26	52.4
Approach		348	7	366	2.0	0.176	4.5	NA	0.9	6.3	0.20	0.44	0.20	54.0
West: Pomona Road [W]														
10	L2	103	2	108	1.9	0.162	5.8	LOS A	0.7	4.9	0.19	0.58	0.19	52.4
12	R2	58	2	61	3.4	0.162	9.2	LOS A	0.7	4.9	0.19	0.58	0.19	51.9
Approach		161	4	169	2.5	0.162	7.0	LOS A	0.7	4.9	0.19	0.58	0.19	52.2
All Vehicles		631	14	664	2.2	0.176	4.8	NA	0.9	6.3	0.16	0.44	0.16	54.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [WED AM Network Peak (Site Folder: Gould Road - Pomona Road)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV] veh/h	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] m				
South: Gould Road [S]														
1	L2	69	3	73	4.3	0.076	5.6	LOS A	0.0	0.0	0.00	0.30	0.00	55.7
2	T1	66	0	69	0.0	0.076	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		135	3	142	2.2	0.076	2.9	NA	0.0	0.0	0.00	0.30	0.00	56.5
North: Gould Road [N]														
8	T1	81	4	85	4.9	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	286	3	301	1.0	0.191	6.0	LOS A	1.0	6.9	0.28	0.58	0.28	52.3
Approach		367	7	386	1.9	0.191	4.7	NA	1.0	6.9	0.22	0.45	0.22	53.8
West: Pomona Road [W]														
10	L2	116	2	122	1.7	0.189	5.8	LOS A	0.8	5.7	0.19	0.59	0.19	52.3
12	R2	67	2	71	3.0	0.189	9.5	LOS A	0.8	5.7	0.19	0.59	0.19	51.8
Approach		183	4	193	2.2	0.189	7.2	LOS A	0.8	5.7	0.19	0.59	0.19	52.1
All Vehicles		685	14	721	2.0	0.191	5.0	NA	1.0	6.9	0.17	0.46	0.17	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [WED PM Centre Peak (Site Folder: Gould Road - Pomona Road)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV]	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] m				
South: Gould Road [S]														
1	L2	45	2	47	4.4	0.067	5.6	LOS A	0.0	0.0	0.00	0.22	0.00	56.3
2	T1	74	2	78	2.7	0.067	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	58.0
Approach		119	4	125	3.4	0.067	2.1	NA	0.0	0.0	0.00	0.22	0.00	57.3
North: Gould Road [N]														
8	T1	80	2	84	2.5	0.044	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	205	6	216	2.9	0.136	5.9	LOS A	0.7	4.8	0.25	0.57	0.25	52.3
Approach		285	8	300	2.8	0.136	4.3	NA	0.7	4.8	0.18	0.41	0.18	54.3
West: Pomona Road [W]														
10	L2	201	2	212	1.0	0.238	5.8	LOS A	1.1	7.7	0.20	0.57	0.20	52.8
12	R2	69	2	73	2.9	0.238	8.8	LOS A	1.1	7.7	0.20	0.57	0.20	52.2
Approach		270	4	284	1.5	0.238	6.6	LOS A	1.1	7.7	0.20	0.57	0.20	52.6
All Vehicles		674	16	709	2.4	0.238	4.8	NA	1.1	7.7	0.16	0.44	0.16	54.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [WED PM Existing (Site Folder: Gould Road - Pomona Road)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV] veh/h	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] m				
South: Gould Road [S]														
1	L2	33	2	35	6.1	0.060	5.6	LOS A	0.0	0.0	0.00	0.18	0.00	56.5
2	T1	74	2	78	2.7	0.060	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	58.4
Approach		107	4	113	3.7	0.060	1.7	NA	0.0	0.0	0.00	0.18	0.00	57.8
North: Gould Road [N]														
8	T1	80	2	84	2.5	0.044	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	188	6	198	3.2	0.124	5.9	LOS A	0.6	4.3	0.24	0.57	0.24	52.3
Approach		268	8	282	3.0	0.124	4.1	NA	0.6	4.3	0.17	0.40	0.17	54.4
West: Pomona Road [W]														
10	L2	184	2	194	1.1	0.207	5.8	LOS A	0.9	6.6	0.20	0.57	0.20	52.9
12	R2	57	2	60	3.5	0.207	8.5	LOS A	0.9	6.6	0.20	0.57	0.20	52.3
Approach		241	4	254	1.7	0.207	6.4	LOS A	0.9	6.6	0.20	0.57	0.20	52.7
All Vehicles		616	16	648	2.6	0.207	4.6	NA	0.9	6.6	0.15	0.43	0.15	54.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [WED PM Network Peak (Site Folder: Gould Road - Pomona Road)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV]	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] m				
South: Gould Road [S]														
1	L2	39	2	41	5.1	0.064	5.6	LOS A	0.0	0.0	0.00	0.20	0.00	56.4
2	T1	74	2	78	2.7	0.064	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	58.2
Approach		113	4	119	3.5	0.064	1.9	NA	0.0	0.0	0.00	0.20	0.00	57.5
North: Gould Road [N]														
8	T1	80	2	84	2.5	0.044	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	197	6	207	3.0	0.130	5.9	LOS A	0.6	4.5	0.25	0.57	0.25	52.3
Approach		277	8	292	2.9	0.130	4.2	NA	0.6	4.5	0.17	0.40	0.17	54.3
West: Pomona Road [W]														
10	L2	193	2	203	1.0	0.223	5.8	LOS A	1.0	7.1	0.20	0.57	0.20	52.8
12	R2	63	2	66	3.2	0.223	8.6	LOS A	1.0	7.1	0.20	0.57	0.20	52.2
Approach		256	4	269	1.6	0.223	6.5	LOS A	1.0	7.1	0.20	0.57	0.20	52.7
All Vehicles		646	16	680	2.5	0.223	4.7	NA	1.0	7.1	0.15	0.44	0.15	54.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Ref: 23160|JJB

25 September 2023

James Rhodes
Ekistics
Level 3, 431 King William Street
ADELAIDE SA 5000

Dear James,

PROPOSED CHILD CARE CENTRE 52 POMONA ROAD, STIRLING

I refer to the proposed child care centre at 52 Pomona Road, Stirling. As requested, I have reviewed the traffic and parking related comments received as part of the Adelaide Hills Council RFI (Request for Information). The following letter summarises Council's comment followed by my response.

"The crossover is proposed at 6.6 metres wide. Typically, Council prefers a maximum width of 6 metres for crossovers. The applicant is requested to either amend the crossover width or provide further clarification on the need for a wider crossover."

The crossover has been adjusted to accommodate a 6 m crossover width (measured at the boundary). However, flaring of the crossover will be required to accommodate refuse vehicle access to/from the site. The crossover area has been minimised with turn paths demonstrated in the attached plans.

"Clarification of car parking dimensions such that it can be demonstrated that all are sized in accordance with AS/NZ 2890.1."

The site will be serviced by a 30-space parking area, of which one space will be reserved exclusively for use by people with disabilities. As noted in the original traffic and parking report prepared by CIRQA, the parking area will comply with the requirements of AS/NZS 2890.1:2004 and Australian/New Zealand Standard, Parking Facilities Part 6: Off-street parking for people with disabilities (AS/NZS 2890.6:2009) in that:

- regular (90 degree) parking spaces will be 2.6 m wide and 5.4 m long (or 4.8 m long with 0.6 m overhang);

- the disabled parking space will be 2.6 m wide and 5.4 m long (with an adjacent shared space of the same dimension);
- the parking aisle adjacent the parking spaces will be at least 6.2 m wide;
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the aisle;
- a turn-around bay will be provided at the end of the parking aisle; and
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height.

“Confirmation is required that the western kerb (as shown in the Stormwater Plans) will be sufficiently low so as to permit 600mm overhang to western parking bays. Alternatively, it must be demonstrated that all car parking spaces are at least 5.4 metres in length.”

All kerbs located in front of overhanging parking spaces will be less than or equal to 0.15 m in height. This will allow vehicles to overhang 0.6 m into the adjacent landscaping area. Refer to the updated civil plans for the proposed kerb height.

“The report states “40% of movements are to/from the north, 20% are to/from the east, 30% are to/from the south and 10% to/from the west” with regard to distribution of new traffic from the development. The applicant is asked to demonstrate/provide the data that informs this assumption.”

The adopted distribution is based upon the layout of the surrounding road network and the dwelling density surrounding the site. Figure 1 below, provides a detailed illustration of the assumed distribution in the report.

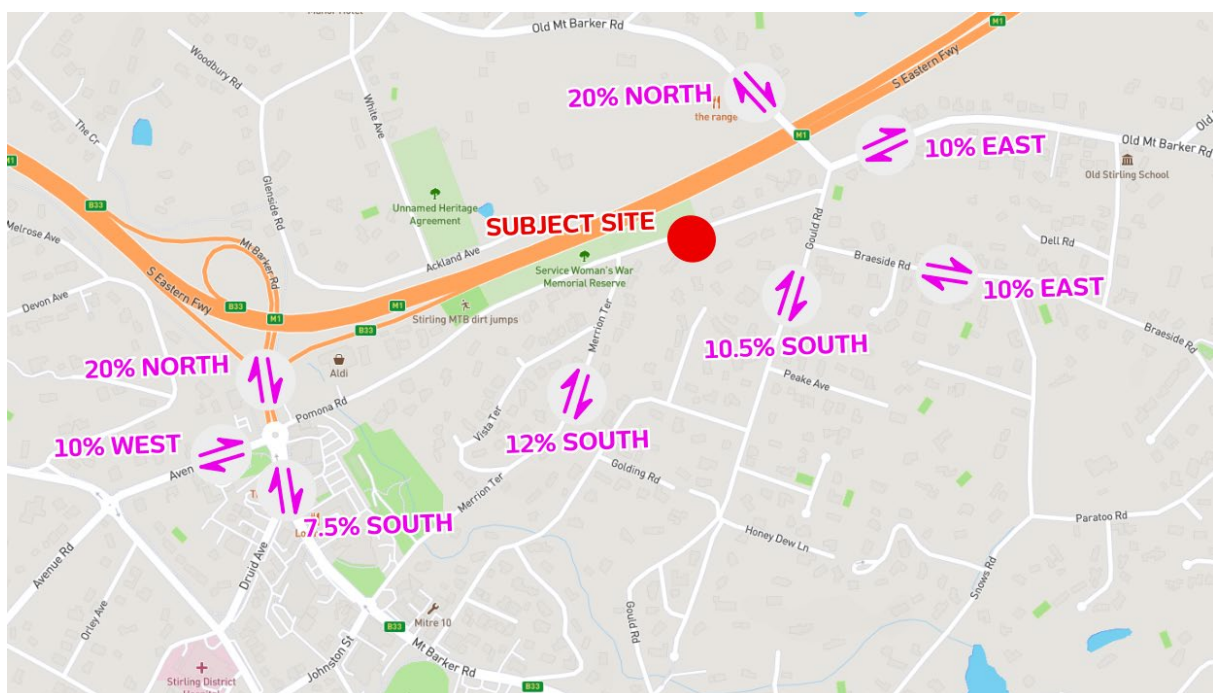


Figure 1 – The forecast distribution of traffic to/from the proposed child care centre

“Further details are sought on access between the car park and the building, particularly with regard to access from the eastern side of the car parking area to the pedestrian pathway serving the building. The Stormwater Plan shows a kerb in this area, and no other plans specify the grade differences between these areas, nor do any plans indicate there will be a pram ramp in this area to facilitate movement. The Site Plans also show fencing that impedes access to the pedestrian pathway from the DDA parking space”

A pedestrian ramp will be provided adjacent the accessible parking space. This will provide pedestrian access between the building and parking area via the shared area (associated with the accessible parking space). Refer updated civil plans.

I trust the above sufficiently responds to Council’s queries, however, please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,



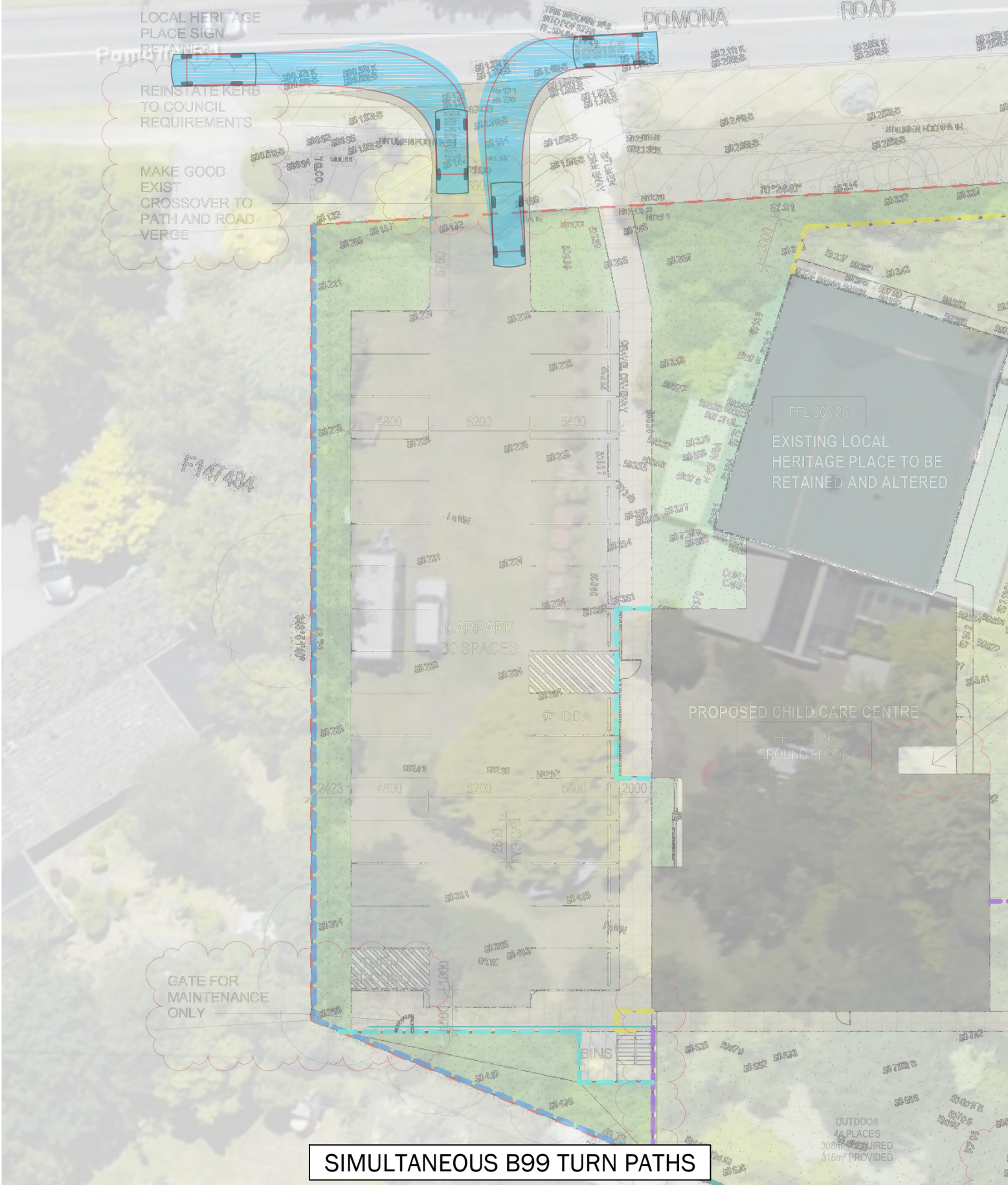
JEREMY BAYLY

Technical Officer | CIRQA Pty Ltd

Encl. – Turn paths (C22362_01E Sheet 1)



10 M RIGID VEHICLE TURN PATHS



SIMULTANEOUS B99 TURN PATHS



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DRAWING AMENDMENTS					
VER	DATE	DESCRIPTION	DWN	CHK	
B	15/05/2023	DESIGN REVIEW	JJB	BNW	
E	25/05/2023	TURN PATHS	JJB	BNW	



CHILD CARE CENTRE
52 POMONA ROAD, STIRLING
TURN PATH ASSESSMENT
 PROJECT # 22362 SHEET # 01_SH01



Annotations

 Subject Land

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Scale = 1:3016.440

100 m



Doc No:



PRuL

Productive Rural
Landscape Zone

Rural Neighbourhood Zone

Suburban
Neighbourhood

SN

RuN

Open Space

OS

Suburban Main Street

100m

Details of Representations

Application Summary

Application ID	23020199
Proposal	Change of use to child care centre including alterations and additions to a Local Heritage Place, deck, associated car parking, retaining walls and fencing
Location	52 POMONA RD STIRLING SA 5152

Representations

Representor 1 - Jason Jacob

Name	Jason Jacob
Address	61 Pomona road STIRLING SA, 5152 Australia
Submission Date	18/10/2023 09:56 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I am against the planning because there will be increased traffic on an already overly busy narrow road, which will also lead to people parking on nature strips and potential abuse of parkland. There will be an increase in noise and also degradation of property value. There are multiple facilities already available within the Stirling area and I don't see how this facility will be adding value to our community.

Attached Documents

Representations

Representor 2 - Katherine Jacob

Name	Katherine Jacob
Address	61 Pomona road STIRLING SA, 5152 Australia
Submission Date	18/10/2023 12:37 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Planning grant should be refused as it would increase the traffic and cause congestion on an already busy road, it would de-value surrounding properties, a car park and signage would be an eye sore. There would be an increase in noise throughout the entire day. There are already many such businesses in the area and it seems redundant. Heritage houses should be elevated not altered negatively for business purposes.

Attached Documents

Representations

Representor 3 - Ann Temme

Name	Ann Temme
Address	1 Braeside Rd STIRLING SA, 5152 Australia
Submission Date	23/10/2023 04:36 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
1. The narrow steep downhill road(Pomona Rd)is very busy with school traffic in am & pm - this will conflict with same peak periods generated by a child care centre. It will significantly increase congestion, noise & inconvenience to existing commuters & surrounding residents. 2. This proposed development will have a significant detrimental impact on the residential area. Commercial businesses must be kept in appropriately zoned precincts	

Attached Documents

Representations

Representor 4 - Carolyn Kew

Name	Carolyn Kew
Address	28 Gould road STIRLING SA, 5152 Australia
Submission Date	24/10/2023 11:13 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
Wrong location and not required	

Attached Documents

Representations

Representor 5 - Gail Newman

Name	Gail Newman
Address	25 Vista Terrace STIRLING SA, 5152 Australia
Submission Date	24/10/2023 06:59 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I do not wish to support this development for the following reasons: 1) Pomona Road is already an exceptionally busy road, with much car traffic. Adding a business to Pomona road that involves young children will put additional stress on an already busy part of a very busy road and result in a lack of safety. 2) This part of Pomona Road is a residential area. Adding a childcare into it will change the feel of it from being a residential area to a commercial area. There are other areas of Stirling that are more appropriate for a child care (eg. close to existing schools or kindergartens. Of course Stirling needs child care centres however, the middle of Pomona Road is not the logical place for this to occur.

Attached Documents

Representations

Representor 6 - Matt Richards

Name	Matt Richards
Address	14 Lesley crescent CRAFERS SA, 5152 Australia
Submission Date	26/10/2023 08:34 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

As a local resident, I am against providing high-traffic business along a residential thoroughfare. Pomona Rd is primarily a residential location. The building of a 2-story building to cater for commercial purposes is absolutely not befitting this location. I appreciate other commercial businesses are along this road - bust specifically at the Stirling end and on the other side. Placing a child care centre in between residences along this road is not in the spirit of hills living and residences. It is not a positive way forward for the development of hills space. Thank you.

Attached Documents

Representations

Representor 7 - Lesley Nadin

Name	Lesley Nadin
Address	40 Pomona Road STIRLING SA, 5152 Australia
Submission Date	26/10/2023 10:07 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
The property is in a residential street, between houses how can a large scale development be allowed? It is locally heritage listed. The road is very busy at school times.	

Attached Documents

Representations

Representor 8 - Geoffrey Purdie

Name	Geoffrey Purdie
Address	51 Milan Terrace STIRLING SA, 5152 Australia
Submission Date	27/10/2023 09:17 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	This proposal is contrary to the intent of the residential zone it is in and directly impacts six residences on the same side of Pomona Road. I have had management responsibilities for three Child Care Centers, and my view is that a 118 Center is unlikely to be financially sustainable in Stirling.

Attached Documents

Representations

Representor 9 - nick smart

Name	nick smart
Address	lo box 120 OAKBANK SA, 5243 Australia
Submission Date	27/10/2023 11:01 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
in my opinion it will detract from a beautiful area	

Attached Documents

Representations

Representor 10 - Russell Gwynne

Name	Russell Gwynne
Address	38 Bradsahw Avenue CRAFERS SA, 5152 Australia
Submission Date	27/10/2023 01:12 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons - It is an inappropriate type of development for a highly residential area - It would put a high load of extra traffic on a road that is already busy - The childrent that use the Pomona Rd bike track would be at higher risk of collision with the additional traffic - It is not in keeping with the desired character and amenity of the street of area - It does not consider the right to peace and quiet of the neighbours with substantial outdoor play areas in a dense ressidential area - It is an inappropriate bulk and scale for the street - The design is not sympathetic with the streetscape	

Attached Documents

Representations

Representor 11 - Grace Rudd

Name	Grace Rudd
Address	1 Gould Lane STIRLING SA, 5152 Australia
Submission Date	27/10/2023 06:43 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
Would cause major congestion in morning and afternoon traffic; not nice for neighbours with traffic or noise.	

Attached Documents

Representations

Representor 12 - Leah Chandler

Name	Leah Chandler
Address	PO Box 721 STRATHALBYN SA, 5255 Australia
Submission Date	27/10/2023 09:02 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
There is capacity at local child care centres available. No need for a new one. Not fair to residents along Pomona. There has been enough development.	

Attached Documents

Representations

Representor 13 - Grace Crowley

Name	Grace Crowley
Address	19 Lewis ave GLEN OSMOND SA, 5064 Australia
Submission Date	27/10/2023 10:40 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Representations

Representor 14 - Melissa Newman

Name	Melissa Newman
Address	5 Gould Road STIRLING SA, 5152 Australia
Submission Date	28/10/2023 11:06 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

This street does not support the amount of traffic that will be created by such a development. It is an incredibly narrow sidewalk as it is, I walk it daily to add this type of centre is an accident waiting to happen. The beautiful vegetation along the street is divine it would be a travesty to destroy it! Surely there are more suitable locations this is a peaceful residential area why do this??

Attached Documents

Representations

Representor 15 - Matthew Armstrong

Name	Matthew Armstrong
Address	36 Merrion Terrace STIRLING SA, 5152 Australia
Submission Date	28/10/2023 11:58 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

The proposed childcare center is not aligned to the proposed Adelaide Hills Council Rural Neighbourhood Zone. Pomona Rd is a major throughfare for cars and pedestrians. The additional traffic will add further traffic congestion and add an additional pedestrian risk. The planned staffing levels in the proposal would indicate that there is only sufficient off-street parking for staff. Without adequate drop off and turn around areas, parents will be required to park in the street. This would further aggravate the traffic and pedestrian management and create a greater risk to the safety of pedestrians.

Attached Documents

Representations

Representor 16 - Sam Tregoweth

Name	Sam Tregoweth
Address	47 Braeside Rd STIRLING SA, 5152 Australia
Submission Date	28/10/2023 07:27 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Representations

Representor 17 - Paul Rogers

Name	Paul Rogers
Address	PO Box 180 MARLESTON SA, 5033 Australia
Submission Date	30/10/2023 02:24 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I do not support the proposed child care centre on Pomona Rd. It is located in a typical hills residential environment amongst homes with large yards and landscaped (soft) gardens, lawns and treed areas. I do not believe the proposed design is considerate of the locally listed heritage coach house and its bulk form is not proportional to the character of the area. Such a large hard landscaped area for carparking is far from keeping within the character of this Rural Neighbourhood zone as well as the large amount of excavation that will be required for the proposed extension. I hope for the immediate residence's sake that this development doesn't find favour with the Adelaide Hills Development Panel.

Attached Documents

Representations

Representor 18 - JANE CONNERS

Name	JANE CONNERS
Address	55 Pomona Road STIRLING SA, 5152 Australia
Submission Date	30/10/2023 02:28 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

As a resident of 55 Pomona Road, Stirling, I strongly oppose the proposed Child Care facility being developed at 52 Pomona Road. Pomona Road is a lovely residential part of Stirling (not commercial!) and should remain this way. The new facility would affect the surrounding neighbours eg. views, noise and not to mention the extra traffic on the road. Pomona Road has become a very, very busy main thoroughfare in & out of Stirling already, with all types of traffic including trucks. Consequently, with the new facility attracting extra traffic daily on top of this, the traffic would be hectic and especially more dangerous for our BMX Park kids. It`s already difficult on the western side for us to enter onto Pomona Road from our residences because there is no footpath or verge. Surely there are already enough Child Care facilities in Stirling.

Attached Documents

Representations

Representor 19 - Alicia Woolfall

Name	Alicia Woolfall
Address	11 Alta Crescent STIRLING SA, 5152 Australia
Submission Date	30/10/2023 03:43 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
- Loss of vegetation - Increased traffic, noise and congestion -Eyesore in residential area	

Attached Documents

Representations

Representor 20 - Ann Kellett

Name	Ann Kellett
Address	29 Merrion Terrace STIRLING SA, 5152 Australia
Submission Date	30/10/2023 04:12 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Pomona Road and Merrion Terrace are already very busy thoroughfares and the increase in traffic would be untenable. Many Merrion Terrace properties have hidden driveway access due to bends in the road and there are daily near misses for residents trying to leave their properties. Cyclists frequent the area as they access the wonderful bike park. Added traffic puts them at risk. Residential properties are in short supply, so the loss of the Coachhouse property as a residence, plus its heritage importance doesn't make sense. The house and its lush vegetation needs to be protected. The multi story addition does not fit with the surroundings.

Attached Documents

Representations

Representor 21 - Gavin Burgess

Name	Gavin Burgess
Address	67 Gould Rd STIRLING SA, 5152 Australia
Submission Date	30/10/2023 05:10 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	<p>I have concerns with the traffic implications to Pomona Rd. This specifically relates to cyclists, of which I am one. My concern is with the volume of traffic expected with the centre the increased risk of a car not seeing, or cutting in front of a bike heading West along Pomona would be high. There is very limited line of sight due to the vegetation on the verge. There would be no opportunity for a cyclist to stop or avoid the collision. Regards Gavin</p>

Attached Documents

Representations

Representor 22 - Emma Spriggins

Name	Emma Spriggins
Address	69 Old Mount Barker Road STIRLING SA, 5152 Australia
Submission Date	30/10/2023 06:12 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons

I do feel it's a residential street & allotment, I feel bad for the people next door, hopefully the houses directly surrounding have been considered in the centres plans, especially if it's multi level. I do also worry about the traffic on this street as someone who uses it everyday, there is little on street parking, will the car park support the centre? But more so the foot traffic, some of the footpaths along this beautiful road are single and super narrow. Just not sure!

Attached Documents

Representations

Representor 23 - Iain Hay

Name	Iain Hay
Address	80 Old Mount Barker Road STIRLING SA, 5152 Australia
Submission Date	30/10/2023 06:13 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

• Estimated 300 cars per day crossing Pomona Road's single footpath, presenting safety risk to pedestrians and cyclists. Many children making their way to Stirling East Primary School use this pathway at the same times as much of the new, additional traffic will be on Pomona Road and crossing this footpath. • Loss of a significant green space and surrounding vegetation - at a time when the neighbourhood has been losing many trees. • Development will compromise aesthetic character of a heritage-listed building on one of Stirling's busiest and most attractive roads. • Proposed style of the development is more in tune with an industrial neighbourhood than a leafy village - that also happens to draw significant appeal/rates income from that charm. • Devalue property valuations in the area, with rates income implications. • Increased hard surfaces, more runoff, more heat reflection, less habitat.... • Increased volume of traffic. • Traffic congestion issues at drop-off/collect times will escalate significant traffic problems at the junction of Old Mount Barker Road, Gould Road, and Pomona Road. And this is an intersection that only recently had major works (unsuccessfully) intended to remedy ongoing problems. • The existing bus stop on the road side opposite the proposed centre will lead to traffic disruption/back-up on the upslope of Pomona Road heading towards Old Mount Barker Rd/Gould Road. • Three existing child care centres in Stirling already offer care facilities and another has been approved. The new centre could make existing facilities less viable. • A precedent that will further open doors to unwelcome developments in residential neighbourhoods.

Attached Documents

Representations

Representor 24 - Chad Elsegood

Name	Chad Elsegood
Address	11 Vista terrace STIRLING SA, 5152 Australia
Submission Date	30/10/2023 07:49 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
As a resident close by to proposed development, we have serious concerns over the amount of extra activity of cars and pedestrians throughout the day. There is an ample supply of Child Care Services in Stirling and surrounding areas. We strongly object to the proposal!!	

Attached Documents

Representations

Representor 25 - Connor Spriggins

Name	Connor Spriggins
Address	69 old mount barker road STIRLING SA, 5152 Australia
Submission Date	30/10/2023 10:41 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	This is a residential area that child care centre will affect traffic and will not fit in with the community

Attached Documents

Representations

Representor 26 - Tiffany Bond

Name	Tiffany Bond
Address	20 coromandel road ALDGATE SA, 5154 Australia
Submission Date	31/10/2023 07:57 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

For so many reasons, this child care centre should not be built. Primarily however, it is not needed by the community. The hills are already serviced by existing child care centres and there is no shortage of spaces. One would assume a full report had been completed, providing evidence based proof of why another child care centre is required in the hills. It is imperative the residents of this community see this full report and are provided with detailed explanations to the purpose of this development. And how a conclusion to develop, when the service is not needed, has been able to progress to this stage. The level of congestion such a development on a busy road such as Pomona road would negatively impact this community. I strongly disagree and reject this application.

Attached Documents

Representations

Representor 27 - Michael Spalding

Name	Michael Spalding
Address	76 Old Mount Barker Rd STIRLING SA, 5152 Australia
Submission Date	31/10/2023 10:44 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Pomona Rd is a narrow undulating one lane either direction road. The beautiful tree lined footpath is used HEAVILY by children walking to and from primary school, older walkers and their pets. The street is already congested and there is a development underway at 15 Pomona Rd that will add several vehicles driven by elderly people. Another DA at 20 Pomona Rd looking to turn 1 lot into 4. The big one the same people lodging this DA have another DA lodged for another childcare at 35 Paratoo Rd Stirling. The current 3 childcares in Stirling are not at capacity. Pomona CANNOT cope with the traffic that will be generated by this childcare and it is not suitable for the current zoning. traffic coming down Pomona Rd will crest a hill and be met with upwards of 300 cars coming out blindly onto Pomona Rd. 35 Paratoo Rd is on a much larger lot adjoining the current primary school. A much more appropriate site

Attached Documents

Representations

Representor 28 - Robert Bullock

Name	Robert Bullock
Address	8 Fowler Street WOODSIDE SA, 5244 Australia
Submission Date	31/10/2023 12:02 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I'm very concerned about the disruption to this beautiful residential area where my grandson, lives and believe it is not able to support increased traffic and disruption to the area. I believe the development will signify the loss of valuable trees on the development site and detrimental impact on the environment. I recommend exploring alternative sites with lower impact to residential areas.

Attached Documents

Representations

Representor 29 - vince rigter

Name	vince rigter
Address	38 Braeside Road STIRLING SA, 5152 Australia
Submission Date	31/10/2023 12:09 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I do not consider a commercial development should be supported, in what is primarily a zone for residential living due to the detrimental impacts this development will have on the adjoining residential properties and the general amenity of the area. There are plenty of opportunities for this type of development in appropriate zoning adjacent Stirling's main street and existing commercial areas which are more suitable and capable for accommodating the likely impacts of this development. Likely impacts include limited accessibility to public transport, an increase in traffic impacts on what is a narrow road with no on street parking. This site is located near the bottom of Pomona Road and although a 50km road vehicles often travel faster due to its gradient. The proposed development includes a new car park and cross over introducing significantly greater vehicle movements onto this busy street, which can only increase the potential for accidents. I can envisage that if this proposal was approved and delivered there will be on going traffic management issues that will fall onto the Council, as undoubtedly there will be cars that stop on the northern and southern side of Pomona Road, even though it is or will be made a no standing zone, near the site creating dangerous situations and ever present risk. Noise and general disruption of vehicles coming and going on the quiet amenity that one should expect when purchasing and living in a residential zone is another key concern. I'm certain that the neighbours would not have anticipated living next door to a child care center when they purchased their properties. I can understand why they would be aggrieved by this proposal and I'm sure the proponents would also understand this. I understand the need for high quality childcare facilities, however they should be established in appropriate locations and on sites that do not result in negative impacts on the quality of people's lives. Thanks Vince .

Attached Documents

Representations

Representor 30 - John Kallin

Name	John Kallin
Address	PO Box 453 1 Vista Terrace STIRLING SA, 5152 Australia
Submission Date	31/10/2023 05:48 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

It is a commercial development in a residential area and should not be allowed. We do not want this to set a precedent for future commercial development in residential areas surrounding Stirling. Will cause a noise element in a quiet area which we currently enjoy. This is an environmental change where too much has already happened on Pomona Rd with the illegal removal of trees. Too much of this type of development changes the whole environment of Stirling which is currently residential other than the cbd. We do not need yet another child care facility. Increased traffic on an already narrow road. More congestion at roundabout at Mount Barker Rd which is already a problem, particularly at school opening and closing times together with traffic both entering and exiting the freeway. Increased traffic at T junction from Merion Tce and Pomona Rd which is now difficult at times. Increased traffic at junction of Pomona Rd and Gould Rd. Also of concern is the number of children entering onto Pomona Rd to gain access to the bmx bike track. This would cause possible dangerous situations for these children.

Attached Documents

Representations

Representor 31 - Liang Tian

Name	Liang Tian
Address	97 Old Mount Barker Road STIRLING SA, 5152 Australia
Submission Date	01/11/2023 09:36 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
Heavy traffic in the morning peak time.	

Attached Documents

Representations

Representor 32 - Leong Charlesworth

Name	Leong Charlesworth
Address	22 snow ALDGATE SA, 5154 Australia
Submission Date	01/11/2023 09:03 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

This should be refused 1 - council have already identified this a hazardous road for traffic. Council have placed numerous controls to prevent speed on this road - why ? 2 this road does not have any off street parking and has a single line in road - no overtaking allowed at this section Create at risk behaviour of drivers in the area to over take on single line 3 does not fit within the current residential area 4 additional hazards during fire danger season and days of high, extreme and catastrophic rated days let alone in the case of a bush fire, in particular emergency response and evacuation of 100 plus children and parents plus vehicles Will place additional stress on CFS and emergency services 5 has native vegetation approval been approved 6 limited car park spaces will create additional hazards on council roads and surrounding residential properties placing pedestrians and school children at risk and users of the nearby council facilities for Bicycles 7 has a traffic model survey been undertaken and provided to the community 8 entry and exit into the complex poses additional stress on council road network, council will be required to undertake additional maintenance and upgrades of council road network to capture increased road users and at current pedestrian crossings which are currently hazardous crossings on busy roads 9 what is the emergency response plan to evacuate the child care centre where will the emergency muster point be ? 10 does the proposed plan allow for sufficient emergency response vehicles to access and egress the area 11 will it's own independent water supply be available onsite for CFS in the case of a building fire or in the event of a bushfire 12 what noise restriction will the child care centre have in place for neighbouring residential properties. Increase traffic will commence at what time due to this business 13 Has a risk assessment been undertaken for the noise hazards, risks and controls associated with additional traffic and people entering the commercial property operating a business within a residential , the business is commencing out of normal working hours by starting 6 am 14 Has the developer and owner of the child care business undertaken a psychosocial risk assessment for its employees that will be affected by the negative community impact of the proposed location within a residential community

Attached Documents

Representations

Representor 33 - Alison and Keith Hentschke

Name	Alison and Keith Hentschke
Address	59 Gould Road STIRLING SA, 5152 Australia
Submission Date	01/11/2023 10:14 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

We are the owners of the neighbouring Local Heritage Property Duncraig and believe planning consent should be refused because of the substantial negative impact on the LHP at 52 Pamona road and neighbouring properties including Duncraig. The new works are inappropriate and diminish the local heritage and cultural values of the LHP at 52 Pamona road because they are of a scale which will visibly dominate the LHP resulting in a significant destruction of the visual historical appearance. The aesthetic enjoyment of the area by neighbours and bypasses will be unfairly reduced. The change of land use to a child centre should be refused because of numerous negative impacts. 1)The noise emanating from a child care centre will be a substantial and unreasonable interference with the current peace and quiet enjoyed by neighbours including Duncraig. As noise expeditiously travels uphill, Duncraig can be expected to be significantly impacted. We are concerned this will negatively impact property values including ours potentially impacting the maintenance of Duncraig. We purchased our property on the very reasonable assumption we would have peace and quiet on not have any commercial development nearby. 2)The substantial increase in traffic and parking requirements can be expected to increase traffic congestion, increase the risk of accidents at the already dangerous Gould and Pamona Road intersection, create far more risks of accidents relating to cars parking on the very limited road verge on Pomona road. Pamona road is a significant cycling route which already struggles to provide a safe environment for bicycles and vehicles to co exist. The addition of a Child centre with a substantial traffic increase would increase the risks of accidents with cyclists.

Attached Documents

Representations

Representor 34 - Mark Thomas

Name	Mark Thomas
Address	28 Sheoak Road CRAFERS WEST SA, 5152 Australia
Submission Date	02/11/2023 08:47 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

The development is not in keeping with community expectations in that it creates numerous issues that affect us all, mainly: (1) visual amenity with the multi-story build not in keeping with current building; (2) increased local traffic congestion with unplanned road capacities in a residential area. Further, (3) I ask whether the service is needed by the community because of under supply, or will this serve people beyond the immediate community? If so, the burden to the immediate community is unreasonable. If this goes ahead it is just another example of 'death by 1000 cuts' with creeping deterioration to community amenity and our expectations, and disenfranchisement of local planning laws and planning outcomes. It is about time our council stood up for our residents!

Attached Documents

Representations

Representor 35 - Elizabeth Gunner

Name	Elizabeth Gunner
Address	104 Old Mt Barker Road STIRLING SA, 5152 Australia
Submission Date	02/11/2023 11:09 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I do not believe this is an appropriate development for a residential area in Stirling. Firstly, the area is already well serviced by child care centres. Also, this road is a busy access route for the freeway, so traffic management would be significant to accommodate cars arriving and leaving. In fact, I suspect considerable roadworks would be required to ensure safe access for vehicles turning in and out, for through-traffic and for pedestrians. Residential areas should be protected as such. Even if there was demonstrable demand for an additional childcare centre locally, businesses like this should not be located in residential areas.

Attached Documents

Representations

Representor 36 - Victor Manley

Name	Victor Manley
Address	63 Old Mount Barker Road STIRLING SA, 5152 Australia
Submission Date	02/11/2023 02:53 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

The Application should be refused for the following reasons, 1. This is a commercial Development totally incompatible with the Residential Area. 2. Pomana Road as existing is not conducive in size to accept a large increase in the volume of Vehicular traffic in both directions waiting to Enter and Exit the proposed on site Vehicle parking area. 3. There does not appear to be any provision for a designated area set aside for Emergency Service vehicles (Fire, Ambulance, Police) who may be called to the site. 4. In an emergency situation which required total evacuation of the occupants from the Buildings and the site, What are the provisions for dealing with Large numbers of small children and those in charge of them who would need to be held in a safe and secure assembly area away from any potential threat to their safety.

Attached Documents

Representations

Representor 37 - Hazel Ashby

Name	Hazel Ashby
Address	2/86 Queen Street NORWOOD SA, 5067 Australia
Submission Date	02/11/2023 03:18 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I share 50/50 custody of my three school aged children with my ex-husband who lives in Stirling on Duncraig Lane. I have previously lived in the house on Duncraig Lane and as such, I am familiar with the area as a whole and the site of the development. I have significant concerns about the development and reject it as a proposed development. It is a residential area and a busy road for primary age children travelling to and from school and also accessing the bike park across the road. Increasing the traffic along this road and also travelling in and out of a carpark, presents a significantly increased risk of accidents. Further, the plans indicate that despite the size of the block, the development is not sensitively designed to blend in with the surroundings, but instead has been designed to maximise the number of children who can be accommodated. I have no issue with a large childcare centre being developed in Stirling, but I think there are other sites, more suited to this purpose, not in the middle of residential housing and not on a road that is already busy and populated by children.

Attached Documents

Representations

Representor 38 - Phillip Forrest

Name	Phillip Forrest
Address	19 Vista Tce STIRLING SA, 5152 Australia
Submission Date	02/11/2023 05:24 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

As a local resident in Stirling I am strongly opposed to this development and am surprised and very disappointed that it would be considered at all. This is clearly a commercial venture in a residential zone and is wrong on so many levels. Aside from the size and aesthetics of this building, at the cost of a heritage listed building, there is simply not space for a large business of this sort in this location. It is also grossly unfair on those residents who live immediately adjacent to this site and would significantly affect their enjoyment of living in this community. Im not certain that there is a need for more child care centres in this area given the development approval already for a centre at Johnson street, but even so, Pomona road, or any residential area, is simply not a suitable site for a development of this sort and it must be denied.

Attached Documents

Representations

Representor 39 - Jane Chapman

Name	Jane Chapman
Address	PO Box 440 STIRLING SA, 5152 Australia
Submission Date	02/11/2023 06:00 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

Refused because of the increased Traffic (road does not allow for easily alight or asending of pre-school children to a carers vehicle and or easy drop off point for children to attend the child care centre. I believe it will be a Predestrian Hazard and Road Hazard (with blind driving spot in and out of the centre) in its current proposal form, and more consulation needs to be sort from SA Road and Infrastructure as well as the Adelaide Hills Council before approval is given. Question will the park across from 52 Pomona Road be developed by the Adelaide Hills Council for additional car parking?

Attached Documents

Representations

Representor 40 - Mark Logan

Name	Mark Logan
Address	12 Hill Street CRAFERS WEST SA, 5152 Australia
Submission Date	02/11/2023 06:12 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I strongly object to the building of a commercial, high traffic premises in the proposed location. The proposed development it is not suitable to the location, not in keeping with the residential aspect of the area and will be a constant traffic, safety and aesthetic risk to the neighbourhood. This is a residential road that we use as locals, including children walking / riding to & from the local primary school (SEPS) and the location (footpath / road) will not support an increase in the volume of traffic as would be presented by the proposed development. Traffic that would present a significant safety concern to children and local residents. Stirling does not need a local, residential street ruined by a commercial premises and the associated, unsustainable traffic & illegal parking/standing - find somewhere more accessible and suitable that does not unduly impact the local residents.

Attached Documents

Representations

Representor 41 - Rachel Baulderstone

Name	Rachel Baulderstone
Address	12 Vista Terrace STIRLING SA, 5152 Australia
Submission Date	02/11/2023 06:48 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

This is a residential area not part of the business zone of Stirling. If this is approved where does it end. We all live in the Hills due to the larger blocks, less tragic and less shops/businesses - this is clearly in breach of zoning! Parking, traffic etc would increase on Pomona road where children are riding constantly due to the bike park across the road. How this even got to this stage is baffling.

Attached Documents

Representations

Representor 42 - Ruth Ambler

Name	Ruth Ambler
Address	38 Merrion Terrace STIRLING SA, 5152 Australia
Submission Date	02/11/2023 07:53 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development
Reasons	
There is a need for more childcare places. Availability of childcare is important for the economy. The development looks attractive and appropriate for the area.	

Attached Documents

Representations

Representor 43 - Kris Morrison

Name	Kris Morrison
Address	3/15 Druid Ave STIRLING SA, 5152 Australia
Submission Date	02/11/2023 08:10 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

There are plenty of childcare options in Stirling already that have vacancies. This is not a place for a childcare centre. Its a residential area with a heavy traffic flow all parts of the day. There are already close calls with the children that frequent the bike park nearby. The increase in traffic and noise will definitely impact on nearby residents.

Attached Documents

Representations

Representor 44 - Jessica Grbin

Name	Jessica Grbin
Address	8 vista terrace STIRLING SA, 5152 Australia
Submission Date	03/11/2023 07:58 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	
The traffic would be horrific, there is not adequate parking and this why we live in Stirling, with large blocks, not disturbed by business.	

Attached Documents

Representations

Representor 45 - Alexandra Renneisen

Name	Alexandra Renneisen
Address	PO Box 394 STIRLING SA, 5152 Australia
Submission Date	03/11/2023 09:31 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

The continuing commercial creep into residential zones creates uncertainty and anxiety for residents and future owners. The increase in traffic on the road presents problems of both safety and congestion - the roundabout at the western end already has problems at peak traffic hours. The eastern intersection at Gould Road is already a hazard to both pedestrians including hills walking groups and traffic dealing with cars coming from 3 directions. School traffic is heavy already. There are adequate under-utilised child care centres available in the hills and on Glen Osmond Road. This development sets a commercial precedent and is a dis-service to our village and the lifestyle that attracts hills tourism. My husband and I say No to this proposal

Attached Documents

Representations

Representor 46 - Michael French

Name	Michael French
Address	PO Box 291 CRAFERS SA, 5152 Australia
Submission Date	03/11/2023 10:35 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I believe the scale of the development, the commercial nature of the multi million dollar business that will be generated is not in keeping with the Plan generally for Activity Centres and also Performance Outcome 1.1 criteria of the zoning in that it can not be considered to be "Complementary ancillary non-residential uses compatible with a spacious and peaceful lifestyle for individual households". Scale of this size does not complement spacious and peaceful lifestyle. I have attached a more detailed document to outline the rational of this view which I feel provides particularly expert insight into this business proposal in this location given nearly 16 years industry experience in child care in the area being considered.

Attached Documents

Objection-Document-52-Pomona-St-Stirling-1296874.pdf

Response to

Development Application 23020199

Change of use to childcare centre including alterations and additions to a Local Heritage Place, deck, associated car parking, retaining walls and fencing

I refer to the proposal to under Development Application 23020199 to construct a 119 Place Child Care Centre at 52 Pomona Rd, Stirling. On reviewing the detail of the plan and particularly understanding the real current demand for child care in the immediate Stirling area, having operated these services in Stirling for nearly 16 years, I feel uniquely able to inform Council on why they should reject the proposal based on the service not being “Complementary” to the neighbourhood space and not in keeping with general provisions for Activity Centres.

Background of Childcare for Consideration

Childcare operations must be licensed under Federal and State Government Regulations and fall into the following categories:

- Long Day Care
- Family Day Care
- Out of School Hours Care (OSHC)
- In-Home Care
- Associated Children’s Service (ie. Occasional Care)

Further detail to the regulations and requirements for these types of services can be sourced at the following links:

- <https://www.esb.sa.gov.au/#>
- <https://www.acecqa.gov.au/>

These Childcare Categories referred to are quite relevant to the application and an understanding to inform the proposed development meeting the criteria for the zoning where it is quite simplistic to simply say under Performance Outcome 1.1 of the Zoning Criteria, that because a Childcare Facility is identified as one of the potential development outcomes that in of itself makes it fit “Complementary ancillary non-residential uses compatible with a spacious and peaceful lifestyle for individual households”.

Quite clearly the Childcare Licensed categories of Family Day Care, OSHC, In-Home Care and Occasional Care can fit the zone criteria generally without challenge. Long Day Care however should be considered more closely as a true assessment of the scale of Long Day Care sites, quite clearly now quite large Commercial business in their nature, should be more strongly questioned against the idea of it being “Complementary”.

To this end I suspect the designers of the updated zoning criteria were of the mind of all other categories of childcare as being suitable for the Zone, and perhaps Long Day Care however only at a much lower more community focussed operation of up to perhaps 30 places. Clearly at 119 places as proposed this is a major scale of commercial development and should not fit the zoning.

Demand

There has been an ongoing commercial trend driven by Developers across Australia in recent years with little to no regard for the impact on Communities. Country-wide sites are being purchased and planning approvals being gained for large Long Day Care sites purely to generate the development profits and with little regard for the true demand of a locality. The push for these in areas already well serviced by Long Day Care options resulting in cannibalisation of the profession and flow on impacts such as:

- The profession currently undergoing its worst staff shortage issue in history. The Financial Review reported on this on 25 Aug 23 citing their survey of 400 plus Centres nationwide capping their enrolments below peak occupancy due to staff shortage.
- The shortage of staff is exacerbated by the proliferation of more services as staff are forced to work harder and under greater duress spread across more sites. This reduces quality for the community as a whole.
- Ample media and other reporting have shown issues with shortfalls in childcare services available to communities in need. Unfortunately, developers are not targeting these and instead look to spaces where childcare is already being delivered regardless of need.

The specific demand situation for Long Day Care in the Stirling township and immediate surrounding areas remains within current available service capacities, and future demand increases set to be met by already approved further development within the Stirling township Activity Centre.

- At present, local Stirling Long Day Care services have routinely always had capacity for families. The Ranges Early Learning and Care Services (Ranges) which operates two sites in Stirling, with currently a 3rd Community Service operating. Ranges has over time grown capacity from 80 places to currently 135 across the two sites and never run a waiting list, until the past 12 months, always having capacity for new families demonstrating demand limitations. In the past 12 months the waiting list has arisen purely due to capping places due to staff shortfalls, not an undersupply for the community demand.
- In the case of this proposed development the demand need is clearly further out in Hills areas where housing development is taking place. Why, for example, is a new service in a growing town such as Woodside not being pursued?
- The significant concern on demand shows that with outer Hills areas currently under serviced, and if this proposal and other new Services in Stirling are developed, they are most likely to be utilised as a drive through for families using the South Eastern Freeway to attend work in Adelaide metropolitan area. (It is noted there is already a 90-place service approved to be constructed in Johnson Street Stirling yet to impact demand) This drive through likelihood draws significantly into question the guidance from "CIRQA" in the Developers planning submission on traffic impacts which is noted (Page 105 of Pack, page 2 of 3 on Letter to James Rhodes dated 25 Sep 23) to suggest only 20% of the likely traffic flows will come via the Freeway and the remainder on other local roads. The current demand experience would seriously question this and suggest more likely the reverse and see 80% via the Freeway. On the traffic data supplied this would see something like double the daily movements into and out of Pomona Rd to the Freeway.

Impact on the Stirling Township Activity Centres

Planning Code Part 4 – General Development Policies, the Design Objective for “Activity Centres” is to include “... enabling equitable and convenient access to a range of shopping, administrative, cultural, entertainment and other facilities in a single trip is maintained and reinforced”. Following on from this under PO 1.1 that Non-residential development outside Activity Centres be of a scale that does not diminish the role of the Activity Centre.

Placing of large-scale Long Day Care developments within the “Activity Centre” areas of the area quite clearly will be complementary to the role of the “Activity Centre”. In relation to Activity Centres under PO 1.2 Out-of-Activity Centre development will be done as it “complements” the Activity Centre through providing services and facilities that “support the needs of local residents and workers, particularly in underserved locations “ and “where they cannot readily be accommodated within an existing Activity Centre”.

The development proposed fails to meet these desired outcomes and objectives as:

- There exists in the current activity Centre sufficient servicing of this community need such that development outside the Activity Centre is not warranted of this scale
- Given the lack of identifiable significant community need for the service locally, the likely development will diminish the role of the activity Centre as it will increase traffic passing through to the out of activity area spaces without making use of the activity Centre itself as that traffic is originating from further afield and only in the area for the use of service demanded elsewhere.

Post Development Impacts of Overbuilding

There are many clear demonstrations both in Australia and overseas of impacts of too many of a specific service being constructed for areas and then left to mothballs. From whole cities in China, Spain, Shopping strips in the USA, to Childcare services in Australia. Personal lived experience in this includes:

- Numerous opportunities to inspect fully complete and new services constructed in neighbourhoods in Metropolitan Adelaide and Melbourne. These services sitting vacant and on the market in residential streets with little to no buyer interest as the areas they are in are clearly already being well serviced by sufficient alternate locations sited better.
- Sighting for consideration numerous “opportunities” to “buy” the Lease for a new service that has Planning Approval and to be built once someone signs on for their 10+10+10 year \$300,000 - \$400,000 pa Lease. Ie A 120 place Centre with Planning Approval in place sited literally next door in a suburban street to another 120 place Centre. The existing Centre already built only operating at 40% capacity. Daily text alerting me to the next “great opportunity”.
- Council and Government approvals country wide seem to have been blindsided by this vast growth in the past 5-10 years in the market and as a result appear not to have given sufficient consideration to the impacts to both their existing local business, and the neighbouring resident landholders, of this over development. Once complete the site may be a wonderful architectural design that has met every other consideration, yet if the market demand is not present it likely will end being vacant for considerable time. The significant stress and anxiety brought on particularly to neighbours but also the remainder of community needs to be addressed in planning approval decisions.

Scale of Industry being Considered

As a further guide to the commercial scale of the industry being suggested for the Rural Neighbourhood Zone it should be understood that this business if successful will retain business scale indicated as follows:

- Requiring 25-30 staff attending daily when Cooks, Maintenance, Administration and Management are included immediately next door to resident homes
- Requiring multiple Emergency Evacuation Drills to be conducted throughout the year
- A multi-million-dollar operation and all elements associated with that generating revenues in excess of \$4m per annum

It seems a strong guiding principal in the Planning Code generally that significant commercial development should be supported away from residential areas excepting where specific community need demonstrates the urgency of such development. In the case of development in the Stirling area it is clear the local community need is not present. Where it is present at all locally this is purely due to existing workforce shortage issues which will likely be increased not diminished by this development. Development to meet the broader community need elsewhere in the region may be required, however approval of such development should not be done such as proposed here where it will clearly have flow on impacts of concentrating traffic in an area unnecessarily. There is no absence of alternate suitable locations closer to current regional demand sources that should necessitate development in the location proposed to meet that demand.

CONCLUSION

As the Zoning guidelines require, it is suitable for “Complementary ancillary non-residential uses” and “where they cannot readily be accommodated within an existing Activity Centre”. I feel quite strongly that these large commercial enterprises very clearly do not fit that “complementary” requirement for the Zone and additional are proposing to deliver a service that already is being met capably within the existing Activity Centre.

As a result I ask that Council consider these importantly with a focus on limiting childcare development outside Activity Centres to non-Long Day Care services, or those Long Day Care proposals with a maximum occupancy of 30 places, both development styles that can clearly meet the test of being complementary to a community and particularly the case when there is no clear demand driven need for the service.

Representations

Representor 47 - Amanda Rischbieth

Name	Amanda Rischbieth
Address	10 St Margaret Drive ALDGATE SA, 5154 Australia
Submission Date	03/11/2023 10:58 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Reason: The development if approved presents a dangerous road hazard and highly foreseeable risk for motorists whether staff, visitors and regular passing traffic. Pomona Road is a very busy road being the main thoroughfare to Stirling roundabout to exit onto the South Eastern freeway. It has 'rightly so' highly restricted parking on both sides. This is because there is an inherent danger if anyone parks on the road on either side, it presents hazardous obstructions with vehicles having to cross over into potential traffic to pass. By the very nature of any childcare development, it is highly unlikely that enough off street parking will be available especially at peak drop-off and pick up times. Also, the access/egress visibility at the proposed site is poor with the high verge growth making cars entering and exiting having line of sight restrictions adding to the hazard for workers, families and other Stirling / Aldgate traffic through Pomona Rd.

Attached Documents

Representations

Representor 48 - Chloe McLeod

Name	Chloe McLeod
Address	28 merrion tce STIRLING SA, 5152 Australia
Submission Date	03/11/2023 12:02 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	I am concerned about the large increase in traffic on already busy street, and safety of young children

Attached Documents

Representations

Representor 49 - Nathan Brown

Name	Nathan Brown
Address	28 Merrion Tce STIRLING SA, 5152 Australia
Submission Date	03/11/2023 12:04 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	
Having a high density childcare centre located on a non-commercial road will impact local housing and also safety in the area. This is one of the main pathways to the local school for kids and extra cars is not needed.	

Attached Documents

Representations

Representor 50 - Richard Gunner

Name	Richard Gunner
Address	104 OLD MOUNT BARKER ROAD STIRLING SA, 5152 Australia
Submission Date	03/11/2023 01:50 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	
As a daily user of Pomona Road the location is inappropriate to have any increased volume of cars entering or exiting from the proposed development on Pomona Road. This is especially true of the downhill run towards Stirling village. Adding small children into this mix as will invariably occur will be additionally dangerous	

Attached Documents

Representations

Representor 51 - Sameer Pandey

Name	Sameer Pandey
Address	10 BRADSHAW AVE, CRAFERS SA, AUSTRALIA CRAFERS SA, 5152 Australia
Submission Date	03/11/2023 02:25 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Subject-Objection-to-Development-Application-23020199-1297085.pdf

Subject: Objection to Development Application 23020199 - Child Care Centre at 52 Pomona Rd, Stirling

I am writing to express my deep concerns regarding Development Application 23020199, which proposes the construction of a 119-place Childcare Centre at 52 Pomona Rd, Stirling. As a long-term resident of this community, I am committed to maintaining the unique character and well-being of our neighbourhood.

The proposed Childcare Centre, as outlined in the development application, raises significant issues that warrant careful consideration. My objection is based on the following key points:

- 1) **Scale and Commercial Nature:** The sheer scale of the proposed Childcare Centre, with a capacity of 119 places, raises questions about its compatibility with the zoning criteria for a Rural Neighbourhood Zone. Long Day Care facilities of this magnitude often operate as large commercial enterprises, which may not align with the intended nature of our community. The primary issue I would like to address is the lack of true consideration for the demand and compatibility of the proposed Childcare Centre with the existing neighborhood space. While the current zoning criteria may categorize Childcare Facilities as potential development outcomes, it is crucial to differentiate between various childcare categories. Long Day Care, especially on the scale proposed (119 places), should undergo closer scrutiny to determine its compatibility with the zoning.
- 2) **Demand and Overdevelopment:** The current trend of overbuilding childcare facilities without regard for actual community needs is a matter of serious concern. The existing Long Day Care services in Stirling have not experienced overwhelming demand, as evidenced by the fact that local services have consistently maintained capacity without running waiting lists. This suggests a potential oversupply of childcare services in our area.
- 3) **Traffic Impact and CIRQA Guidance:** The traffic impact assessment provided in the developer's submission, particularly the guidance from "CIRQA," raises questions about the accuracy of the projected traffic flows. The addition of a 119 Place Childcare Centre on Pomona Rd raises serious concerns about increased traffic and congestion in our residential street. The Developer's planning submission may suggest a minimal impact, but the reality of accommodating staff, parents, and the daily drop-off and pick-up routines for over a hundred children will undoubtedly strain the existing infrastructure. This could result in not only inconvenience for residents but also potential safety hazards for pedestrians and drivers.
- 4) **Noise Pollution:** The scale of the proposed Childcare Centre, with its numerous staff and children, introduces the risk of substantial noise pollution. Our residential neighbourhood, characterized by its tranquility and peaceful lifestyle, may be disrupted by the daily operations of such a large-scale commercial enterprise. The potential for increased noise levels poses a direct threat to the quality of life for residents in the vicinity.

- 5) **Safety Concerns during Excursions:** The safety of children and staff during excursions is paramount. With the proximity of Pomona Rd to the proposed Childcare Centre, there is a heightened risk when crossing the road. The potential for accidents or incidents during excursions cannot be ignored. The safety of our children should be the top priority, and the current proposal inadequately addresses the associated risks.

- 6) **Heritage Building Misuse:** The proposed location for the Childcare Centre includes a Local Heritage Place. There is a genuine concern that repurposing this heritage building for a large-scale commercial enterprise may compromise its historical significance. The potential mismanagement of the heritage site raises questions about the adherence to preservation guidelines and the impact on the cultural fabric of our community.

- 7) **Post-Development Impacts:** There is a growing concern about the post-development impacts of overbuilding childcare facilities. Instances of vacant and underutilized childcare centers in various locations across Australia underscore the need for a careful evaluation of the actual demand and potential consequences of such developments.

In conclusion, I urge the Council to carefully consider the compatibility of large-scale Long Day Care developments with the Rural Neighbourhood Zone. It is crucial to prioritize developments that truly complement the community, avoiding potential negative impacts on residents and existing businesses. I recommend limiting childcare development outside township zones to non-Long Day Care services or those with a maximum occupancy of 20-25 places, ensuring a more community-focused and sustainable approach. Is the council having to approve such a large development they should ensure that approval comes with it a requirement for upgrade of the traffic infrastructure at the entrance to Stirling. That you see clearly at those peak times it will make this necessary and will be wholly unfair for that cost to be left for the community to pay when the developer walks away with the profits. I also urge the Council to thoroughly assess the potential adverse effects on traffic, noise, safety, and heritage preservation before granting approval for this development. Our community's well-being, the safety of our children, and the preservation of our heritage should take precedence over commercial interests.

Thank you for your time and consideration of this matter. I trust that the Council will make a decision that prioritizes the well-being and harmony of our community.

Regards

Sameer Pandey

(D.Pharm, B.Pharm, PGDipClin Pharm, AACPA)

Representations

Representor 52 - Amanda Peisley

Name	Amanda Peisley
Address	9 Duncraig Lane STIRLING SA, 5152 Australia
Submission Date	03/11/2023 02:28 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

The area is inappropriate for a commercial premise it needs to stay residential and the development proposal for a car park with no turning circle would cause too much traffic on Pamona road and be dangerous for the pedestrians including the many children who walk and ride their bikes along the pathway in front of the proposed drive. We live at 9 Duncraig Lane Stirling which is one block back from the proposed development. Our neighbourhood is one that is quiet and residential. Allowing a commercial premise like not only disturbs the quiet nature of our community it also sets precedence, for commercial businesses which is totally unacceptable, particularly a two storey building with no vegetation that overlooks all properties. We live in the hills because of the tranquility and space, there is sufficient child care centres without the need to put one in a residential area. Not to mention Pamona road is a main through street, the plans clearly show there is no turning circle and a tight carpark which would cause chaos along the street and dangerous for pedestrians and all the school kids going up and down the council pathway. In my opinion this development is not in keeping with what is the essence of the hills and I strongly object.

Attached Documents

Representations

Representor 53 - Marion Favretto

Name	Marion Favretto
Address	14 Duncraig Lane STIRLING SA, 5152 Australia
Submission Date	03/11/2023 02:34 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

Reasons

I have safety concerns for Residents, pedestrians, parents and children who will be using Pomona Road. This road is a narrow single lane road which will not accommodate an increase in traffic (both vehicle and pedestrian). The safety of people/children who are walking to the proposed centre or entering/exiting the centre via vehicles will be compromised. The removal of mature trees from this property is also of concern, given the aesthetics of the area. As a resident whose property at no 14 Duncraig Lane would face the back of this proposed development I have a strong objection to multi-storey development of any kind in this residential area. The development would not be in keeping with the Stirling aesthetic of nature and trees. I do not want to be looking at the back of a building or car park from my back deck.

Attached Documents

Representations

Representor 54 - Helen and Greg Favretto

Name	Helen and Greg Favretto
Address	30 Main Avenue FREWVILLE SA, 5063 Australia
Submission Date	03/11/2023 03:06 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

The proposed development of a child care facility on Pomona Road is a safety concern. The safety of drivers, and pedestrians on this road if such a facility goes ahead. Pomona road is a narrow, single lane road which will not sufficiently allow for increased traffic which will be slowing down, and turning in and out of the child care centre. How will such a narrow road cope with this increase in activity? Pedestrian safety crossing Pomona Road will also be compromised with increased traffic volume and interrupted flow (to turn in and out of proposed facility).

Attached Documents

Representations

Representor 55 - Stevie Abbott-Richards

Name	Stevie Abbott-Richards
Address	110 OLD MOUNT BARKER ROAD STIRLING SA, 5152 Australia
Submission Date	03/11/2023 03:51 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons Refer to the attached	

Attached Documents

Representation-23020199-StevieAbbot-6850938.pdf

20231103160019-6854797.pdf

110 Old Mt. Barker Rd.,
Stirling
S.A. 5152.

Application I.D.
23020199

ADELAIDE HILLS COUNCIL
RECEIVED

- 3 NOV 2023

November 2nd 2023.

To whom it may concern.

I would like to enter some objections
to the proposed development at
52, Penona Rd., Stirling. SA 5152.
ID. 23020199.

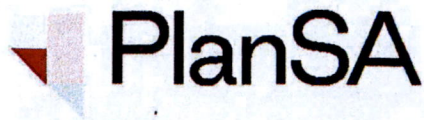
I live ~~at~~ above, on a road which will
be a major access road to the proposed
childcare facility. This road is already
very busy and an access road to
Stirling East Primary School. In addition
because it is a fairly straight road,
motorists consistently break the

Banker Rd., because the alternative route through Bridgewater, Aldgate and Stirling villages would entail three roundabouts and much traffic. Many children, some on bikes, mothers with toddlers in pushers ride or walk along Old Mt. Banker Rd. twice a day. It is already a dangerous road. Adding approximately 300 cars to the traffic would just add dangers.

There are already four childcare centres in Stirling alone. I object to continuing increasing removal of vegetation important for climate cooling & ^{native} animal life.

I object to this development.

HAVE YOUR SAY BY FRIDAY 3 NOVEMBER



Proposed Development

Under the Planning, Development and Infrastructure Act 2016

Public notification commencement on 16/10/2023

IMPACTED RESIDENTS

COMMERCIAL DEVELOPMENT PROPOSED IN RURAL NEIGHBOURHOOD

Notice of Development Application

PROTECT OUR RESIDENTIAL ZONE

Application ID: 23020199

Proposed Development: Change of use to child care centre including alterations and additions to a Local Heritage Place, deck, associated car parking, retaining walls and fencing

Notified Elements: Child Care Facility, Advertisement, Deck, Change of use, Fence, Retaining wall, Partial demolition of a building or structure, Demolition

Subject Land: 52 POMONA RD STIRLING SA 5152

As an adjoining owner/occupier or person potentially affected by the above development application, you are invited to view details of the application and make a representation.

The application documentation may be examined:

- online on the PlanSA Portal: <https://plan.sa.gov.au/en/pn?aid=7358>

MULTI-STORY EYESORE ON HERITAGE LISTED RESIDENTIAL ALLOTMENT



Use your smart phone to scan this code

INCREASED POMONA RD TRAFFIC CONGESTION & APPROX 300 CARS PER DAY CROSSING POMONA ROAD SINGLE FOOTPATH ADDING PEDESTRIAN SAFETY RISK

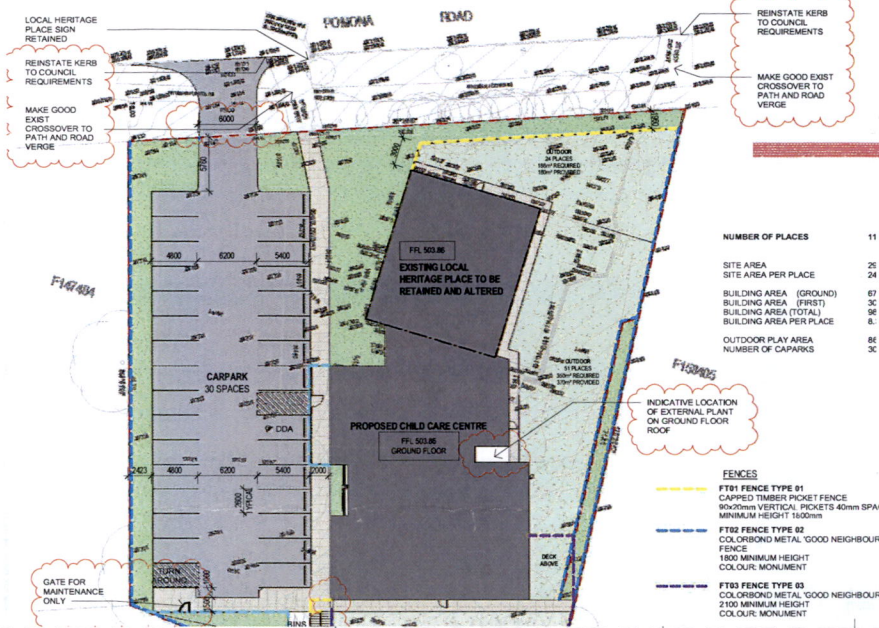
- in person at the principal office of the Adelaide Hills Council at 63 Mount Barker Road STIRLING, 28 Onkaparinga Valley Road WOODSIDE and 47 Albert Street, GUMERACHA, SA, 5152

If you wish to comment on the application, please complete an:

23020199.

You may be given an opportunity to appear before the relevant authority to further explain your views. You will be contacted should a hearing be arranged.

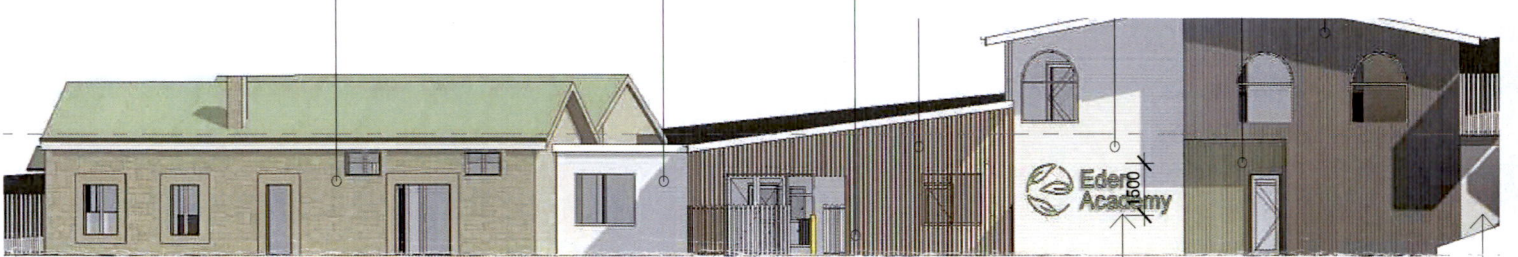
If you have any questions relating to this matter, please contact the Adelaide Hills Council by telephone on 08 8408 0400 or email developmentadmin@ahc.sa.gov.au.



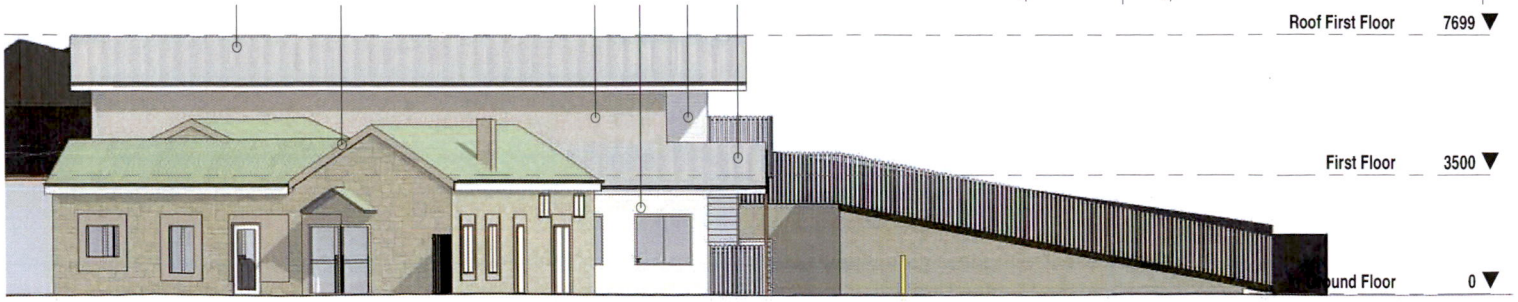
160 PEOPLE PER DAY

30 OFF STREET CAR PARKS

EXISTING VEGETATION REMOVED

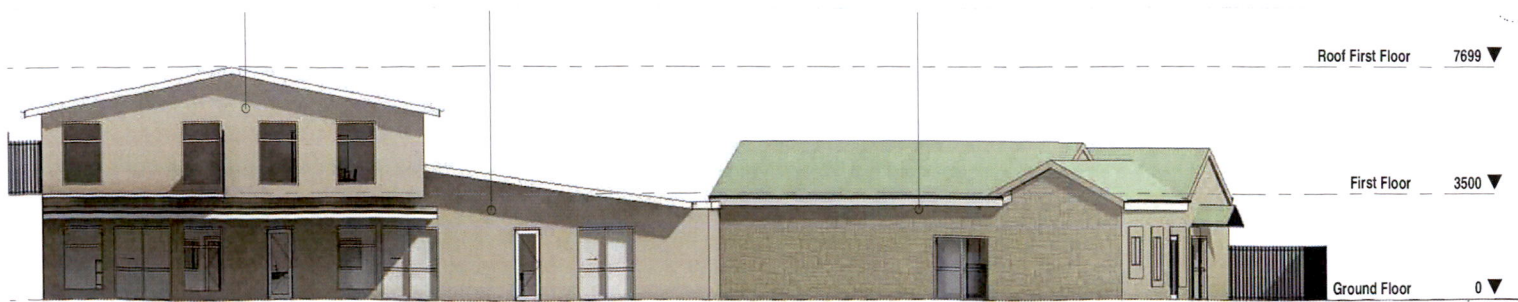


Roof First Floor 7699 ▼



First Floor 3500 ▼

Ground Floor 0 ▼



Roof First Floor 7699 ▼

First Floor 3500 ▼

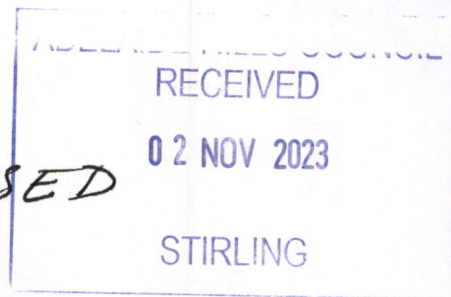
Ground Floor 0 ▼

FROM - STEVIE ABBOTT-RICHARDS.
110 OLD MT. BARKER RD., STIRLING

OBJECTION TO PROPOSED
DEVELOPMENT

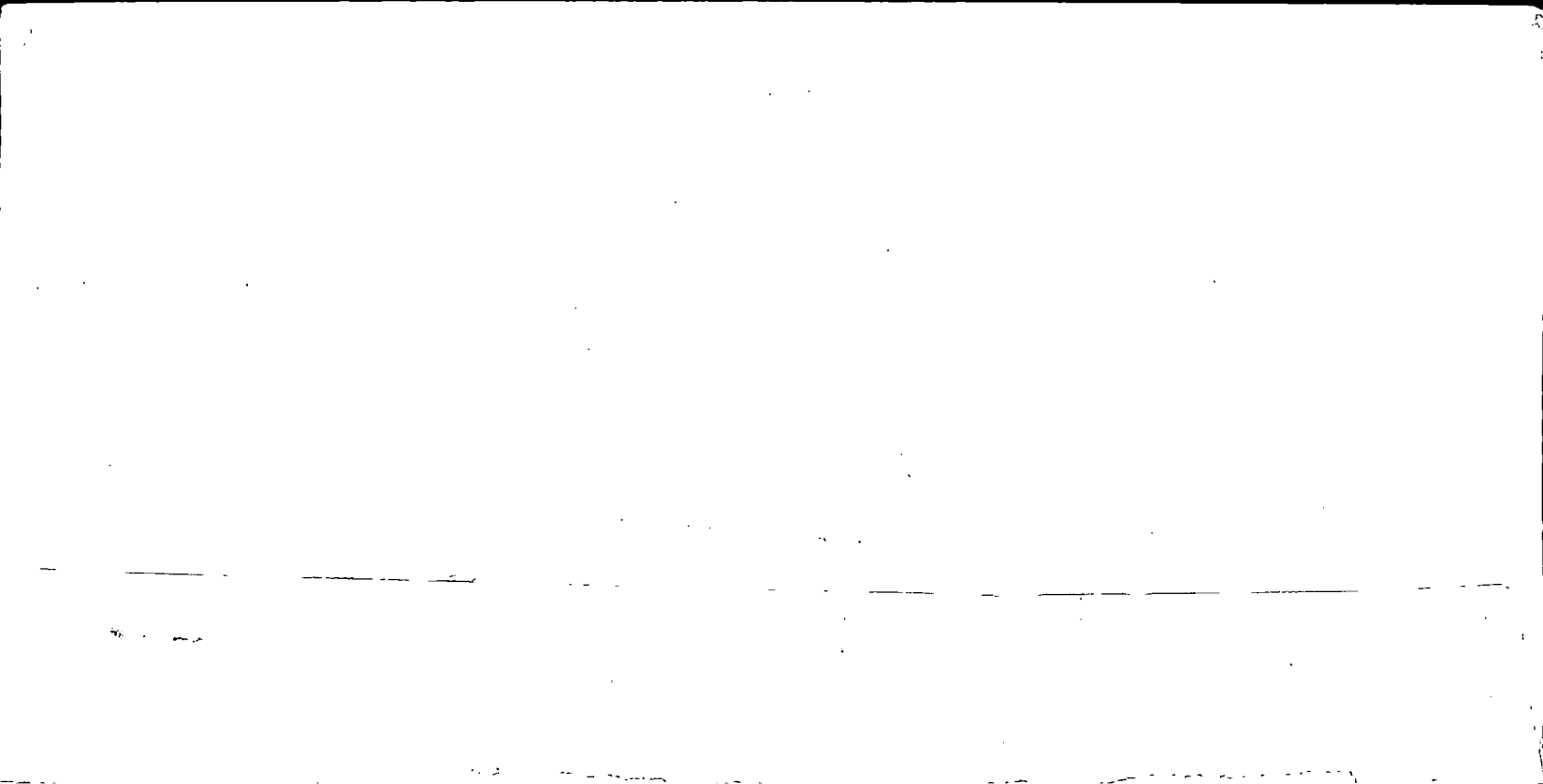
23020199

ON 52 POMONA RD.,
STIRLING.



POSTCODE

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Representations

Representor 56 - John Hill

Name	John Hill
Address	118 Piccadilly Road CRAFERS SA, 5152 Australia
Submission Date	03/11/2023 04:28 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	
This application for a large commercial development in a Rural Neighbourhood Zone does not comply with clear intent of protecting the amenity of residents. Details are set out in the attached document. We ask that the application be refused.	

Attached Documents

Application-23020199-1297246.pdf

Application 23020199

Development of a 118 child 30 car park childcare centre at 52 Pomona Road, Stirling.

Zoning – Rural Neighbourhood

Representation by Stirling District Residents Association Inc.

This organisation worked with the Adelaide Hills Council in the process of transferring the planning system from the previous Adelaide Hills Council Development plan to the CODE.

In the case of this application the key issue based on our understanding of the intent of restricting commercial development in the Rural Neighbourhood Zone is to protect the amenity of residents of this zone.

The key issues in relation to this objective include:

- Visual impact
- Noise
- Traffic
- Car parking
- Light pollution
- Environmental issues including Vegetation and water

While there are many minor compliance issues addressed in this very long point by point report, we consider the focus must be on the key issues outlined above.

In this case the potential for negative impact on residential neighbours is particularly great given the unusually high number of abutting and nearby residential properties [refer map of title location] which adds further emphasis on the amenity impact.

Visual impact

The large industrial style two storey building and industrial style high fencing contrast very strongly with the character of the surrounding residences, this comment applies to both the views from neighbouring properties and passers by on Pomona Road. It is a serious negative character changing impact.

Noise

A capacity of 118 children is excessive in almost any environment never mind in in this peaceful residential zone. We consider the noise impact to be considerably higher and less predictable than described by consultants and the type and variability of noise, crying, screaming and laughter generated by young children of far greater negative impact than traffic noise. Nearby residents will be exposed to this for long periods each day. The fencing, while offering some noise reduction will clearly not mitigate this to a large extent.

Deliver and pick up of children by car will entail considerable noise with door banging. Given that this activity will peak in the early morning and evening the noise impact on residents will be high.

Traffic

The developer claims that traffic will be spread over the day as there are no set hours for pickup and delivery and this assertion is the basis for determining impacts on traffic congestion at the childcare access and nearby intersections. In our view most delivery and pickup of children to/from the facility will be by a working parent during the narrow morning and evening commuter periods. This undermines the traffic conclusions and will create safety and congestion issues on Pomona Road.

Car parking

30 car parks in a Rural Neighbourhood Zone is an excessive number by any reasonable standard. However the excessive 118 child capacity, will, during peak activity as described above in 'traffic', result in congestion and safety issues at peak times on Pomona Road and on site.

Light pollution

Safety of children and activity in a large car park will require extensive external lighting, This will have a very high negative impact on the amenity of nearby residents. The lack of restrictions on delivery and pickup times of children will require extended AM and PM lighting hours.

The area has significant nocturnal fauna given the extensive tree coverage that will be negatively impacted by the obtrusive lighting.

Environmental issues.

Removal of a number of established trees is proposed due to the high level of combined hard surface and development area for both the large car park and building. This is due entirely to the commercial nature of the proposed development as opposed to residential use.

It is well established that sealed carparks create very high levels of chemical contamination in runoff rainwater. The proposal that this will be remedied via a rain garden is inadequate given the high level of hard surface leaving inadequate area to cater for runoff from both the building and large car park. This will not comply with requirement for water discharge, physical, chemical or biological being better than or equivalent to the pre development condition.

Heritage

While the applicant claims that heritage aspects of the existing structure are not compromised the consultant's report suggests otherwise. There is no compatibility between the heritage component of the existing building and the proposed development.

SUMMARY

We contend that the proposed scale and use of the proposed development does not comply with the broad intent of the residential nature of the Rural Neighbourhood Zone. It clearly seriously compromises the amenity of the many adjacent and nearby residents in a number of ways.

John Hill

Public Officer, Stirling District Residents Association Inc.

Representations

Representor 57 - driller j armstrong

Name	driller j armstrong
Address	402 Mount Barker road BRIDGEWATER SA, 5155 Australia
Submission Date	03/11/2023 04:31 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	Seems out of step with hills zoning and conservation imperatives by having a multi level building while demolishing a number of significant trees.

Attached Documents

Representations

Representor 58 - Darren Peisley

Name	Darren Peisley
Address	9 Duncraig Lane STIRLING SA, 5152 Australia
Submission Date	03/11/2023 07:42 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	The development is out of coNtext with the quiet residential neighbourhood, is located on a narrow road unsuited for that volume of turn ins and will invade privacy of nearby houses. It is a bad precedent.

Attached Documents

Representations

Representor 59 - Andrew Newman

Name	Andrew Newman
Address	25 Vista Terrace STIRLING SA, 5152 Australia
Submission Date	03/11/2023 07:58 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

This development puts a commercial facility in the middle of a peaceful collection of residential houses. The existing Pomona road is exceptionally busy, being the primary thoroughfare through to Gould road and Old Mt Barker Road. Adding traffic turning in/out of a business on an already busy very narrow single-lane road, at a low point in the road, poses the risk of rear-end accidents as cars don't anticipate a sudden stop. Surrounding buildings are principally single story, whereas this building will be taller than those around it. Narrow footpath which means people walking on the grass, and potentially on the road as they arrive and leave with children. No on-street parking to handle spill-over from the proposed on-site car park. No natural barrier or car park spaces between narrow footpath in front of the premises and a heavily trafficked thoroughfare. A small child will only be a few step away from being hit by passing traffic. The inappropriateness of this development seems so intuitively obvious to me that I don't really feel this representation should be required to prevent this development proceeding, however the fact it's reached this point indicates there has been a failure of governance on some level.

Attached Documents

Representations

Representor 60 - Frank Guerriero

Name	Frank Guerriero
Address	61 Snows Rd STIRLING SA, 5152 Australia
Submission Date	03/11/2023 08:11 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I object to the building of a childcare centre as proposed ID 23020199, 52 Pomona road Stirling. I object to the building of a multistory commercial eyesore on a heritage listed residential allotment in the rural area of Stirling. I am concerned about the increased traffic congestion that will eventuate should this proposal be approved. My concerns also include increased risk to pedestrian safety due to the single footpath on this road. With ALDI already contributing to traffic congestion on Pomona road I am concerned this will increase risk to pedestrians, local road users and cyclists which see frequent use of this road. With a school located less than 1km away and with two childcare centers within a 5km radius of this proposal, this seems to be an unnecessary development.

Attached Documents

Representations

Representor 61 - Sheridan Morton

Name	Sheridan Morton
Address	3 Vista Terrace STIRLING SA, 5152 Australia
Submission Date	03/11/2023 10:25 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Planning consent would be refused because: - 1. it represents a further incursion of commercial land use into residential area, it is not an appropriate location. 2. it is bringing vulnerable people (children) into a bushfire zone without consideration of the effect of this in emergency situations. Businesses or facilities that bring together large numbers of vulnerable people should be located in bushfire safer zones or better still on the plains where their parents most probably work. 3. the business will be in competition with existing childcare providers. 4. the building developments proposed are not in keeping with the surrounding area (if a resident proposed house renovations with this scale, foot print and overlooking neighbours it would not be allowed) 5. complications with traffic management which have already been detrimentally effected by the rezoning to higher density around the Duxton/Aldi development increased traffic flow is still to increase as the higher density housing area is sill to be built and population increases are yet to occur 6. The Stirling area already has multiple childcare providers and we do not need another one.

Attached Documents

Representations

Representor 62 - Stephen Morton

Name	Stephen Morton
Address	3 Vista Tce STIRLING SA, 5152 Australia
Submission Date	03/11/2023 11:27 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

The proposed development does not consider the impact on the flow of additional traffic on Pomona Rd. It only looks at numbers of cars and impact on intersections. The Development Application might seem to work on paper but it will be a nightmare to the many users of Pomona Rd. Cars, buses, commercial vehicles, trucks, cyclists all use Pomona Rd for their daily commute and travel needs. Pomona Rd is an important feeder road to through traffic coming from and going to areas of Crafers, Aldgate, Stirling, Carey Gully and Piccadilly. These areas are serviced primarily by Old Mount Barker Rd and Pomona Road. With no turning lanes from Pomona Rd into the proposed Childcare Centre (CCC), only 2 car lengths from the edge of the road to first car parks, and a tight car park, it is beyond certain that vehicles will be queued on Pomona Rd waiting to turn into the proposed CCC car park. The on premise carparking area itself will be congested due to the basic in/out design. The carpark congestion as patrons navigate moving in and out of this restricted carpark design will further add to the congestion of cars waiting to enter the carpark. Commercial vehicles and trucks using the carpark at the same time as cars will make the car park unworkable. The DA says that commercial vehicles and trucks will attend the site outside of opening hours, but this is wishful thinking. The Pomona Rd location of the proposed CCC is inappropriate due to the dangerous traffic conditions that will be created on a daily basis. The proposed CCC on Pomona Road and the increased traffic would need to have dedicated slip lanes and a carpark design that ensures there won't be any congestion backing up onto Pomona Rd. A car park with a circular traffic flow would help avoid congestion within the car park. To keep traffic flowing, entry to and exit from the proposed car park would need to prohibit any right hand turns. These reasons together make it impracticable for this site to be considered a sensible location for a CCC. It is unlikely that patronage to this facility would be from existing passing traffic. Vacancies at other 3 childcare facilities indicate that there is no unmet demand for childcare in the Stirling district. This proposed CCC will bring additional traffic from outside the immediate area and bring with it congestion and poor traffic flow to this important thoroughfare. The proposed CCC on Pomona Rd cannot be compared to other childcare or kindergarten facilities on Snows Road, Pine Street, Mt Barker Rd, Druids Ave, Avenue Road where traffic flows and car parking are not comparable to Pomona Rd. The standards and community footprint for a commercial "for-profit" organisation needs to be set at a high level. Based on the detrimental impact on local traffic and neighbourhood amenity, the proposed CCC development falls well short of what is acceptable for the community. Approval of this proposed CCC would be a gross failure of planning laws and the Adelaide Hills Council's responsibility to protect residents from greedy development that is inappropriately located, poorly considered, disruptive and dangerous.

Attached Documents

Representations

Representor 63 - Hayley Conolly

Name	Hayley Conolly
Address	13 DUNCRAIG LANE STIRLING SA, 5152 Australia
Submission Date	06/11/2023 09:53 AM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons Refer to attached	

Attached Documents

Representation-on-application-performance-assessed-development-version-2_hayleyconolly-6855159.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Development Number:	23020199
Nature of Development:	Change of use to child care centre including alterations and additions to a Local Heritage Place, deck associated ar parking, retaining walls and fencing <i>[development description of performance assessed elements]</i>
Zone/Sub-zone/Overlay:	Adelaide Hills Council
Subject Land:	52 Pomona Road Stirling 5152 – Plan parcel F158404AL58 TitlCT5355/911
Contact Officer:	Assessment Panel / Assessment Manager at Adelaide Hills Council
Phone Number:	Click here to enter text.
Close Date:	Friday 3 November 2023

My name*: Hayley Conolly	My phone number:
My postal address*: 13 Duncraig Lane Stirling SA 5152	My email:

* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development
	<input type="checkbox"/> I support the development with some concerns (detail below)
	<input checked="" type="checkbox"/> I oppose the development

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

In summary, we hold the following concerns:

- the scale, intensity and form of the proposed development is incompatible with the rural residential character and amenity of this locality;
- in so far as the Code provides for non-residential uses such as child care facilities they should enhance rather than compromise this rural residential amenity;
- the proposal may not reasonably be described as complementary or compatible with the spacious and peaceful lifestyle valued in this location;
- this is not a community facility in the meaning provided by the Code, rather it is commercial in nature, of a scale and intensity that would not maintain residential amenity;
- the scale and intensity of the proposed development is expected to give rise to a range of undesirable and otherwise avoidable planning impacts;
- these impacts are expected to include traffic congestion along local streets, diminished pedestrian safety and spill over car parking beyond the site;
- Pomona Road experiences moderate to high traffic volumes, with the increase arising from this development considered excessive;
- child care facilities of the scale and intensity proposed generate noise that can



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and Investment

lead to disturbance and annoyance if experienced on a regular basis;

- the height of fencing on boundaries necessary to achieve acoustic compliance is considered excessive and uncharacteristic of this locality;
- the siting and design of the proposed development would not complement the residential character and amenity of this neighbourhood;
- the design of the two storey addition would result in an institutional appearance rather than a domestic style of architecture which characterises this locality;
- the relative scale and bulk of the proposed addition would dominate the local heritage place in a manner not complementary to its heritage value;
- a large commercial style car park to the streetscape is uncharacteristic of the manner in which residential properties present to the public realm in this locality;
- while not regulated, the loss of mature vegetation including trees is lamentable and may be avoided if a less intensive form of development were proposed;
- in contrast with the existing form of development in this locality, a disproportionate area of this property is to be developed with buildings and paved surfaces; and
- the current condition of this property ought in no way be used as justification for the proposed development

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
 - [Click here to enter text.](#) *[list any accepted or deemed-to-satisfy elements of the development].*

I:	<input checked="" type="checkbox"/> wish to be heard in support of my submission* <input type="checkbox"/> do not wish to be heard in support of my submission
By:	<input checked="" type="checkbox"/> appearing personally <input type="checkbox"/> being represented by the following person: Click here to enter text.

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*



Signature:

Date: 3 November 2023

Return Address: [Click here to enter text.](#) *[relevant authority postal address]* or

Email: [Click here to enter text.](#) *[relevant authority email address]* or

Complete online submission:

plan.sa.gov.au/have_your_say/notified_developments/current_notified_developments

Representations

Representor 64 - Jonathan Ashby

Name	Jonathan Ashby
Address	13 DUNCRAIG LANE STIRLING SA, 5152 Australia
Submission Date	06/11/2023 10:36 AM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons Refer to the attached	

Attached Documents

Representation-on-application-performance-assessed-development-version-2_jonoashby-6856031.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Development Number:	23020199
Nature of Development:	Change of use to child care centre including alterations and additions to a Local Heritage Place, deck associated ar parking, retaining walls and fencing <i>[development description of performance assessed elements]</i>
Zone/Sub-zone/Overlay:	Adelaide Hills Council
Subject Land:	52 Pomona Road Stirling 5152 – Plan parcel F158404AL58 TitlCT5355/911
Contact Officer:	Assessment Panel / Assessment Manager at Adelaide Hills Council
Phone Number:	Click here to enter text.
Close Date:	Friday 3 November 2023

My name*: Jonathan Ashby	My phone number:
My postal address*: 13 Duncraig Lane Stirling SA 5152	My email:

* Indicates mandatory information

My position is:

I support the development

I support the development with some concerns (detail below)

I oppose the development

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

In summary, we hold the following concerns:

- the scale, intensity and form of the proposed development is incompatible with the rural residential character and amenity of this locality;
- in so far as the Code provides for non-residential uses such as child care facilities they should enhance rather than compromise this rural residential amenity;
- the proposal may not reasonably be described as complementary or compatible with the spacious and peaceful lifestyle valued in this location;
- this is not a community facility in the meaning provided by the Code, rather it is commercial in nature, of a scale and intensity that would not maintain residential amenity;
- the scale and intensity of the proposed development is expected to give rise to a range of undesirable and otherwise avoidable planning impacts;
- these impacts are expected to include traffic congestion along local streets, diminished pedestrian safety and spill over car parking beyond the site;
- Pomona Road experiences moderate to high traffic volumes, with the increase arising from this development considered excessive;
- child care facilities of the scale and intensity proposed generate noise that can



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and Investment

lead to disturbance and annoyance if experienced on a regular basis;

- the height of fencing on boundaries necessary to achieve acoustic compliance is considered excessive and uncharacteristic of this locality;
- the siting and design of the proposed development would not complement the residential character and amenity of this neighbourhood;
- the design of the two storey addition would result in an institutional appearance rather than a domestic style of architecture which characterises this locality;
- the relative scale and bulk of the proposed addition would dominate the local heritage place in a manner not complementary to its heritage value;
- a large commercial style car park to the streetscape is uncharacteristic of the manner in which residential properties present to the public realm in this locality;
- while not regulated, the loss of mature vegetation including trees is lamentable and may be avoided if a less intensive form of development were proposed;
- in contrast with the existing form of development in this locality, a disproportionate area of this property is to be developed with buildings and paved surfaces; and
- the current condition of this property ought in no way be used as justification for the proposed development

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
 - [Click here to enter text.](#) *[list any accepted or deemed-to-satisfy elements of the development].*

I:	<input checked="" type="checkbox"/> wish to be heard in support of my submission* <input type="checkbox"/> do not wish to be heard in support of my submission
By:	<input checked="" type="checkbox"/> appearing personally <input type="checkbox"/> being represented by the following person: Click here to enter text.

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature:  Date: 3 November 2023

Return Address: [Click here to enter text.](#) *[relevant authority postal address]* or

Email: [Click here to enter text.](#) *[relevant authority email address]* or

Complete online submission:
plan.sa.gov.au/have_your_say/notified_developments/current_notified_developments

Representations

Representor 65 - Anthony and Sarah Ferencz

Name	Anthony and Sarah Ferencz
Address	57 POMONA ROAD STIRLING SA, 5152 Australia
Submission Date	06/11/2023 11:00 AM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons Refer attached	

Attached Documents

FerenczRepresentation1288_001-6856432.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Development Number:	23020199 <i>[development application number]</i>
Nature of Development:	Change of use to Child Care Centre <i>[development description of performance assessed elements]</i>
Zone/Sub-zone/Overlay:	Rural Neighbourhood <i>[zone/sub-zone/overlay of subject land]</i>
Subject Land:	52 Pomona Road, Stirling, SA, 5152 <i>[street number, street name, suburb, postcode]</i> <i>[lot number, plan number, certificate of title number, volume & folio]</i>
Contact Officer:	Adelaide Hills Council <i>[relevant authority name]</i>
Phone Number:	8408 0400 <i>[authority phone]</i>
Close Date:	03/11/2023 @ 11:59pm <i>[closing date for submissions]</i>

My name* Anthony and Sarah Ferencz	My phone number:
My postal address*: 57 Pomona Road, Stirling, SA, 5152	My email:

* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development
	<input type="checkbox"/> I support the development with some concerns (detail below)
	<input checked="" type="checkbox"/> I oppose the development



Government of South Australia

Department for Trade
and Investment

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

As a resident of 57 Pomona Road Stirling for the past 25 years, we oppose the development of number 52 Pomona Road Stirling as not in keeping with the attributes of the surrounding areas, and not in keeping with the desired outcomes of Rural Neighbourhood zoning published by the Adelaide Hills Council. Defined as "Housing on large allotments in a spacious rural setting, often together with large outbuildings. Easy access and parking for cars. Considerable space for trees and other vegetation around buildings, as well as on-site wastewater treatment where necessary. Limited goods, services and facilities that enhance rather than compromise rural residential amenity."

With this in mind, our specific reasons are as follows:

1. *Change of use to Child Care Centre.*
 - *The proposed site of development is within the zoning of Rural Neighbourhood. A large scale development like this one is not part of the desired outcomes published by the Adelaide Hills Council. It is not 'Housing'.*
 - *There is no other Child Care Centre in Stirling within the zoning of Rural Neighbourhood.*
 - *If we allow such a development, this may set precedence to allow other developments within this zone.*
2. *Increase in traffic along Pomona Road in particular, and other local roads and intersections.*
 - *We have seen recently with the addition of Aldi Supermarket, nearly a kilometre away, the increase in traffic along Pomona Road.*
 - *With the addition of the Child Care centre will increase this even further. More so in the morning, and evening times of day. With the number of vehicles transporting up to 118 children to and from the centre will not only create greater traffic along the road, but also additional congestion turning into the centre carpark from either direction, and traffic leaving the centre carpark turning left or right. The carpark entrance is only a matter of metres away from our driveway entrance.*
 - *We do not have a footpath on our side of the road, which creates difficulties entering Pomona Road from our driveway. Part of our cars must enter the road to enable sight of traffic coming from both directions. The Carpark entrance is going to compound this issue as we need to take into account also. This creates a further safety hazard.*
 - *The developers own "Traffic and Parking Report" supports this point there will be an increase in traffic.*
 - *Increase in Noise will also become more prevalent with the increase in traffic along the road, and vehicles moving into and out of the carpark.*
3. *Increase in Noise coming directly from the Centre.*
 - *With up to 118 children, the increase in sound will seriously annoy the residence in close proximity. Not to mention the noise of vehicular on-site manoeuvring, including delivery vehicles or waste removal trucks operating outside of centre opening hours (that is, very early in the morning/very late in the evening).*
 - *The developers own "Environmental Noise Assessment" supports this point there will be an increase in noise. Utilising high (up to 2.4m) of 0.35mm BMT Sheet Steel, will be unsightly from a number of angles, and not in keeping with the surrounding neighbourhood.*
4. *The Proposed Development is not in keeping with the surrounding neighbourhood.*
 - *The proposed site is within a large band of residential houses in rural settings.*
 - *The development will remove existing/mature trees and vegetation. Trees and other vegetation will be minimal compared to surrounding houses due to the nature of a Child Care Centre (that is large open carpark, open areas for children to play).*
 - *The open carpark will be highly visible from the road, and an eyesore.*

5. *During the building process of the Child Care Centre.*

- *If this development is approved, the completion of this site would be over a number of many months. During this time there will be greater noise and traffic issues which will far greater than the impacts arising from the running of the centre itself.*
- *Large trucks stopping on Pomona Road dropping off building materials/etc. Workers' vehicles need to be accommodated.*
- *Children use the single only footpath on Pomona Road to commute to and from Stirling East Primary School morning and afternoon. Safety concerns for these children during this time when crossing the Centre's driveway, or if the footpath would be available at all.*
- *Noise levels during construction.*
- *Residences of the surrounding houses will be impacted and inconvenienced during this time.*

6. *Another Child Care Centre is not required.*

- *Existing Child Care Centres in the area have vacancies.*
- *A Child Care Centre has recently been approved for a site on Johnston Street Stirling.*

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
 - Click here to enter text. *[list any accepted or deemed-to-satisfy elements of the development].*

I: wish to be heard in support of my submission*
 do not wish to be heard in support of my submission

By: appearing personally
 being represented by the following person: Click here to enter text.

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature:



Date: 03/11/2023

Return Address: 63 Mount Barker Road, Stirling, SA, 5152 *[relevant authority postal address]* or

Email: developmentadmin@ahc.sa.gov.au *[relevant authority email address]* or

Complete online submission:

plan.sa.gov.au/have_your_say/notified_developments/current_notified_developments

Representations

Representor 66 - Kristen Beltrame

Name	Kristen Beltrame
Address	50 POMONA ROAD STIRLING SA, 5152 Australia
Submission Date	06/11/2023 02:23 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	I do not support this at all. This is a residential zone. It would be dangerous for children walk-in hand riding and triple the already busy road.

Attached Documents

BeltrameRepresentation-23020199-6860217.pdf

Kristen Beltrame
50 Pomona Road
STIRLING SA 5152

18 October 2023

To whom it may concern,

RE: Development Application No. 23020199 - Proposal for Change of use to Childcare Centre at 52 Pomona Road Stirling

I would like to raise my concerns in regard to the proposal for Change of use from residential property, to Childcare Centre at 52 Pomona Road Stirling.

My letter will highlight my concerns around:

- ABS Stats for demographics of Stirling
- Safety
- Bushfire risk
- Traffic congestion and Parking
- Commercial nature of premises in this location
- Personal health issues, increase stress and anxiety
- Runoff from carpark area
- Depreciation of house value
- Noise
- Council commitment to maintaining commercial aspects of Pomona Road to township end of
- Number of childcare centres in area and surrounds
- Carpark development within 50m of watercourse 'easement'
- Child with Asthma and car fumes from carpark
- Environmental aspect/climate emergency – clearing trees and greenery and replacing with bitumen carpark

ABS Stats for demographics of Stirling

Stirling is typically an older demographic and as seen in the snips from the Australian Bureau of Statistics below have been relatively similar since 2016 and even decreased in 2021. Numbers and demographics do not really warrant additional childcare requirements in Stirling.

Births and deaths - year ended 31 December

Description	2016	2017	2018	2019	2020	2021
Births (no.)	375	338	377	362	350	375
Total fertility rate (births per female) (rate)	1.91	1.84	1.88	1.82	1.8	1.77
Deaths (no.)	201	211	194	248	234	253
Standardised death rate (per 1000 people) (rate)	4.4	4.2	4.1	4.3	4.3	4.6

Estimated resident population - Persons - year ended 30 June

Description	2017	2018	2019	2020	2021
Persons - 0-4 years (no.)	2 055	2 048	2 047	2 086	2 055

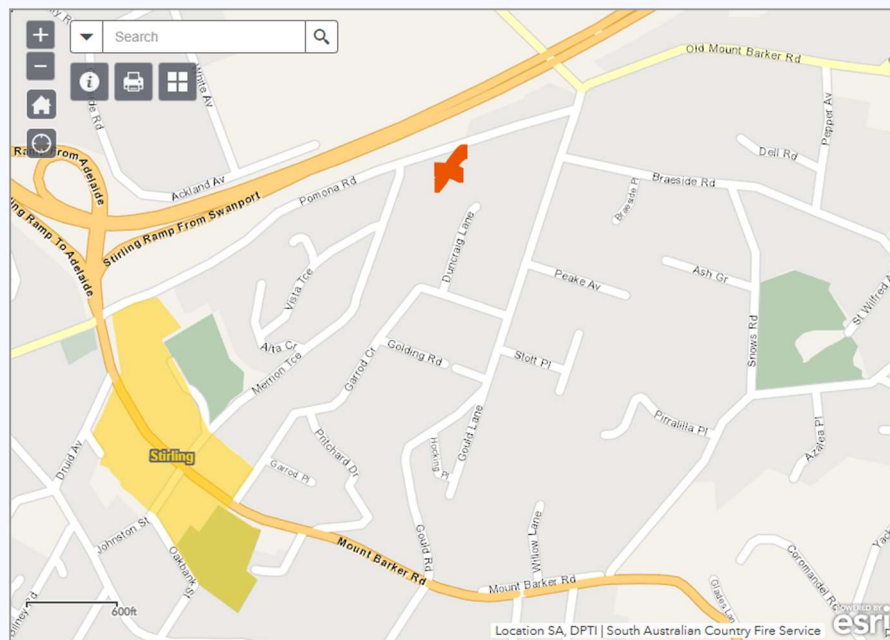
Safety

Pomona Road is a busy road already especially since Aldi and the bike park were developed. The result of these developments has increased vehicles and children on bikes creating regularly witnessed safety issues. Also, being a main thoroughfare road to access Aldi, the bike park, the main street and the freeway, especially at peak times (morning and evening), having an additional up to 150 cars (based on 119 children and approximately 26 staff) needing to access the childcare centre (which only has 30 carparks) will increase roadside parking, walking across the road, damaging roadside verges and increase safety issues which is when children would be typically dropped off and picked up from the childcare centre.

Bushfire risk

Pomona Road is in a high bushfire risk zone and is not in the safer place of Stirling therefore I can see major issues of having to evacuate and transport up to 150 individuals to safety in the event of a bushfire. Note the location of the proposed childcare centre (red cross on map below) and distance from Safer Place of Stirling (yellow highlighted area), which is still not a guaranteed location of survival in the event of a bushfire.

This map shows Bushfire Safer Places and Bushfire Last Resort Refuges. Use the print button to customise a map of your area.



■ Bushfire Safer Places are identified by yellow overlay on map

Traffic congestion and parking

Plans show 119 places for children plus a minimum of 26 Staff. Parking is designed for 27 carparks which will in no way accommodate the number of people this childcare centre is planned for. The overflow of parking and traffic on Pomona Road will cause significant risks to safety for current road users including children from the bike park on an already busy road.

Recent conversations with Police doing breath testing and speeding fines on Pomona Road indicate that although the road is a 50kmh road people are regularly caught doing over the speed limit and up to 85kmh with a recent car.

Commercial nature of premises in this location

If this property can be changed from residential to commercial property then it sets a precedence for any property along Pomona Road to do the same and the entire length of the road from Aldi to Gould Road could be developed as commercial properties. Not only is this stressful and upsetting for those who have chosen this location as a place of residence but it is also taking away from the beautiful green and character living of the hills environments with larger, homely blocks and a desirable place to live.

Adelaide Hills Council undertakes community consultation with residents and there is often significant feedback found in many public reports that what residents value about living in the hills (especially Stirling) is the character of the area from both a historical perspective and from the perspective as mentioned above where the area is home to beautiful green and character living with larger, homely blocks and a desirable place to live. Commercial development and modernisation is expected in the township precincts but the leafy streets where people reside.

Carpark area

With Council announcing it is in a climate emergency this development in particular would be a significant contributor to multiple climate and environmental impacts. The car park will be replacing a natural green surface with bitumen (of a significant size – 30 carparks plus). Bitumen will have higher heat impacts than grass. Also, the removal of trees will further increase the localised heating impacts. In addition, runoff will be increased from the bitumised surface compared to a grassed area. With the location of the carparking area being less than 50m from a creek easement on property number 50 Pomona Road this could impact water quality which is a significant risk being in the Mount Lofty Ranges Watershed.

Depreciation of house value

Not only will this proposed development depreciate the value of adjoining properties but it would depreciate the value of properties on the whole of Pomona Road, Merrion Terrace, and Duncraig Lane. These properties are already impacted by the freeway and Aldi development and bike park and it would be unreasonable to add further and what residents feel is unreasonable commercial development in a residential street that already has its fair share of noise, safety and other aspects which reduce property values.

Noise

The noise that a facility, such as this, with the potential to have 130 cars frequent the building throughout the day, (morning (6.00-9.00), lunch (12.00-13.00) (half day attendance) and evenings (17.30-18.30) would produce excess noise pollution. Cars starting, car doors closing, congestion of vehicles, people speaking on phones and parents and children leaving the proposed childcare centre would be extreme and detract from the reason that I have moved here.

Children and staff in the outdoor play areas are not, of course, the only potential noise source. Other noise sources are on-site vehicles, increases in on-road traffic when caregivers drop off and collect children as well as noise from air conditioning plant and toilet and kitchen exhaust fans. Noise from indoor play areas also needs to be considered. (Such as musical instruments, bells, whistles)

Type of Voice	Sound Pressure Level (dBA) at 1 metre	Estimated Time Spent at each type of voice (minutes in 15)	Resultant Sound Level (dBA) 15 minute average
Casual	53	2.8	46
Normal	58	5	53
Raised	65	5	60
Loud	74	2	65
Shout	82	0.2	63
15 minute Average for 1 Child at 1 metre			68
15 minute Average for 12 Children at 1 metre Average Distance (From $68 + 10 \log_{10} (12)$ dB)			79
15 minute Average for 12 Children at 5 metres (From $79 - 20 \log_{10} (5/1)$ dB)			65

Tree removal

Trees are absolutely essential to the health of our environment. The environment isn't the only reason the trees from 52 Pomona Road should not be removed. Trees have been proven to promote health and happiness, reduce noise pollution, add privacy and shade, reduce heating and cooling costs as well as their aesthetic beauty.

Additionally, if you remove a healthy tree from a property, you could also be destroying the home of any number of species.

The removal of healthy trees can also impact the surrounding plant life on neighboring properties as their deep roots draw water up to the earth's surface, making it available to surrounding plant life and thus impacting the transferring of essential nutrients.

Council commitment to maintaining commercial aspects of Pomona Road to township end of

Number of childcare centre's in area and surrounds

3 childcare locations within Stirling already one at capacity (Stirling Community ELC – waitlist until mid 2024) and 2 still with multiple vacancies on any day of the week in all age groups (The Rangers and The Rangers ELC).

Yours sincerely

Kristen Beltrame

Representations

Representor 67 - Laura Prest

Name	Laura Prest
Address	56 POMONA ROAD STIRLING SA, 5152 Australia
Submission Date	06/11/2023 02:31 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons As per attached document	

Attached Documents

23020199RepresentationLPrest-6860357.pdf

Jessica Tonkin

From: Laura Prest
Sent: Thursday, 12 October 2023 7:39 AM
To: Development Admin
Subject: Development 23020199
Attachments: Representation_on_Application_-_Performance_Assessed_Development.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Jess

[EXTERNAL]

To whom it may concern,

Please find attached our oppose to the development of a childcare centre on Pomona Road.

Can you please confirm you have received our representation.

Regards
Laura and Tom.

Laura Prest

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	52 Pomona Road, Stirling
Development Number:	23020199
Nature of Development:	Child Care facility
Zone/Sub-zone/Overlay:	Rural neighbourhood
Subject Land:	52 Pomona Road, Stirling
Contact Officer:	Unsure
Phone Number:	
Close Date:	3/11/23

My name*: Laura Prest	My phone number:
My postal address*:	My email:

* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development
	<input type="checkbox"/> I support the development with some concerns (detail below)
	<input checked="" type="checkbox"/> I oppose the development

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

This is a rural neighbourhood zone on already a high traffic road. We enjoy our surrounds and neighbours and would NOT appreciate higher traffic and a childcare centre with a high volume of patrons and cars every weekday. We believe this will devalue our home significantly. We have no surrounding commercial it is completely residential. We're extremely disappointed this is a consideration to council.

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:



Government of South Australia

Department for Trade
and Investment

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
 - [Click here to enter text.](#) *[list any accepted or deemed-to-satisfy elements of the development].*

I:	<input checked="" type="checkbox"/> wish to be heard in support of my submission*
	<input type="checkbox"/> do not wish to be heard in support of my submission
By:	<input checked="" type="checkbox"/> appearing personally
	<input type="checkbox"/> being represented by the following person: Click here to enter text.

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: ljprest

Date: 12/10/23

Return Address: [Click here to enter text.](#) *[relevant authority postal address]* or

Email: developmentadmin@ahc.sa.gov.au

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

Representations

Representor 68 - Phillip Brunning

Name	Phillip Brunning
Address	27 Halifax Street ADELAIDE SA, 5000 Australia
Submission Date	06/11/2023 02:44 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons Please refer to attached letter of 3 November 2023	

Attached Documents

Stirling-2652-001-final-1297259-6860617.pdf

3 November 2023

Mr Geoff Parsons
Presiding Member
Council Assessment Panel
Adelaide Hills Council
Via the Plan SA Portal



Town Planning
Development Advice
Strategic Management

Dear Mr Parsons & Members,

**APPLICATION 23020199 – PROPOSED CHILD CARE CENTRE DEVELOPMENT
52 POMONA ROAD, STIRLING – REPRESENTATION (OBJECTION)**

I refer to the abovementioned development application that seeks planning consent for a change of use to child care centre including alterations and additions to a local heritage place, deck, associated car parking, retaining walls and fencing on land located at 52 Pomona Road, Stirling.

I am engaged by the following residents of Stirling to make this representation on their behalf objecting to the proposed development for reasons that I outline in detail below for your consideration. As provided for, I seek the opportunity to appear before the Panel to speak further to these matters.

- Thomas & Laura Prest – 56 Pomona Road, Stirling.
- Jono Ashby & Hayley Conolly – 13 Duncraig Lane, Stirling.
- Kristen Beltrame – 50 Pomona Road, Stirling.
- Laurie & Marion Favretto - 14 Duncraig Lane, Stirling.
- Keith & Alison Hentschke – 59 Gould Road, Stirling.
- Vanessa & Jason Geerts – 46 Pomona Road, Stirling.
- Sarah, Tony & Jayden Ferencz - 57 Pomona Road, Stirling.
- Pam Marshall – 44 Pomona Road, Stirling.
- Jane Connors – 55 Pomona Road, Stirling.
- John & Jo Edmonds Wilson – 11 Duncraig Lane, Stirling.
- Amanda & Darren Priestly – 9 Duncraig Lane, Stirling.
- Mark & Anne Temme – 1 Braeside Road, Stirling.
- Gavin & Kelly Burgess – 67 Gould Road, Stirling.
- Wayne & Carolyn Kew – 28 Gould Road, Stirling.
- Peter & Mandy Rischbieth – 10 St Margarets Drive, Stirling.
- Martin Turner - 7 Pritchard Drive, Stirling
- [REDACTED]
- Adam & Hannah Trengove – 19 Sturt Valley Rd, Stirling.
- Andrew & Anna Sarre – 11 Druid Avenue, Stirling.
- Fiona Flynn – PO Box 1222, Stirling.

Having reviewed the documents submitted in relation to this application, the existing condition of the land, the character and amenity of the surrounding locality, and the relevant provisions of the Planning & Design Code (the Code), I have formed the view that this is an inappropriate form of development that should be declined consent.

Phillip Brunning & Associates

ABN 40 118 903 021

Level 1, 27 Halifax Street
Adelaide SA 5000

1. Summary of Concerns

In summary, my clients hold the following concerns:

- the scale, intensity and form of the proposed development is incompatible with the rural residential character and amenity of this locality;
- in so far as the Code provides for non-residential uses such as child care facilities they should enhance rather than compromise this rural residential amenity;
- the proposal may not reasonably be described as complementary or compatible with the spacious and peaceful lifestyle valued in this location;
- this is not a community facility in the meaning provided by the Code, rather it is commercial in nature, of a scale and intensity that would not maintain residential amenity;
- the scale and intensity of the proposed development is expected to give rise to a range of undesirable and otherwise avoidable planning impacts;
- these impacts are expected to include traffic congestion along local streets, diminished pedestrian safety and spill over car parking beyond the site;
- Pomona Road experiences moderate to high traffic volumes, with the increase arising from this development considered excessive;
- child care facilities of the scale and intensity proposed generate noise that can lead to disturbance and annoyance if experienced on a regular basis;
- the height of fencing on boundaries necessary to achieve acoustic compliance is considered excessive and uncharacteristic of this locality;
- the siting and design of the proposed development would not complement the residential character and amenity of this neighbourhood;
- the design of the two storey addition would result in an institutional appearance rather than a domestic style of architecture which characterises this locality;
- the relative scale and bulk of the proposed addition would dominate the local heritage place in a manner not complementary to its heritage value;
- a large commercial style car park to the streetscape is uncharacteristic of the manner in which residential properties present to the public realm in this locality;
- while not regulated, the loss of mature vegetation including trees is lamentable and may be avoided if a less intensive form of development were proposed;
- in contrast with the existing form of development in this locality, a disproportionate area of this property is to be developed with buildings and paved surfaces; and
- the current condition of this property ought in no way be used as justification for the proposed development.

These matters are discussed in detail below with reference to relevant Code policy.

2. Context

This locality is characterised by residential dwellings of various styles and forms (predominantly single storey) on larger allotments (typically in the order of 2000 m² to 2500 m²) with relatively low building site coverage and a higher proportion of land given over to landscaped gardens with mature trees and hedging.

As acknowledged by the Code, this locality has a rural residential character.

The locality is predominantly, if not solely residential in nature and enjoys a high level of amenity notwithstanding proximity to the South Eastern Freeway and the function of Pomona Road as a local collector road providing access into Stirling Township to the west, and Bridgewater further to the east.

While Pomona Road has a speed limit of 50 km/h, the speed of vehicles along this 6 m wide carriageway is typically higher, with a solid centre line that restricts overtaking. Given the narrow width of this road and the unformed verge adjacent, limited opportunity is provided for passing on the inside should a vehicle choose to turn right.

The footpath along the south side of Pomona Road forms part of a walking route taken by students attending Stirling East Primary School further to the east on Braeside Road. It is not uncommon to see students walking or riding their bikes along this footpath in the morning and afternoon period.

I am instructed that Pomona Road experiences a concentration of traffic in the morning peak period as commuters make their way west towards Stirling and the interchange to enter the South Eastern Freeway, and also to the east towards the rather problematic intersection with Gould Road and Old Mount Barker Road.

This congestion makes it difficult to enter and leave properties along Pomona Road.

The topography is undulating in nature with a general fall to the south towards Aldgate Creek. Buildings are typically sited in manner that minimises earthworks and the need for extensive retaining walls, with landscaped batter slopes used to reconcile level difference between properties.

As noted above, mature trees are a defining attribute of this locality.

The land on which this development is proposed has an area of 2920 m² with a frontage of 57.9 m to Pomona Road. The land is used for residential purposes with the existing single storey dwelling listed as a Local Heritage Place, known as the 'Coach House'.

Currently, buildings cover some 540 m² (19%) of this site, which is comparable with that in the surrounding area. Space surrounding buildings is landscaped with mature trees, grassed areas and hedging. The land has a fall of approximately 9 metres from the rear right hand corner to the front left hand corner.

Fencing arrangements between properties are generally low level (1.8 m or less) and in many instances open style (post and wire) with boundary plantings used to delineate yard areas and afford privacy between residents. Given space between buildings, privacy (acoustic and visual) is not typically a great concern between neighbours.



3. Code Policy & Procedure

The land on which this development is proposed is located within the Rural Neighbourhood Zone and more particularly the Adelaide Hills Subzone of the Planning & Design Code. The land is also within an area covered by the following Overlays for which specific policies are expressed.

Hazards (Bushfire - Medium Risk)	Native Vegetation
Local Heritage Place (15134)	Prescribed Water Resources Area
Mount Lofty Ranges Water Supply Catchment (Area 2)	Regulated and Significant Tree
	Traffic Generating Development

It is also necessary to have regard to General Development policies in relation to:

Design	Out of Activity Centre Development
Design in Urban Areas	Transport Access & Parking
Interface between Land Uses	Waste Treatment & Management Facilities

Table 5 for the Zone does not exempt child care facilities from public notification.

4. The Proposal

The proposal under consideration is comprised of the following parts:

- a change in the use of land from residential to child care centre;
- adaptive reuse of an existing building identified as a Local Heritage Place (LHP);
- demolition of latter additions to this LHP;
- construction of a two storey building as an addition to the rear of this LHP;
- upper level decking to side of the new building adjacent eastern boundary;
- roof top mounted plant and equipment (assume for mechanical air movement);
- extensive earthworks to achieve a benched level site (total volume not specified);
- retaining walls up to 2.2 m (with fencing atop) resulting in a combined height 4.6 m;
- provision of level play spaces adjacent the building (surface not specified);
- stormwater management works directing overflow to the street watertable;
- above ground water tanks for detention (not shown on architectural plans);
- bituminised asphalt car parking area line marked for 30 spaces;
- two-way driveway from Pomona Road and associated works in the road verge;
- bin enclosure to the rear of the car parking area (screening of which is not clear);
- landscaping including tree planting to the perimeter of the site;
- existing plantings to front of property within road reserve likely to be removed;
- boundary fencing up to 2.4 m to achieve acoustic compliance; and
- advertising signage.

Expert reports have been provided in relation to:

- town planning
- heritage
- traffic and parking
- acoustic
- stormwater

The town planning report states that the proposed child care centre will be for up to 118 children (119 shown on proposal plans) and be conducted between the hours of 6.30 AM and 6.30 PM Monday to Friday. No detail is provided with respect staff numbers, management and general operations of this facility.

5. Assessment Considerations

5.1 Use & Intensity

Part 7 of the Code provides the following meaning for *child care facility*.

Child care facility Means a place primarily for the care or instruction of children of less than primary school age, children with special needs or out-of-school-hours care (including vacation care) and not resident on the site.

The Code clarifies that the following activities are included within this meaning.

Child care centre
 Early learning centre
 Kindergarten
 Nursery
 Pre-school.

The Code specifically excludes child care facility from the meaning of Community Facility.

Community Facility Means premises used for the provision of social, artistic, educational or community support services to the public *but does not include a child care facility*, educational facility, place of worship or indoor recreation facility.

Desired Outcome 1 for the Rural Neighbourhood Zone seeks:

DO 1 Housing on large allotments in a spacious rural setting, often together with large outbuildings. Easy access and parking for cars. Considerable space for trees and other vegetation around buildings, as well as on-site wastewater treatment where necessary. Limited goods, services and facilities that enhance rather than compromise rural residential amenity.

I specifically note the call for facilities that enhance rather than **compromise** rural residential amenity. This suggests to me that the focus of assessment should be on achieving an improved outcome as opposed to rationalising or justifying the extent to which the proposal detracts from amenity of this locality.

Performance Outcome 1.1 goes on to provide for:

PO 1.1 Predominantly residential development with complementary ancillary non-residential uses compatible with a spacious and peaceful lifestyle for individual households.

The Designated Performance Feature identifies *child care facility* more specifically.

DPF 1.1 Development comprises one or more of the following:

- Ancillary accommodation
- Child care facility
- Consulting room
- Detached dwelling
- Office
- Outbuilding
- Recreation area
- Shop

Mindful that a child care centre is not a community facility, it must therefore by extension must be a commercial activity. This is consistent with my understanding of the business model of child care centres of the nature proposed, which operated on a commercial basis for profit, as opposed to a community based not for profit model.

To this end, Performance Outcome 1.2 is relevant:

PO 1.2 Commercial activities improve community access to services are of a scale and type to maintain residential amenity.

The Code goes onto to further clarify the extent to which no-residential uses are provided for in this Zone seeking, in my view a balance between improved community access to services (including child care facilities) while complementing residential character and amenity of neighbourhoods.

PO 1.3 Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.

PO 1.4 Non-residential development located and designed to improve community accessibility to services, primarily in the form of:

- a) small-scale commercial uses such as offices, shops and consulting rooms
- b) community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services
- c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities
- d) open space and recreation facilities.

Distilling these policies down, I read the Code as seeking small scale, low intensity non-residential uses, that are compatible with and complement the residential character and amenity of this neighbourhood. In other words, limited commercial development that does not threaten the primary use and purpose of this Zone.

While I accept that a child care facility is not fundamentally incompatible with the residential function of this locality, its identification in DPF 1.1 does not afford carte blanche in terms of land use, and that there is a need for a more nuanced assessment taking into account scale and intensity.

A child care facility for 118 children is not in my view low scale and of limited intensity.

A facility of the scale and intensity proposed will in my view give rise to a form of development (to be discussed further below) that is not compatible with or complementary to the spacious and peaceful character and amenity of this locality, in so far as it will give rise to unacceptable and otherwise avoidable off-site impacts.

While I do not take issue with the need for and desirability of child care facilities in convenient locations close to the community that they seek to serve, such should not obviate the need to preserve (if not enhance) the amenity of this residential locality which on my reading of the policy, is the higher order planning imperative.

The coming and going of parents and care givers for 118 children together with 21 staff (at a minimum) on a daily basis and the resultant disturbance arising from a concentration of children using outdoor plays spaces adjacent residential properties will give rise to a level of impact beyond that which is reasonable and acceptable.

The character and amenity of a locality is influenced not only by land use and form of development, but as importantly the intensity of an activity given the invariable externalities arising such as noise, traffic and nuisance more generally which individually and cumulatively can diminish the enjoyment of a residential locality.

If for no other reason, the proposal should be declined consent on this basis.

5.2 Siting & Design

As noted above, Performance Outcome 1.3 seeks that non-residential development should be designed and sited to complement and be compatible with residential character of the neighbourhood, which on my review is established by low scale residential buildings spaciouly sited within landscaped grounds.

While I accept that new development need not be the same to be compatible, it follows that to the extent it is different, the proposal should be in harmony with its context and the essential attributes that contribute to the character of the locality, which in this case is described by the Code as rural residential.

The proposal in my view is clearly not compatible for the following reasons:

- it requires extensive and excessive earthworks to provide for a benched level site in manner that is quite uncharacteristic of the intervention into the natural slope of the land evident on surrounding and nearby properties;
- retaining walls are of a height and extent considerably in excessive of that which characterise development in this locality, with a resultant impact on visual amenity notwithstanding the landscaping proposed;
- in combination with fences up to 2.4 m high atop a boundary wall arrangement that is very much atypical and far from complementary to the manner in which properties relate to each other in this locality;
- a building site coverage of 23% and when combined with the extensive hard paved car parking area 45%, considerably in excessive of that which characterises this locality, which is typically in the order of 10 to 15%;
- a built form that while not exceeding 2 levels and 9 m, is of a visual mass considerably in excess of dwellings in this locality, and of a design style that may only be described as 'institutional' in nature;
- an extensive open lot hard paved car park presented to the streetscape in a manner that will have a profound visual impact on the public realm notwithstanding the set back (less than 6 m) and landscaping proposed; and
- advertising signage which is uncharacteristic of this residential locality.

The Code reinforces this approach via the following General Development provision.

DO 1 Development is:

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

I fail to see how this proposal may reasonably be described as contextual.

More specifically with respect to earthworks, I note the following provisions.

Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay

PO 4.1 Development minimises the need to modify landscapes and natural features.

Design in Urban Areas

PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.

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

A development of the scale and extent proposed (buildings and car parking) on an allotment that has over 9 m of fall from back to front will necessitate excessive earthworks in the context of this locality that may hardly be described as minimal, and in any event well in excess of the quantitative measures provided by DPF 8.1.

The design of the proposed development will necessitate the removal of many mature trees from the land. While not regulated or significant (as per the meaning of such under the Regulation 3F), the loss of mature trees is lamentable and contrary to Desired Outcome 1 for the Adelaide Hills Subzone which encourages retention.

DO 1 Additional residential and tourist accommodation that retains and embraces the values of the established mature vegetation as a defining characteristic of the area.

Mature vegetation is a defining attribute to the character of this area.

PO 3.1 Soft landscaping and tree planting are incorporated to:

- a) minimise heat absorption and reflection maximise shade and shelter
- b) maximise stormwater infiltration enhance the appearance of land and streetscapes.

PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.

With reference to the landscape design presented, it is apparent that while perimeter planting is proposed (including trees), a large expanse of bituminised asphalt car park will remain unshaded contributing to a 'heat island' effect with limited opportunity for infiltration of stormwater given the impervious nature of this surface.

Although referenced in the stormwater report as having a natural surface, I expect that play spaces will need to be provided with an impervious such as artificial turf overlaid a hard base to ensure their usability year-round contributing to not only increased stormwater mater run off, but additional heat gain.

The stormwater report should be revisited to account for this additional stormwater load which on the face of it has not been taken into account in the calculations and design provided. Once again, there is no stormwater infrastructure in Pomona Road with the surface drainage systems under extreme pressure in peak rainfall events.

There is a sole side entry pit at the low point of Pomona Road to the west of the land which is the subject of this proposal which receives not only stormwater from this local road but also runoff from the South Eastern Freeway. I am instructed that this location on Pomona Road floods during high rainfall events.



If the suggested rain garden is to be incorporated within the planter bed adjacent the western property boundary (to receive run off from the car park) then this will need to be reconciled with the landscape design which shows this as a deep soil zone for the planting of substantial trees and shrubs.

The design is also not clear with respect to the retention of vegetation within in the road verge. My expectation is that these trees will need to be removed to provide for safe sight distance for motorists exiting the proposed car park, further exacerbating the loss of vegetation and the visual impact of this development.

The removal of these trees is of course a decision for the Council and beyond the control of the Applicant. Given that providing safe sight distance is a critical safety consideration, I suggest that the Panel ought not proceed to determine this application until such time at the Council has properly considered any such request.

There is also the issue of safe levels of illumination along Pomona Road. As I understand it, Pomona Road is not provided with street lighting. While this may be acceptable given its currently level of usage, the attraction of additional vehicles performing manoeuvres into and out of the proposed facility will pressure this situation.

I can see a situation where Council will be obliged to upgrade lighting, stormwater, and road infrastructure more generally (possibly in the form of localised road widening and a protected turn lane) to ensure safe and convenient function. The Applicant has remained silent with respect to such off- site infrastructure upgrades.

5.3 Local Heritage

As noted above, the dwelling on the land is listed as a Local Heritage Place.

Policies set out under the Local Heritage Place Overlay seek the conservation, ongoing use and adaptive reuse of such buildings. Further, the form of new development should maintain the heritage value of these buildings, and that the massing, scale and siting should not dominate a heritage place and its setting.

- DO 1 Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.
- PO 1.1 The form of new buildings and structures maintains the heritage values of the Local Heritage Place.
- PO 1.2 Massing, scale and siting of development maintains the heritage values of the Local Heritage Place.
- PO 1.3 Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys and verandahs) maintains the heritage values of the Local Heritage Place.
- PO 2.1 Alterations and additions complement the subject building and are sited to be unobtrusive, not conceal or obstruct heritage elements and detailing, or dominate the Local Heritage Place or its setting.
- PO 2.2 Adaptive reuse and revitalisation of Local Heritage Places to support their retention in a manner that respects and references the original use of the Local Heritage Place.

While I acknowledge the expert advice provided by Applicant, I am of the view as a experienced town planner that the proposed building being of a considerably greater scale and visual bulk will invariably dominate and therefore compromise the setting of this heritage place in manner that is uncharacteristic and not reflective of its historical use.

The Burra Charter identifies the setting (curtilage) of the building as being of importance in preserving heritage value. I can only expect that given the dramatic change proposed with respect to earthworks, the large building behind, removal of mature trees and the open lot car park, that its setting will be compromised.

The heritage report provided by the Applicant fails to address this issue to any meaningful extent. Surely, the setting of this heritage building is worthy of proper consideration and would encourage the Panel to take its own advice on this matter prior to determining this application.

5.4 Interface & Amenity

The avoidance, management and/or mitigation of site impacts between differing land uses is a fundamental town planning consideration. The Code sets out various policies in this regard under the heading Interface Between Land Uses, with particular focus given to noise as a potential off-site impact.

- DO 1 Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.
- PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.
- PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:
 - a) the nature of the development
 - b) measures to mitigate off-site impacts
 - c) the extent to which the development is desired in the zone
 - d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.
- PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).
 - DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.

It is appropriate to note that the proposed facility will be conducted on the basis of:

- 6.30 AM and 6.30 PM Monday to Friday
- 118 children
 - 24 0-2 year olds
 - 50 2-3 year olds
 - 44 3-5 year olds
- outdoor play for an average of 6 hours per day
- 30 car parking spaces
 - up to 145 trips in the morning peak hour
 - up to 111 trips in the afternoon peak hour

The Environmental Noise Assessment provided by the Applicant asserts that the proposed development may operate within the noise criteria set out within the Environment Protection (Noise) Policy 2007. That said, the report notes that noise from children playing is specifically excluded from assessment under this Policy.

Accordingly, reference is then made to the WHO Guidelines with respect to annoyance which identifies two criteria namely 55 dB L_{Aeq} with respect to serious annoyance, and 50 dB L_{Aeq} with respect to moderate annoyance. I note that the more onerous measure (moderate annoyance) is used in this assessment.

In order to satisfy this measure, it will be necessary to install boundary fences of up to 2.4 metres in height of a specified construction type. These acoustic fences will of course be installed on top of walls necessary to retain the extensive excavation required to achieve the bench levels proposed.

Similarly, assessment is undertaken with respect to the noise arising from mechanical plant and requirement, and use of the car park and general activity on site. With respect to use of the car park, I note that the assessment is undertaken on the basis of a 7 AM start whereas the facility is proposed to be open from 6.30 AM.

I also expect that staff may arrive earlier than this time in preparation for the day.

On the issue of hours of use, I expect that lighting within the car parking area will be required to meet the relevant Australian Standard. It is my understanding that mid-winter first light is not until 6:50 AM and last light at about 5:30 PM this necessitating illumination of the proposed car park for safe use.

Lighting of this nature would be very much out of place in this residential location.

Further, the assumption relied upon with respect to vehicle movements within the car park (10 vehicle movements into or out of the car park) are somewhat lower than that presented in the traffic assessment. I would encourage the planning authority to carefully scrutinise these reports with respect to this apparent inconsistency.

Indeed, I would go so far as to recommend that a peer review of all technical reports be undertaken so as to provide the planning authority with sufficient confidence to proceed with the determination of this proposal. Noise and traffic are two serious concerns held by the representors.

5.5 Traffic & Parking

The Code sets out an extensive suite of policies in relation to traffic and parking.

- DO 1 A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.
- PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.
- PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.
- PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.
- PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.
- PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.
- PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:

- a) availability of on-street car parking
- b) shared use of other parking areas
- c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared
- d) the adaptive reuse of a State or Local Heritage Place.

Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements identify a parking requirement of 0.25 spaces per child for a child care centre. If this rate is applied to this facility having a capacity of 118 children, the requirement would be 29.5 spaces (30 spaces rounded up).

While this may suggest compliance with the Code, I would encourage the Panel to consider the implications of a convergence of vehicles at peak times (morning drop off and afternoon pick up) and the capacity of this parking facility to cater for those occasions where more than 30 parents/carers are on site at any one time.

If this were to occur (likely in my expectation) it is quite probable that parents/carers may have a tendency to park on the road verge to avoid on site congestion and potential time delay. This is not an uncommon experience in front of child care centres that can lead to parking and traffic chaos in the surrounding area.

It is also appropriate to consider the implication of multiple vehicles waiting to exit into the stream of traffic in the morning peak hour along Pomona Road and that a back up of say more than 5 vehicles will frustrate the ability of arriving parents to access a vacant car parking space.

There is also the consideration of right turn manoeuvres in to and out from the site at various times of the day and how this impacts on the function and safety of Pomona road in terms of the delay that this may result in for vehicles continuing their journey along this road, noting that there is no ability to pass on the left hand side.

Vehicles obstructing movement along the footpath is also a valid concern.

I would also encourage the Panel to consider the likelihood of this facility attracting motorists from beyond the local area that seek child care that may otherwise not be available in their neighbourhood, as part of their commute into Adelaide. This would contribute to greater congestion along Pomona Road and intersections either end.

5.6 Out of Centre Development

While child care facilities are provided for within residential areas (subject to all of the considerations discussed above) the Code does seek the aggregation of shopping, administrative, cultural, entertainment and other facilities in Activity Centres to enable certain efficiencies and synergies to be achieved between mutually reinforcing uses.

DO 1 The role of Activity Centres in contributing to the form and pattern of development and enabling equitable and convenient access to a range of shopping, administrative, cultural, entertainment and other facilities in a single trip is maintained and reinforced.

I respectfully suggest that a child care facility of the scale and intensity proposed is more appropriately located within an Activity Centre Zone and preferably adjacent to complementary uses such as educational facilities which may assist in reducing the number of vehicle trips and the opportunity to share existing parking resources.

6. Conclusion

For reasons set out above, I conclude the proposed development is not in sufficient conformity with the relevant provisions of the Code to warrant approval and ought therefore to be declined planning consent.

Yours faithfully

PHILLIP BRUNNING & ASSOCIATES PTY LTD

A handwritten signature in black ink, appearing to be 'P. Brunning', written over a faint circular stamp or watermark.

PHILLIP BRUNNING RPIA

Registered Planner

Accredited Professional – Planning Level 1, 2 & 3

Representations

Representor 69 - Thomas Prest

Name	Thomas Prest
Address	56 POMONA ROAD STIRLING SA, 5152 Australia
Submission Date	06/11/2023 03:04 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons Please find attached file	

Attached Documents

52-pomona-rd-development-community-response-tom-and-laura-prest-1297350-6860993.pdf

Response to Proposed Development at 52 Pomona Road Stirling

DETAILS

Application ID: 23020199

**Multi-Story Commercial Childcare Centre in Rural Neighbourhood Zone
Adelaide Hills Council Ranges Ward**

PREPARED BY

Tom & Laura Prest – 56 Pomona Road, Stirling.

PUBLIC NOTIFICATION CLOSING DATE

3 November 2023

PREPARED FOR

Council Assessment Panel (CAP)



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1 Introduction

The purpose of this document is to provide a detailed and considered objection response to the Adelaide Hills Council appointed Council Assessment Panel (CAP) in relation to the proposed 52 Pomona Rd Commercial Childcare Development.

The response has been formed by Tom Prest, a qualified and practicing civil engineer, suitably qualified and experienced (15 years in civil, stormwater, traffic, structural, environmental, and sports entertainment infrastructure project design & delivery) to provide technical response to the professional reports included within the development application.

The sections herein detail not only key technical non-compliances of the professional reports, but key issues and impacts based on discussions with adjoining and surrounding neighbours to the development as summarised below:

- The development does not meet the provisions of the planning code specifically in the context of locality, character and amenity. The commercial development compromises rather than enhances rural residential amenity and is not a complementary ancillary non-residential development compatible with the current lifestyle for residents.
- The development does not meet the provisions of the heritage code and be detrimental to the heritage values of the local heritage allotment proposed to be developed. The existing dwelling would be dominated by the proposed development on a rural neighbourhood local heritage site that is fully urbanised. The heritage report that supports the development is biased and misleading and requires independent review.
- The proposed non-residential multi-storey commercial development with adjoining car park is not designed to complement the residential character and amenity of the neighbourhood and will result in significant traffic & pedestrian risk to the community.
- The traffic and parking report have notable oversights including:
 - Sightlines for vehicles exiting the development intersecting pedestrians, cyclists and vehicles (which are non-existent).
 - No street or verge lighting (yet the development proposes to operate until 6:30pm approximately one hour post last light at 5:37pm in winter adding serious risk to the community).
 - No traffic assessment impact or proposed upgrade on the closest intersection to the proposed development (Merrian Tce and Pomona Road – roundabout required to offset increased wait times from increased traffic on Pomona Rd?)
 - No consideration or assessment on adequacy of existing carriageway of the eastbound RH turn off Pomona Rd into the proposed commercial development (requirement for

channelised right turn to enable the new informal intersection into the proposed commercial development?)

- The vegetation removal on the proposed allotment is catastrophic, and there has been no consideration of the significant proposed earthworks given to impact on trees on adjoining properties.
- The development plans are missing details and have fundamental errors such as above ground detention tanks included within the stormwater management plan not shown reducing available useable space. Outdoor area concealed behind fences appears to be
- The stormwater design has errors and omissions, including no consideration for runoff from outdoor play spaces that are considered completely pervious areas and excluded from pre to post development detention requirement assessment. The detention assessment also includes AHC engineering department nominated development specific detention volume requirement in lieu of the development application providing engineering calculations to demonstrate adherence to the AHC Stormwater Drainage Design Guidelines.
- Imposing 2.4m fences on existing residential boundaries to mitigate noise pollution has significant unreasonable visual & amenity impact on adjoining residents in an attempt to limit development noise impacts.

For the fundamental reasons summarised above and detailed commentary included within the report, it is strongly recommended that the Adelaide Hills Council appointed Council Assessment Panel (CAP) reject the proposed development.

2 Development Assessment

The community engaged Planning Consultant Phillip Brunning & Associates (PBA) to undertake a development assessment of the proposed development against the planning & design code and represent the community to object to the proposed non-conforming, uncomplimentary, and uncharacteristic development in the Adelaide Hills Council rural neighbourhood zone.

Phillip Brunning has submitted the development assessment through the Plan SA portal on 3 November 2021 and has been included in [Appendix A](#) to be twice as sure it is received by the CAP prior to the public consultation closing date,

3 Consultation & Needs Analysis

Public Notification commenced on 16 October 2023 and concluded on 3 November 2023. Albeit small a sign was placed in front of the 52 Pomona Rd property notifying of the development, and from discussions with surrounding neighbours it was established essentially only adjoining properties were

notified through a letter in the mail. Whilst there is no reason to query whether the mail extents were adequate, it was surprising that such a significant commercial development in a rural neighbourhood zone had such a small consultation catchment.

During the public notification time the Plan SA portal was intermittently out of service on and surrounding 27 October 2023 limiting community response in the consultation window.

An online petition was developed by the community on Friday 27 October to oppose the proposed development at the following web address, which resulted in 196 signatures a week later on 3 November supporting the development objection as included in Appendix B.

https://www.petitions.net/objection_to_52_pomona_road_child_care_development

The considerable community response to the petition combined with substantial objecting responses direct to the Plan SA portal demonstrate the community discontent with proposed development that does not meet the provisions of the code.

The community also approached three other existing childcare centres within the township establishing that they all have capacity. A fourth childcare centre has been approved in the Stirling township commercial zone on Johnston Street which will add further capacity to existing childcare services. The proposed 52 Pomona Road childcare centre will be the fifth located within Stirling whilst a sixth is understood to be proposed by the same developer in close proximity to Stirling East Primary School is also seeking development consent. The need for 5 or potentially 6 childcare centres supporting the local community is considered excessive and would likely result in Stirling become a childcare drop off community for expanding population growth further east in the Hills. The impact on council roads needs to be considered as local rates payers should not be funding road upgrades resulting from permitted development that continues to increase pop-in pop-out traffic to use local commercial services, the commercial developers should be.

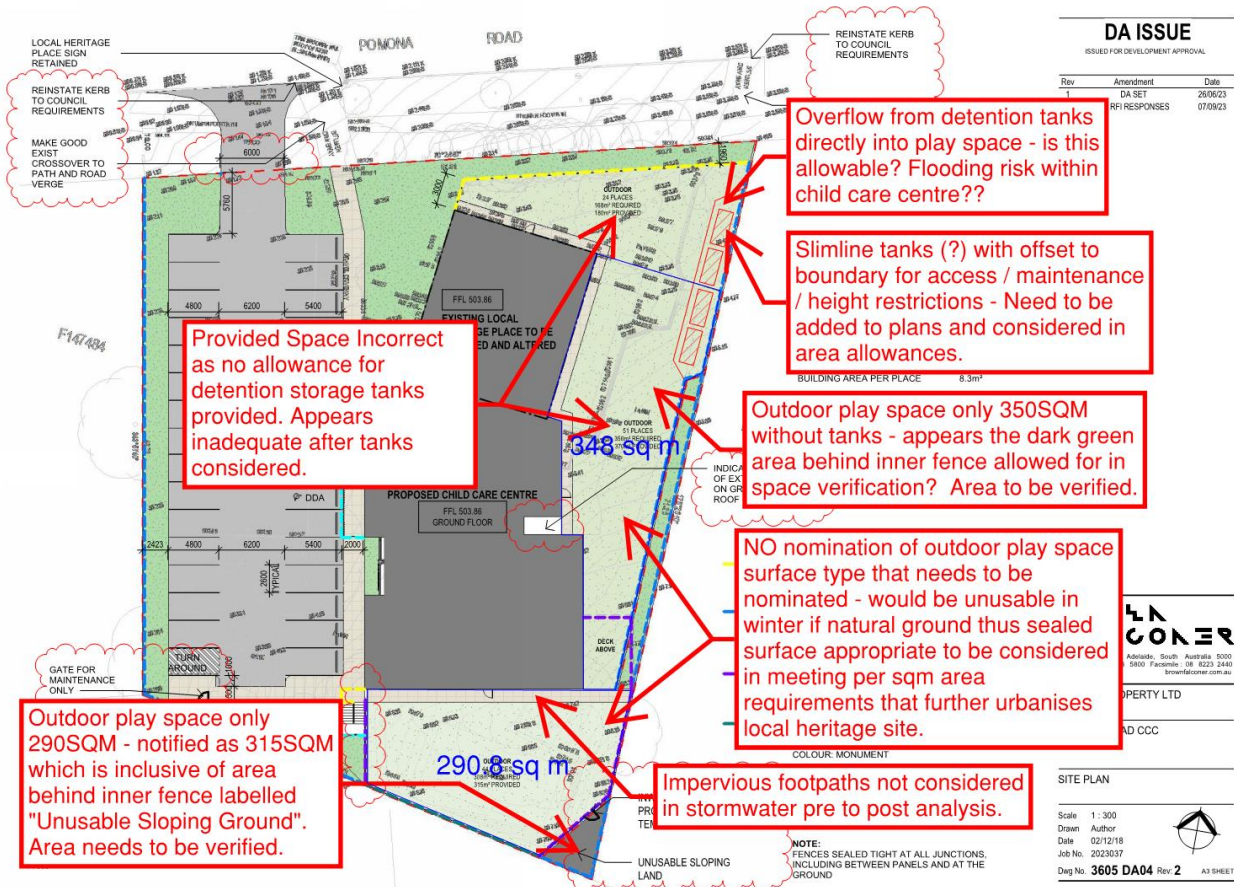
4 Development Plans Assessment

A preliminary review of the Brown Falconer Development Plans included in the Public Notification documents yielded the following queries:

- Drawing No 3605 DA02 details approximate distances from a tree within the SW corner to adjacent properties. This advice is then used in Ekistics Planning Statement Section 2 where *a second tree, Acer pseudoplatanus has a trunk circumference of 3.4m (measured from 1m above natural ground level) but is located within 20m of a dwelling on adjoining land*. The approximate distances to adjacent properties detailed on the DA Plans should not be used as

a definitive distance for the purpose of relying upon for development approval.

- Drawing No 3605 DA04 Does not allow for the 20kL of stormwater tanks required as detailed in the Stormwater Management Plan. This will reduce the available outdoor space as detailed in the image below.
- The Outdoor Space areas notified on Drawing No 3605 DA04 in Area #2 (East) and Area #3 (South) appear to be incorrect as they include the area of unusable land behind the inner fences. Once excluded the area does not meet space provisions. The below image illustrates the available outdoor area using a scaled PDF.

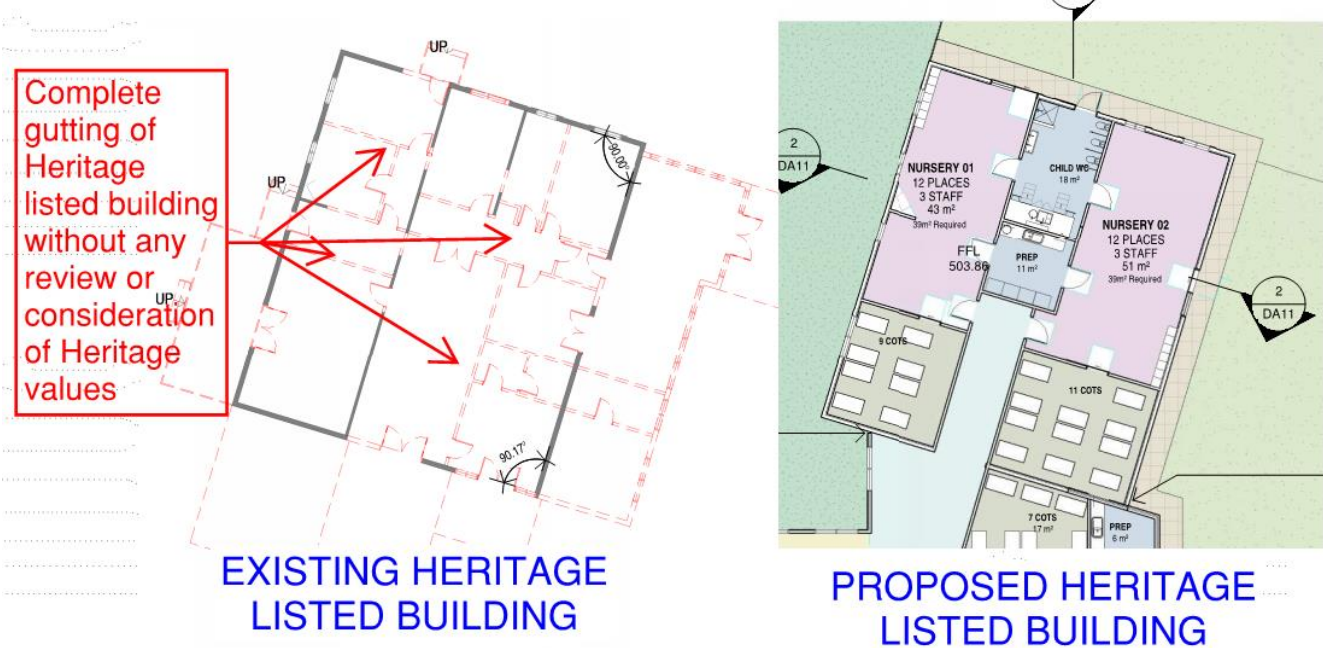


5 Heritage Impact Assessment Comments

The Dash Architects Heritage Impact Assessment draws unfounded conclusions without basis including:

- The Heritage Assessment concludes it was not able to access the interior of the building and therefore the interior of the building, yet the Brown Falconer plans propose complete augmentation of the interior of the building. How has it been concluded the interior of the heritage listed building has no heritage values and can be completely removed? Additionally has it been concluded that the removal of structural walls will not have any detrimental impact on the remainder of the heritage listed dwelling? The below - comparison illustrates the extent of internal and external (access) changes to the existing dwelling that we believe should be

referred to the SA Heritage Council for assessment and acceptance (note also that in Section 5.1 Demolition the below internal augmentation is described as *minor demolition within the remaining building* – which vindicates the assessors clear objective of the heritage assessment outcome to support the proposed development as without even accessing the internal building the below complete gutting of the building is somehow described as minor!).



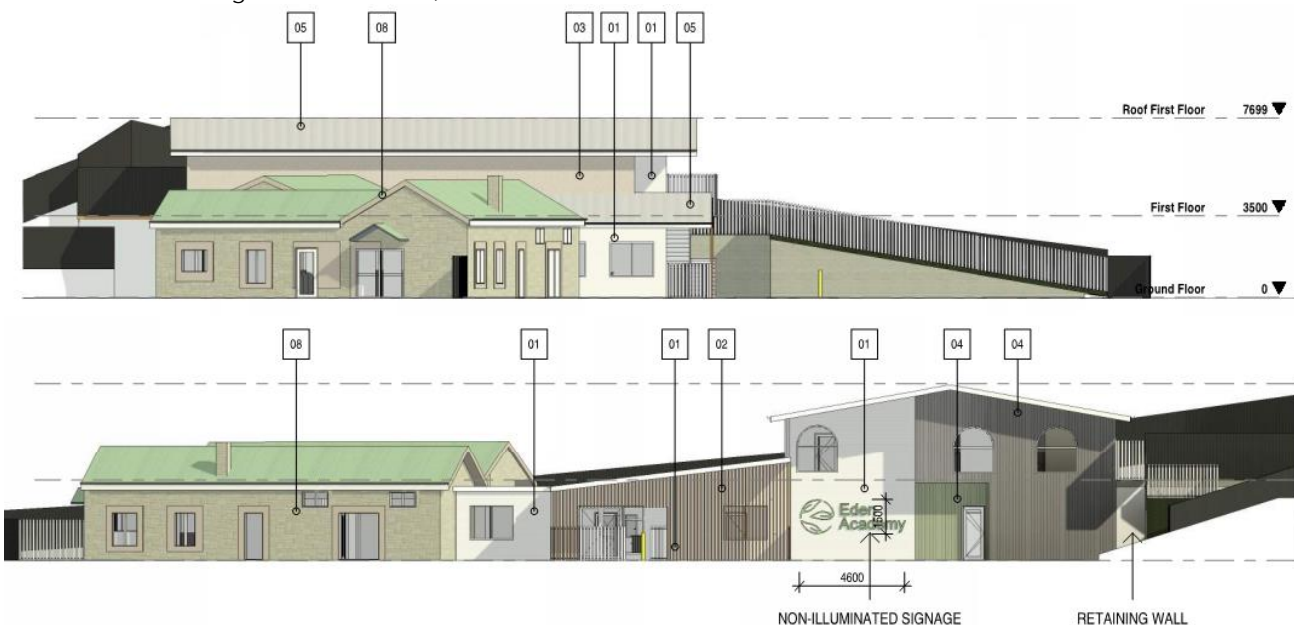
- Section 3.4 advises that the dwelling was *recommended for Local Heritage listing in the 1997 Stirling District Heritage Survey (Figure 7) and was gazette as Local Heritage Place in 2000*. Section 3.5 subsequently advises the house has undergone various alterations and additions, which is unfounded as Section 3.5 also advises original drawings or photographs of the dwelling were not able to be sourced and the report is unable to advise timing of the building alterations. The report then concludes in Section 6.1 - Assessment against PO 6.2 that *Later additions to the former coach house to the south and east (likely post-1970s) are of no heritage value and can be demolished or altered to suit the new use without impacting negatively of the Heritage Values of the Place*. This is an unbelievable statement from a heritage consultant considering the extent and timing of the alterations are unknown to the consultant, the interior of the building has not been accessed and considered, and the dwelling was proposed for heritage listing in 1997 and listed in 2000 thus the alterations were known and considered at the time of listing. Accepting an individual opinion (funded by the developer) would be naïve. An independent heritage assessment / referral to the SA Heritage Council for assessment appears mandatory prior to any consideration of alteration to the existing dwelling.
- Section 5.2 Adaptive Reuse refers to provisions of the Local Heritage Place Overlay (LHPO) that are relevant to the application including *PO2.2 Adaptive reuse and revitalisation of Local Heritage Places to support their retention in a manner that respects and references the original use of the Local Heritage Place*. The heritage consultant concludes that ‘None are applicable’ yet in in Section 3.2 Figure 3.1 as copied below the heritage listed Local Heritage

Place is the entire 52 Pomona Road property which the development proposal (complete clearing and urbanisation of the entire premises) does not *support the heritage listed residence in a manner that respects and references the original use*. The recurring oversights of the developer funded heritage consultant assessment jeopardise the validity of the entire heritage report that should be referred to an independent heritage assessment.



Figure 3 – Locality Plan showing heritage places [Source: SA Property & Planning Atlas 2023]

- Section 5.2 continues to compromise the heritage assessment by making unfounded statements including: *In the absence of an internal inspection and based on a review of recent real estate photos, internal spaces appear to have generally been altered widely*. This is surprising after previously concluding in Section 3.5 that the extent and timing of the building alterations are unknown.
- Section 5.3 in relation to New Work, similar to correspondence above in relation to Section 5.2 Adaptive Reuse, has no consideration for maintaining the heritage values of the Local Heritage Place. The opinion of the heritage assessment that the form, mass, scale, siting, design & architecture, and material & colours of the proposed development maintains the heritage value of the LHP as per LHPO provisions PO1.1 / PO1.2 / PO1.3 / PO1.5 is strongly opposed. The existing heritage listed dwelling is completely encompassed by a new multi-storey development that will unequivocally dominate (as per images below) the LHP contrary to the provisions of PO2.1, and the scale of New Works proposed is essentially the entire LHP allotment thus any form/resemblance of the existing allotment will be compromised (minimal vegetation retained)



The incorrect and unsubstantiated subjective opinions of the developer funded heritage assessment in favour of the proposed development are evident warranting the further independent or SA Heritage council heritage assessment to be undertaken, or the proposed development to be rejected.

6 Vegetation & Visual Amenity Impact

The Ekistics Planning Statement in Section 3.1 refers to a consulting arborist “Project Green” tree survey that was undertaken on the Site. The absence of this qualified arboriculture report in the development application Public Notification documents is queried, as is the statement by Ekistics that *We understand the site does not contain any native vegetation*. If an appropriate arboriculture assessment has been undertaken this information should be known, thus an independent arboriculture assessment is recommended to be commissioned considering the missing information and scale of proposed vegetation removal.

Further an assessment on adjoining property trees should be considered. There are some very mature and significant native trees adjacent to the property that proposes significant earthworks within the property that are likely to have major impact on Structural Root Zones (SRZs) of the existing trees. This is no doubt why the local development requirements stipulate earthworks <1m (as nominated in the PBA report) to help protect adverse impacts on adjoining property vegetation. The proposed development far exceeds the 1m threshold. Illustration below of impacted adjoining neighbour trees.





There is not arboriculture report on existing trees to be retained – 2 x trees at the rear of the property and 1 on NE corner – has an assessment on Structural Root Zone (SRZ) been considered? Potential these will be impacted by the volume of earthworks from the development.

It is unquestionable that the volume of vegetation removal and urbanisation is catastrophic. The visual impacts from the multi-storey development on adjoining properties will be unquantifiable and should not be supported.

7 Traffic & Pedestrian Assessment

A detailed review of the CIRQA Traffic Report raises the following queries and concerns.

- Understand the developers need to retain the trees along the front boundary as all other trees on the site are proposed to be removed, however view lines to pedestrians (kids at speed on bikes coming down Pomona Road heading east) will be non-existent. The traffic report does not address the associated risks for access of cars in and out of the proposed off-street car park as illustrated below (note trees are on council verge not property allotment).

ENTRY / EXIT SIGHT LINE ISSUES

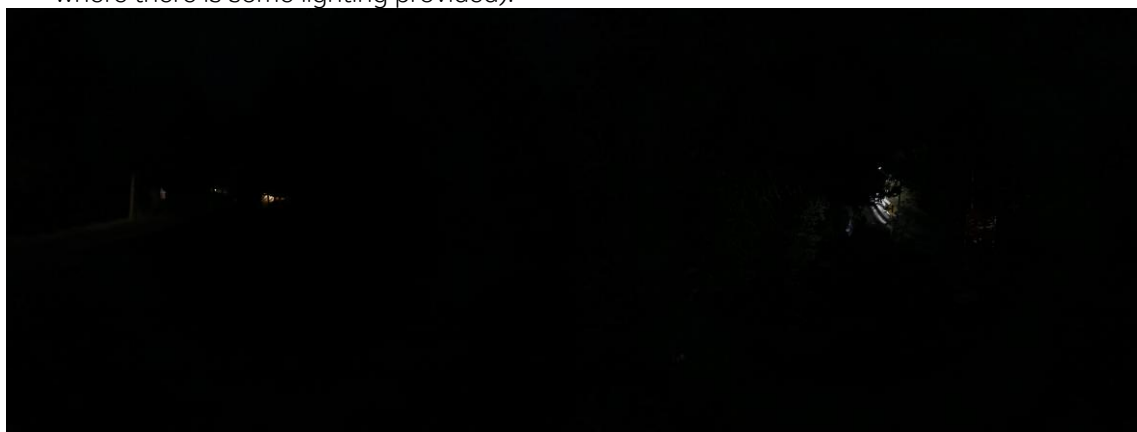
Completely blind intersection (zero sightlines) for pedestrians and traffic. NO Street Lighting (winter sunset 5:09pm with last light 5:37pm - Child care proposed to operate to 6:30pm an hour into darkness). AHC Bike Track 100m further west, considerable cyclist (particularly kids) on footpath with already known incidents resulting from cars entering & exiting properties.

DEMOLITION AND REMOVE E HOUSE EXTENSION AND SUR PAVING AND INTERFACE CLEAR GROUND PREPARE FOR NEW WORK

DEMOLITION AND REMOVE E VERANDAH, CONCRETE CARPARK

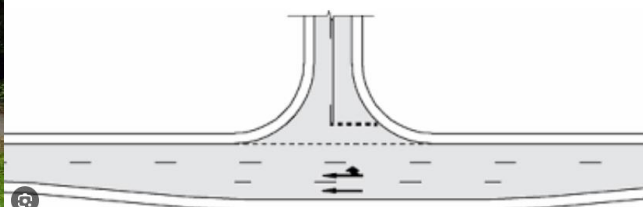
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- The 30 pax carpark is barely adequate for staff, maintenance, and deliveries (advised at 21 pax per day – understood to be more likely to be 30-40 pax per day) but is not adequate for drop-off and pick-up. There is no off-street parking on Pomona Road or Merriem Terrace, thus it is envisaged staff will be required to park at the Pomona Rd bike track parking allotment compromising another AHC asset.
- There is no street lighting at the proposed commercial development entry as per photos taken below at 8pm on Thursday 2 November in front of the 52 Pomona residence (LHS is looking east to Gould Road intersection, and RHS is looking west to Merriem Terrace intersection where there is some lighting provided).



The development proposes to operate until 6:30pm approximately one hour post last light at 5:37pm (sunset 5:09pm) in winter adding serious risk to the community where a significant volume of vehicles will be leaving the carriageway to enter the premises and also exit across the footpath. I do not believe this is compliant with traffic & road design requirements for commercial properties with this volume of off-street parking.

- No consideration or assessment on adequacy of existing carriageway of the eastbound RH turn off Pomona Rd into the proposed commercial development (can a commercial business enter over a solid white line as per image below). Suggest a requirement for channelised right turn to enable the new informal intersection into the proposed commercial development is appropriate through shoulder widening on the northern side of Pomona Rd.



- No traffic assessment impact or proposed upgrade on the closest intersection to the proposed development (Merriem Tce and Pomona Road). Suggest a roundabout could be required to

offset increased wait times from increased traffic on Pomona Rd resulting in delays at the intersection of Merrian Tce in peak hours.

In short, the report focuses on the two intersections which are not even the closest to the development, as well as the car park itself. The major conflict point is the entrance where cars will enter/exit, and the interaction with through traffic and pedestrians. Astounding that this is not mentioned.

8 Stormwater Assessment

AHC has prescriptive design standards for stormwater design as per the following link:

<https://www.ahc.sa.gov.au/development/roads-and-construction/civil-design-standards>

Comments on proposed development stormwater management plan to AHC standards:

- AHC Clause 2.2: “Drainage from dwellings should be directed to a legal discharge point nominated by the council: underground stormwater drainage system in the road reserve, to an easement drainage or to the street gutter”. The design discharges to three separate points which needs to be considered and approved by AHC.
- AHC Clause 4.1 – has not been undertaken.
- Clause 5: All of the below has not been provided on 230049-C-SK02-RevD thus can not be evaluated. It is required to be provided to enable AHC drainage engineer to review / subsequent community review prior to any consideration of development consent.

5. Information to be provided on Drawings (But not limited to)

- a) Catchment plan(s) of all sub-catchment areas (in Ha.) and inlet points (pits numbered), consistent with detail plans and readily identified, by inspection, with content of drainage computations.
- b) External catchment boundaries shown to scale on a topographic plan.
- c) All new drains and any existing outfall drain(s) as required, including hydraulic gradient determination.
- d) Hydraulic grade lines plotted to scale on each pipe on longitudinal sections, including 1 in 100 scale drawing(s) where applicable.
- e) Pit loss coefficients at each pit location on longitudinal sections(pit schedule)
- f) Tail water level at outfall and flow velocity.
- g) Pipe capacities (running full and design flow).
- h) Pipe diameter, class and longitudinal grade, invert levels at both ends.
- i) Other authority works plans and/or approvals (to be consistent with approved Functional Layout Plan).
- j) Main Drain (Pipes) – Engineering plans and design verification, including the proposed network to Council standards.
- k) Main Drain (Waterway) - Engineering plans, design verification, wetlands vegetation design and detailed requirements of Council maintenance program.
- l) Finished surface levels and cover.

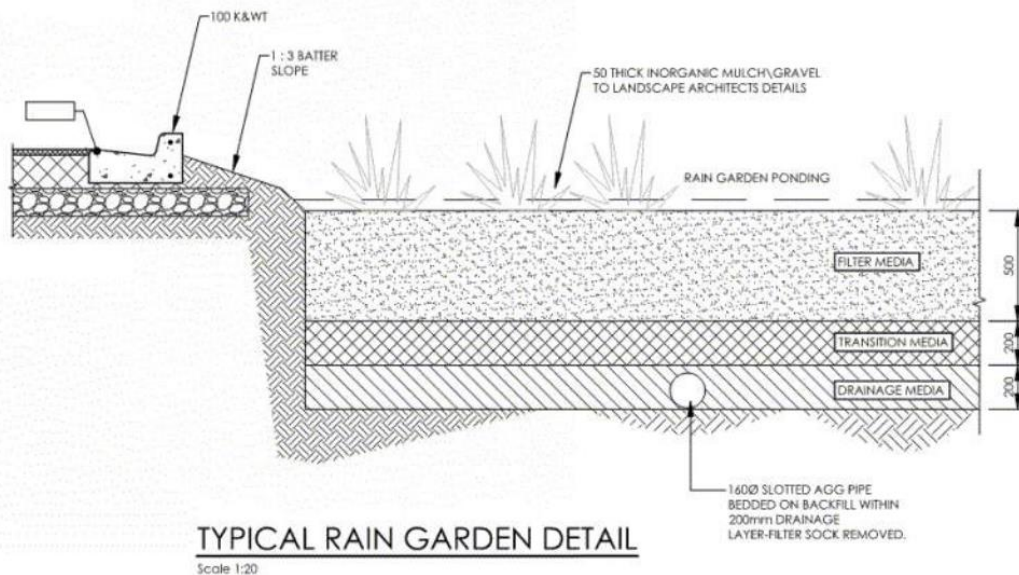
- Clause 6.1: Pipelines located within private property and carrying runoff other than that contributed by residential properties shall be designed for an ARI of 20 years. No calculations included to support ARI 20 and no pipe sizing, condition not met.

Review comments:

- “This Stormwater management Plan has been prepared in accordance with design advice received from the engineering department of the Adelaide Hills Council outlining requirements of detention stated in correspondence dated 28 April 2023”. What is this, can this be provided for review? Is this advice in line with AHC stormwater design guidelines?
- This below does not make sense and requires further technical clarification:

Stormwater discharged from the site and/or combined sites shall not:

- Pre Development calculation 1:5 ARI @ 5 minutes
 - Post Development calculations 1:100 ARI @ 5 minutes
 - Post Development discharge kept to pre development rates at 1:5 ARI @ 5 minutes
 - Critical detention volume required.
- “These measures will improving the quality of stormwater run-off exiting the site in comparison to current predevelopment conditions which provides no treatment”. This statement is not true. Buffer swales treat the runoff from the residential driveways. It is hard to argue that a 30 pax car park with a garden swale will improve water quality arriving at the road reserve from the currently natural site.
 - Has soil permeability tests been performed to ensure that this detail does not migrate sub-surface water and upwell to neighbours properties? (no impermeable liner shown in the detail)



- Outdoor Play Area Zone stated as being 100% pervious. Not true as footpaths in these areas and likely outdoor surface will be sealed to enable winter use., This will lead to additional detention being required that has not been allowed for..
- What analysis has been undertaken that the rain garden is sufficient in regard to pollutant control from the car park? Where is the MUSIC model for CAP review & confirmation of adequacy?

- Insufficient detail provided as to how the overland flow will not lead to flooding of neighbours properties.
- South-West corner of the site – no drainage design to ensure water does not outlet to neighbouring properties.

The stormwater management plan is full of errors and omissions and needs complete independent review.

9 Conclusion

Childcare centres are commonly required to be a large capacity to be commercially viable. The developer proposing the non-residential multi-storey commercial development is attempting to acquire relatively cheap land (the sale of which is subject to development approval consent being granted) in a rural neighbourhood zone rather than acquiring land in a commercial zone to underpin a proposed business opportunity. The proposed development will consequently be so large and out of character on the existing heritage allotment that it does not meet the provisions of the code, and is not a complementary ancillary non-residential development compatible with a spacious and peaceful lifestyle for individual households.

The proposed development professional reports resultantly have inconsistencies and oversights that are required to enable the reports to form a biased view that the development is appropriate. We (Tom & Laura Prest) and the local community trust in the CAP to acquire independent professional advice to validate the developer professional reports which have errors and erroneous opinion that can not be ignored.

We also trust that the CAP forms the position that the developer is pushing the boundaries so far to enable the commercial development to be viable that the development proposal is significantly compromised to code requirements and has detrimental impacts on adjoining neighbours and the wider community that are unacceptable.

We sincerely thank you for your consideration and look forward to an appropriate outcome.

Appendix A – Development Assessment Review

3 November 2023

Mr Geoff Parsons
Presiding Member
Council Assessment Panel
Adelaide Hills Council
Via the Plan SA Portal



Town Planning
Development Advice
Strategic Management

Dear Mr Parsons & Members,

**APPLICATION 23020199 – PROPOSED CHILD CARE CENTRE DEVELOPMENT
52 POMONA ROAD, STIRLING – REPRESENTATION (OBJECTION)**

I refer to the abovementioned development application that seeks planning consent for a change of use to child care centre including alterations and additions to a local heritage place, deck, associated car parking, retaining walls and fencing on land located at 52 Pomona Road, Stirling.

I am engaged by the following residents of Stirling to make this representation on their behalf objecting to the proposed development for reasons that I outline in detail below for your consideration. As provided for, I seek the opportunity to appear before the Panel to speak further to these matters.

- Thomas & Laura Prest – 56 Pomona Road, Stirling.
- Jono Ashby & Hayley Conolly – 13 Duncraig Lane, Stirling.
- Kristen Beltrame – 50 Pomona Road, Stirling.
- Laurie & Marion Favretto - 14 Duncraig Lane, Stirling.
- Keith & Alison Hentschke – 59 Gould Road, Stirling.
- Vanessa & Jason Geerts – 46 Pomona Road, Stirling.
- Sarah, Tony & Jayden Ferencz - 57 Pomona Road, Stirling.
- Pam Marshall – 44 Pomona Road, Stirling.
- Jane Connors – 55 Pomona Road, Stirling.
- John & Jo Edmonds Wilson – 11 Duncraig Lane, Stirling.
- Amanda & Darren Priestly – 9 Duncraig Lane, Stirling.
- Mark & Anne Temme – 1 Braeside Road, Stirling.
- Gavin & Kelly Burgess – 67 Gould Road, Stirling.
- Wayne & Carolyn Kew – 28 Gould Road, Stirling.
- Peter & Mandy Rischbieth – 10 St Margarets Drive, Stirling.
- Martin Turner - 7 Pritchard Drive, Stirling
- [REDACTED]
- Adam & Hannah Trengove – 19 Sturt Valley Rd, Stirling.
- Andrew & Anna Sarre – 11 Druid Avenue, Stirling.
- Fiona Flynn – PO Box 1222, Stirling.

Having reviewed the documents submitted in relation to this application, the existing condition of the land, the character and amenity of the surrounding locality, and the relevant provisions of the Planning & Design Code (the Code), I have formed the view that this is an inappropriate form of development that should be declined consent.

Phillip Brunning & Associates

ABN 40 118 903 021

Level 1, 27 Halifax Street
Adelaide SA 5000

1. Summary of Concerns

In summary, my clients hold the following concerns:

- the scale, intensity and form of the proposed development is incompatible with the rural residential character and amenity of this locality;
- in so far as the Code provides for non-residential uses such as child care facilities they should enhance rather than compromise this rural residential amenity;
- the proposal may not reasonably be described as complementary or compatible with the spacious and peaceful lifestyle valued in this location;
- this is not a community facility in the meaning provided by the Code, rather it is commercial in nature, of a scale and intensity that would not maintain residential amenity;
- the scale and intensity of the proposed development is expected to give rise to a range of undesirable and otherwise avoidable planning impacts;
- these impacts are expected to include traffic congestion along local streets, diminished pedestrian safety and spill over car parking beyond the site;
- Pomona Road experiences moderate to high traffic volumes, with the increase arising from this development considered excessive;
- child care facilities of the scale and intensity proposed generate noise that can lead to disturbance and annoyance if experienced on a regular basis;
- the height of fencing on boundaries necessary to achieve acoustic compliance is considered excessive and uncharacteristic of this locality;
- the siting and design of the proposed development would not complement the residential character and amenity of this neighbourhood;
- the design of the two storey addition would result in an institutional appearance rather than a domestic style of architecture which characterises this locality;
- the relative scale and bulk of the proposed addition would dominate the local heritage place in a manner not complementary to its heritage value;
- a large commercial style car park to the streetscape is uncharacteristic of the manner in which residential properties present to the public realm in this locality;
- while not regulated, the loss of mature vegetation including trees is lamentable and may be avoided if a less intensive form of development were proposed;
- in contrast with the existing form of development in this locality, a disproportionate area of this property is to be developed with buildings and paved surfaces; and
- the current condition of this property ought in no way be used as justification for the proposed development.

These matters are discussed in detail below with reference to relevant Code policy.

2. Context

This locality is characterised by residential dwellings of various styles and forms (predominantly single storey) on larger allotments (typically in the order of 2000 m² to 2500 m²) with relatively low building site coverage and a higher proportion of land given over to landscaped gardens with mature trees and hedging.

As acknowledged by the Code, this locality has a rural residential character.

The locality is predominantly, if not solely residential in nature and enjoys a high level of amenity notwithstanding proximity to the South Eastern Freeway and the function of Pomona Road as a local collector road providing access into Stirling Township to the west, and Bridgewater further to the east.

While Pomona Road has a speed limit of 50 km/h, the speed of vehicles along this 6 m wide carriageway is typically higher, with a solid centre line that restricts overtaking. Given the narrow width of this road and the unformed verge adjacent, limited opportunity is provided for passing on the inside should a vehicle choose to turn right.

The footpath along the south side of Pomona Road forms part of a walking route taken by students attending Stirling East Primary School further to the east on Braeside Road. It is not uncommon to see students walking or riding their bikes along this footpath in the morning and afternoon period.

I am instructed that Pomona Road experiences a concentration of traffic in the morning peak period as commuters make their way west towards Stirling and the interchange to enter the South Eastern Freeway, and also to the east towards the rather problematic intersection with Gould Road and Old Mount Barker Road.

This congestion makes it difficult to enter and leave properties along Pomona Road.

The topography is undulating in nature with a general fall to the south towards Aldgate Creek. Buildings are typically sited in manner that minimises earthworks and the need for extensive retaining walls, with landscaped batter slopes used to reconcile level difference between properties.

As noted above, mature trees are a defining attribute of this locality.

The land on which this development is proposed has an area of 2920 m² with a frontage of 57.9 m to Pomona Road. The land is used for residential purposes with the existing single storey dwelling listed as a Local Heritage Place, known as the 'Coach House'.

Currently, buildings cover some 540 m² (19%) of this site, which is comparable with that in the surrounding area. Space surrounding buildings is landscaped with mature trees, grassed areas and hedging. The land has a fall of approximately 9 metres from the rear right hand corner to the front left hand corner.

Fencing arrangements between properties are generally low level (1.8 m or less) and in many instances open style (post and wire) with boundary plantings used to delineate yard areas and afford privacy between residents. Given space between buildings, privacy (acoustic and visual) is not typically a great concern between neighbours.



3. Code Policy & Procedure

The land on which this development is proposed is located within the Rural Neighbourhood Zone and more particularly the Adelaide Hills Subzone of the Planning & Design Code. The land is also within an area covered by the following Overlays for which specific policies are expressed.

Hazards (Bushfire - Medium Risk)	Native Vegetation
Local Heritage Place (15134)	Prescribed Water Resources Area
Mount Lofty Ranges Water Supply Catchment (Area 2)	Regulated and Significant Tree
	Traffic Generating Development

It is also necessary to have regard to General Development policies in relation to:

Design	Out of Activity Centre Development
Design in Urban Areas	Transport Access & Parking
Interface between Land Uses	Waste Treatment & Management Facilities

Table 5 for the Zone does not exempt child care facilities from public notification.

4. The Proposal

The proposal under consideration is comprised of the following parts:

- a change in the use of land from residential to child care centre;
- adaptive reuse of an existing building identified as a Local Heritage Place (LHP);
- demolition of latter additions to this LHP;
- construction of a two storey building as an addition to the rear of this LHP;
- upper level decking to side of the new building adjacent eastern boundary;
- roof top mounted plant and equipment (assume for mechanical air movement);
- extensive earthworks to achieve a benched level site (total volume not specified);
- retaining walls up to 2.2 m (with fencing atop) resulting in a combined height 4.6 m;
- provision of level play spaces adjacent the building (surface not specified);
- stormwater management works directing overflow to the street watertable;
- above ground water tanks for detention (not shown on architectural plans);
- bituminised asphalt car parking area line marked for 30 spaces;
- two-way driveway from Pomona Road and associated works in the road verge;
- bin enclosure to the rear of the car parking area (screening of which is not clear);
- landscaping including tree planting to the perimeter of the site;
- existing plantings to front of property within road reserve likely to be removed;
- boundary fencing up to 2.4 m to achieve acoustic compliance; and
- advertising signage.

Expert reports have been provided in relation to:

- town planning
- heritage
- traffic and parking
- acoustic
- stormwater

The town planning report states that the proposed child care centre will be for up to 118 children (119 shown on proposal plans) and be conducted between the hours of 6.30 AM and 6.30 PM Monday to Friday. No detail is provided with respect staff numbers, management and general operations of this facility.

5. Assessment Considerations

5.1 Use & Intensity

Part 7 of the Code provides the following meaning for *child care facility*.

Child care facility Means a place primarily for the care or instruction of children of less than primary school age, children with special needs or out-of-school-hours care (including vacation care) and not resident on the site.

The Code clarifies that the following activities are included within this meaning.

Child care centre
 Early learning centre
 Kindergarten
 Nursery
 Pre-school.

The Code specifically excludes child care facility from the meaning of Community Facility.

Community Facility Means premises used for the provision of social, artistic, educational or community support services to the public *but does not include a child care facility*, educational facility, place of worship or indoor recreation facility.

Desired Outcome 1 for the Rural Neighbourhood Zone seeks:

DO 1 Housing on large allotments in a spacious rural setting, often together with large outbuildings. Easy access and parking for cars. Considerable space for trees and other vegetation around buildings, as well as on-site wastewater treatment where necessary. Limited goods, services and facilities that enhance rather than compromise rural residential amenity.

I specifically note the call for facilities that enhance rather than **compromise** rural residential amenity. This suggests to me that the focus of assessment should be on achieving an improved outcome as opposed to rationalising or justifying the extent to which the proposal detracts from amenity of this locality.

Performance Outcome 1.1 goes on to provide for:

PO 1.1 Predominantly residential development with complementary ancillary non-residential uses compatible with a spacious and peaceful lifestyle for individual households.

The Designated Performance Feature identifies *child care facility* more specifically.

DPF 1.1 Development comprises one or more of the following:

- Ancillary accommodation
- Child care facility
- Consulting room
- Detached dwelling
- Office
- Outbuilding
- Recreation area
- Shop

Mindful that a child care centre is not a community facility, it must therefore by extension must be a commercial activity. This is consistent with my understanding of the business model of child care centres of the nature proposed, which operated on a commercial basis for profit, as opposed to a community based not for profit model.

To this end, Performance Outcome 1.2 is relevant:

PO 1.2 Commercial activities improve community access to services are of a scale and type to maintain residential amenity.

The Code goes onto to further clarify the extent to which no-residential uses are provided for in this Zone seeking, in my view a balance between improved community access to services (including child care facilities) while complementing residential character and amenity of neighbourhoods.

PO 1.3 Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.

PO 1.4 Non-residential development located and designed to improve community accessibility to services, primarily in the form of:

- a) small-scale commercial uses such as offices, shops and consulting rooms
- b) community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services
- c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities
- d) open space and recreation facilities.

Distilling these policies down, I read the Code as seeking small scale, low intensity non-residential uses, that are compatible with and complement the residential character and amenity of this neighbourhood. In other words, limited commercial development that does not threaten the primary use and purpose of this Zone.

While I accept that a child care facility is not fundamentally incompatible with the residential function of this locality, its identification in DPF 1.1 does not afford carte blanche in terms of land use, and that there is a need for a more nuanced assessment taking into account scale and intensity.

A child care facility for 118 children is not in my view low scale and of limited intensity.

A facility of the scale and intensity proposed will in my view give rise to a form of development (to be discussed further below) that is not compatible with or complementary to the spacious and peaceful character and amenity of this locality, in so far as it will give rise to unacceptable and otherwise avoidable off-site impacts.

While I do not take issue with the need for and desirability of child care facilities in convenient locations close to the community that they seek to serve, such should not obviate the need to preserve (if not enhance) the amenity of this residential locality which on my reading of the policy, is the higher order planning imperative.

The coming and going of parents and care givers for 118 children together with 21 staff (at a minimum) on a daily basis and the resultant disturbance arising from a concentration of children using outdoor plays spaces adjacent residential properties will give rise to a level of impact beyond that which is reasonable and acceptable.

The character and amenity of a locality is influenced not only by land use and form of development, but as importantly the intensity of an activity given the invariable externalities arising such as noise, traffic and nuisance more generally which individually and cumulatively can diminish the enjoyment of a residential locality.

If for no other reason, the proposal should be declined consent on this basis.

5.2 Siting & Design

As noted above, Performance Outcome 1.3 seeks that non-residential development should be designed and sited to complement and be compatible with residential character of the neighbourhood, which on my review is established by low scale residential buildings spaciouly sited within landscaped grounds.

While I accept that new development need not be the same to be compatible, it follows that to the extent it is different, the proposal should be in harmony with its context and the essential attributes that contribute to the character of the locality, which in this case is described by the Code as rural residential.

The proposal in my view is clearly not compatible for the following reasons:

- it requires extensive and excessive earthworks to provide for a benched level site in manner that is quite uncharacteristic of the intervention into the natural slope of the land evident on surrounding and nearby properties;
- retaining walls are of a height and extent considerably in excessive of that which characterise development in this locality, with a resultant impact on visual amenity notwithstanding the landscaping proposed;
- in combination with fences up to 2.4 m high atop a boundary wall arrangement that is very much atypical and far from complementary to the manner in which properties relate to each other in this locality;
- a building site coverage of 23% and when combined with the extensive hard paved car parking area 45%, considerably in excessive of that which characterises this locality, which is typically in the order of 10 to 15%;
- a built form that while not exceeding 2 levels and 9 m, is of a visual mass considerably in excess of dwellings in this locality, and of a design style that may only be described as 'institutional' in nature;
- an extensive open lot hard paved car park presented to the streetscape in a manner that will have a profound visual impact on the public realm notwithstanding the set back (less than 6 m) and landscaping proposed; and
- advertising signage which is uncharacteristic of this residential locality.

The Code reinforces this approach via the following General Development provision.

DO 1 Development is:

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

I fail to see how this proposal may reasonably be described as contextual.

More specifically with respect to earthworks, I note the following provisions.

Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay

PO 4.1 Development minimises the need to modify landscapes and natural features.

Design in Urban Areas

PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.

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

A development of the scale and extent proposed (buildings and car parking) on an allotment that has over 9 m of fall from back to front will necessitate excessive earthworks in the context of this locality that may hardly be described as minimal, and in any event well in excess of the quantitative measures provided by DPF 8.1.

The design of the proposed development will necessitate the removal of many mature trees from the land. While not regulated or significant (as per the meaning of such under the Regulation 3F), the loss of mature trees is lamentable and contrary to Desired Outcome 1 for the Adelaide Hills Subzone which encourages retention.

DO 1 Additional residential and tourist accommodation that retains and embraces the values of the established mature vegetation as a defining characteristic of the area.

Mature vegetation is a defining attribute to the character of this area.

PO 3.1 Soft landscaping and tree planting are incorporated to:

- a) minimise heat absorption and reflection maximise shade and shelter
- b) maximise stormwater infiltration enhance the appearance of land and streetscapes.

PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.

With reference to the landscape design presented, it is apparent that while perimeter planting is proposed (including trees), a large expanse of bituminised asphalt car park will remain unshaded contributing to a 'heat island' effect with limited opportunity for infiltration of stormwater given the impervious nature of this surface.

Although referenced in the stormwater report as having a natural surface, I expect that play spaces will need to be provided with an impervious such as artificial turf overlaid a hard base to ensure their usability year-round contributing to not only increased stormwater mater run off, but additional heat gain.

The stormwater report should be revisited to account for this additional stormwater load which on the face of it has not been taken into account in the calculations and design provided. Once again, there is no stormwater infrastructure in Pomona Road with the surface drainage systems under extreme pressure in peak rainfall events.

There is a sole side entry pit at the low point of Pomona Road to the west of the land which is the subject of this proposal which receives not only stormwater from this local road but also runoff from the South Eastern Freeway. I am instructed that this location on Pomona Road floods during high rainfall events.



If the suggested rain garden is to be incorporated within the planter bed adjacent the western property boundary (to receive run off from the car park) then this will need to be reconciled with the landscape design which shows this as a deep soil zone for the planting of substantial trees and shrubs.

The design is also not clear with respect to the retention of vegetation within in the road verge. My expectation is that these trees will need to be removed to provide for safe sight distance for motorists exiting the proposed car park, further exacerbating the loss of vegetation and the visual impact of this development.

The removal of these trees is of course a decision for the Council and beyond the control of the Applicant. Given that providing safe sight distance is a critical safety consideration, I suggest that the Panel ought not proceed to determine this application until such time at the Council has properly considered any such request.

There is also the issue of safe levels of illumination along Pomona Road. As I understand it, Pomona Road is not provided with street lighting. While this may be acceptable given its currently level of usage, the attraction of additional vehicles performing manoeuvres into and out of the proposed facility will pressure this situation.

I can see a situation where Council will be obliged to upgrade lighting, stormwater, and road infrastructure more generally (possibly in the form of localised road widening and a protected turn lane) to ensure safe and convenient function. The Applicant has remained silent with respect to such off- site infrastructure upgrades.

5.3 Local Heritage

As noted above, the dwelling on the land is listed as a Local Heritage Place.

Policies set out under the Local Heritage Place Overlay seek the conservation, ongoing use and adaptive reuse of such buildings. Further, the form of new development should maintain the heritage value of these buildings, and that the massing, scale and siting should not dominate a heritage place and its setting.

- DO 1 Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.
- PO 1.1 The form of new buildings and structures maintains the heritage values of the Local Heritage Place.
- PO 1.2 Massing, scale and siting of development maintains the heritage values of the Local Heritage Place.
- PO 1.3 Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys and verandahs) maintains the heritage values of the Local Heritage Place.
- PO 2.1 Alterations and additions complement the subject building and are sited to be unobtrusive, not conceal or obstruct heritage elements and detailing, or dominate the Local Heritage Place or its setting.
- PO 2.2 Adaptive reuse and revitalisation of Local Heritage Places to support their retention in a manner that respects and references the original use of the Local Heritage Place.

While I acknowledge the expert advice provided by Applicant, I am of the view as a experienced town planner that the proposed building being of a considerably greater scale and visual bulk will invariably dominate and therefore compromise the setting of this heritage place in manner that is uncharacteristic and not reflective of its historical use.

The Burra Charter identifies the setting (curtilage) of the building as being of importance in preserving heritage value. I can only expect that given the dramatic change proposed with respect to earthworks, the large building behind, removal of mature trees and the open lot car park, that its setting will be compromised.

The heritage report provided by the Applicant fails to address this issue to any meaningful extent. Surely, the setting of this heritage building is worthy of proper consideration and would encourage the Panel to take its own advice on this matter prior to determining this application.

5.4 Interface & Amenity

The avoidance, management and/or mitigation of site impacts between differing land uses is a fundamental town planning consideration. The Code sets out various policies in this regard under the heading Interface Between Land Uses, with particular focus given to noise as a potential off-site impact.

- DO 1 Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.
- PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.
- PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:
 - a) the nature of the development
 - b) measures to mitigate off-site impacts
 - c) the extent to which the development is desired in the zone
 - d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.
- PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).
 - DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.

It is appropriate to note that the proposed facility will be conducted on the basis of:

- 6.30 AM and 6.30 PM Monday to Friday
- 118 children
 - 24 0-2 year olds
 - 50 2-3 year olds
 - 44 3-5 year olds
- outdoor play for an average of 6 hours per day
- 30 car parking spaces
 - up to 145 trips in the morning peak hour
 - up to 111 trips in the afternoon peak hour

The Environmental Noise Assessment provided by the Applicant asserts that the proposed development may operate within the noise criteria set out within the Environment Protection (Noise) Policy 2007. That said, the report notes that noise from children playing is specifically excluded from assessment under this Policy.

Accordingly, reference is then made to the WHO Guidelines with respect to annoyance which identifies two criteria namely 55 dB L_{Aeq} with respect to serious annoyance, and 50 dB L_{Aeq} with respect to moderate annoyance. I note that the more onerous measure (moderate annoyance) is used in this assessment.

In order to satisfy this measure, it will be necessary to install boundary fences of up to 2.4 metres in height of a specified construction type. These acoustic fences will of course be installed on top of walls necessary to retain the extensive excavation required to achieve the bench levels proposed.

Similarly, assessment is undertaken with respect to the noise arising from mechanical plant and requirement, and use of the car park and general activity on site. With respect to use of the car park, I note that the assessment is undertaken on the basis of a 7 AM start whereas the facility is proposed to be open from 6.30 AM.

I also expect that staff may arrive earlier than this time in preparation for the day.

On the issue of hours of use, I expect that lighting within the car parking area will be required to meet the relevant Australian Standard. It is my understanding that mid-winter first light is not until 6:50 AM and last light at about 5:30 PM this necessitating illumination of the proposed car park for safe use.

Lighting of this nature would be very much out of place in this residential location.

Further, the assumption relied upon with respect to vehicle movements within the car park (10 vehicle movements into or out of the car park) are somewhat lower than that presented in the traffic assessment. I would encourage the planning authority to carefully scrutinise these reports with respect to this apparent inconsistency.

Indeed, I would go so far as to recommend that a peer review of all technical reports be undertaken so as to provide the planning authority with sufficient confidence to proceed with the determination of this proposal. Noise and traffic are two serious concerns held by the representors.

5.5 Traffic & Parking

The Code sets out an extensive suite of policies in relation to traffic and parking.

- DO 1 A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.
- PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.
- PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.
- PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.
- PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.
- PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.
- PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:

- a) availability of on-street car parking
- b) shared use of other parking areas
- c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared
- d) the adaptive reuse of a State or Local Heritage Place.

Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements identify a parking requirement of 0.25 spaces per child for a child care centre. If this rate is applied to this facility having a capacity of 118 children, the requirement would be 29.5 spaces (30 spaces rounded up).

While this may suggest compliance with the Code, I would encourage the Panel to consider the implications of a convergence of vehicles at peak times (morning drop off and afternoon pick up) and the capacity of this parking facility to cater for those occasions where more than 30 parents/carers are on site at any one time.

If this were to occur (likely in my expectation) it is quite probable that parents/carers may have a tendency to park on the road verge to avoid on site congestion and potential time delay. This is not an uncommon experience in front of child care centres that can lead to parking and traffic chaos in the surrounding area.

It is also appropriate to consider the implication of multiple vehicles waiting to exit into the stream of traffic in the morning peak hour along Pomona Road and that a back up of say more than 5 vehicles will frustrate the ability of arriving parents to access a vacant car parking space.

There is also the consideration of right turn manoeuvres in to and out from the site at various times of the day and how this impacts on the function and safety of Pomona road in terms of the delay that this may result in for vehicles continuing their journey along this road, noting that there is no ability to pass on the left hand side.

Vehicles obstructing movement along the footpath is also a valid concern.

I would also encourage the Panel to consider the likelihood of this facility attracting motorists from beyond the local area that seek child care that may otherwise not be available in their neighbourhood, as part of their commute into Adelaide. This would contribute to greater congestion along Pomona Road and intersections either end.

5.6 Out of Centre Development

While child care facilities are provided for within residential areas (subject to all of the considerations discussed above) the Code does seek the aggregation of shopping, administrative, cultural, entertainment and other facilities in Activity Centres to enable certain efficiencies and synergies to be achieved between mutually reinforcing uses.

DO 1 The role of Activity Centres in contributing to the form and pattern of development and enabling equitable and convenient access to a range of shopping, administrative, cultural, entertainment and other facilities in a single trip is maintained and reinforced.

I respectfully suggest that a child care facility of the scale and intensity proposed is more appropriately located within an Activity Centre Zone and preferably adjacent to complementary uses such as educational facilities which may assist in reducing the number of vehicle trips and the opportunity to share existing parking resources.

6. Conclusion

For reasons set out above, I conclude the proposed development is not in sufficient conformity with the relevant provisions of the Code to warrant approval and ought therefore to be declined planning consent.

Yours faithfully

PHILLIP BRUNNING & ASSOCIATES PTY LTD

A handwritten signature in black ink, appearing to be 'P Brunning', written over a faint circular stamp or watermark.

PHILLIP BRUNNING RPIA

Registered Planner

Accredited Professional – Planning Level 1, 2 & 3

Appendix B – Petition Signatures

Objection to 52 Pomona Road Child Care Development

Fellow Local Residents,

Please support the objection of the proposed 52 Pomona Road Child Care Development - Link to plans:<https://plan.sa.gov.au/en/pn?aid=7358>

The proposed multi-storey eyesore commercial development is not within keeping of the proposed Adelaide Hills Council Rural Neighbourhood Zone, will add further traffic congestion to Pomona Road, add pedestrian safety risk through an approximate 300 vehicle movements per day crossing the heavily utilised single Pomona Road footpath, and require nearly complete removal of vegetation on the heritage listed 52 Pomona Road allotment.

The three existing child cares in Stirling have availability, a fourth has already been approved by Adelaide Hills Council on Johnston Street, and the interstate developer proposing this fifth on Pomona Road has also applied for development approval on a sixth Child Care centre in the local community. The community requirement for Child Cares centres does not need to double.

Please sign this petition and/or complete an online objection to Adelaide Hills Council here <https://plan.sa.gov.au/en/pn?aid=7358>

Many Thanks

Objecting Local Residents

Tom & Laura Prest

Signatures

#	Date	Name	First name	Last name	Place of residence	Comment	Email address
1	2023-10-26	Thomas Prest	Thomas	Prest	Stirling, Australia	I object this proposed development	
2	2023-10-26	Laura Prest	Laura	Prest	SA, Australia	I do not want this approved. Save our neighbourhood	
3	2023-10-26	Jono Ashby	Jono	Ashby	Stirling, Australia	I am signing because I disagree with the location and believe it poses a safety risk to the community. It is not fitting with the aesthetic of the residential property that surrounds it!	
4	2023-10-26	James Smart	James	Smart	Echunga, Australia	It is a horrible idea and inappropriate location for a child care.	
5	2023-10-26	Hayley Conolly	Hayley	Conolly	STIRLING, Australia		
6	2023-10-26	Lily Lark	Lily	Lark	ALDGATE, Australia	Completely unnecessary	
7	2023-10-26	Matt Howe	Matt	Howe	Adelaide, Australia		
8	2023-10-26	Sasha Loiterton	Sasha	Loiterton	Mylor, Australia	Childcare centre is not required, given the current number spreading operating in the hills. The location is a residential area, not commercial.	
9	2023-10-27	Andrew Sarre	Andrew	Sarre	Stirling, Australia	We do not support building a centre in this location.	

10	2023-10-27	Jess Stapleton	Jess	Stapleton	Bradbury , Australia	
11	2023-10-27	Sameer Pandey	Sameer	Pandey	Crafers, Australia	
12	2023-10-27	Ben Loiterton	Ben	Loiterton	Mylor, Australia	This is a completely inappropriate development for this primarily residential street.
13	2023-10-27	Meg Smart	Meg	Smart	Crafers West, Australia	
14	2023-10-27	Mel Kotz	Mel	Kotz	Adelaide , Australia	I do not wish for there to be more centres built in Stirling
15	2023-10-27	Edward Smart	Edward	Smart	Adelaide , Australia	Absolutely not the right place for a childcare centre
16	2023-10-27	Brookelynn Lynn	Brookelynn	Lynn	Mount barker, Australia	I work at The Rangers in Stirling and I feel adding another child care will affect my work
17	2023-10-27	Jessica Grbin	Jessica	Grbin	Stirling, Australia	There is not adequate parking and would cause chaos to the street.
18	2023-10-27	Kristen Beltrame	Kristen	Beltrame	Stirling , Australia	It will be very dangerous with that amount of cars on the road
19	2023-10-27	Nicole Nelson	Nicole	Nelson	Aldgate, Australia	
20	2023-10-27	Sally Grainger	Sally	Grainger	Strathalbyn , Australia	I work at one of the child care centres already in Stirling. We don't need another one. Especially if it is going to be a two story and destroy heritage property
21	2023-10-27	Jennifer Burch	Jennifer	Burch	Aldgate, Australia	I oppose this development in a residential street. It sets a precedent
22	2023-10-27	J L Edmonds - Wilson	J L	Edmonds - Wilson	Stirling SA , Australia	I strongly object to the building of a commercial premises in a residential area. This may set a precedent which I do not want for this part of Stirling. There are safety concerns as a number of children that go to Stirling East Primary School walk or ride along Pomona Rd. Having an increase in the volume of traffic entering and exiting

the proposed childcare centre would escalate the likelihood that accidents may occur. I am also concerned with privacy issues with our own property's backyard if the proposed building is a two storey structure which may overlook us and the surrounding neighbours.

23	2023-10-27	Emily Rowe	Emily Rowe	Strathalbyn, Australia	
24	2023-10-27	Amelia French	Amelia French	Eastwood, Australia	
25	2023-10-27	Carla Lewington	Carla Lewington	Mylor, Australia	Traffic management for this location is not adequate.
26	2023-10-27	David Kluver	David Kluver	Stirling, Australia	
27	2023-10-27	Nick Grbin	Nick Grbin	Stirling, Australia	
28	2023-10-27	Jess Chefalachis	Jess Chefalachis	Crafrers West, Australia	
29	2023-10-27	Ali B	Ali B	Stirling, Australia	I am opposed to opening another child care centre in Stirling.
30	2023-10-27	Kate Sharpe	Kate Sharpe	Bridgewater, Australia	
31	2023-10-27	Iurii Denysenko	Iurii Denysenko	Crafrers, Australia	<p>1) As stated in the petition, local traffic sometimes already can be tricky, making it worse doesn't sound good.</p> <p>2) Also, seems that the existing childcare centres indeed can handle the load (I have 2 children which attend them full time), so I personally don't see any need in new ones.</p>
32	2023-10-27	Deborah Stapleton	Deborah Stapleton	Stirling, Australia	
33	2023-10-27	Kirstie Graham	Kirstie Graham	A on, Australia	
34	2023-10-27	Felicity Vardon	Felicity Vardon	Bridgewater, Australia	I don't believe this proposal fits in with the community feel that Stirling and the surrounds have. I also don't agree with turning a heritage listed residential building into commercial use.

						Pomonal Rd and the stirling community cannot cope with the proposed amount of traffic.
35	2023-10-27	Carolyn Kew	Carolyn	Kew	Adelaide , Australia	I live close by in Gould Road and extremely disappointed that this sort of development would even be considered in a residential area, totally not appropriate.
36	2023-10-27	Taylor Gray	Taylor	Gray	Aldgate, Australia	I do not want the introduction of new childcare centres push the established childcare centres out of buisness. The established centres are a wonderful part of the community. As there are spaces available at these established centres, as well as shortages in the childcare profession adding more centres will harm the established ones as the demand isnt necessarily there.
37	2023-10-27	Nathan Brown	Nathan	Brown	Stirling , Australia	
38	2023-10-27	Hannah Lowrie	Hannah	Lowrie	Aldgate, Australia	
39	2023-10-27	Emily Kew	Emily	Kew	Adelaide , Australia	
40	2023-10-27	Kerri Abbott	Kerri	Abbott	Crafers, Australia	
41	2023-10-27	Jamie BROADSTOCK	Jamie	BROADSTOCK	Happy Valley, Australia	It's not right
42	2023-10-27	Sara Doherty	Sara	Doherty	Adelaide , Australia	
43	2023-10-27	Darren Peisley	Darren	Peisley	Stirling, Australia	I live just behind where this centre will be. It is not an appropriate location for another child care centre. They should stick to properly zoned areas rather than moving into prime residential areas with narrow streets.
44	2023-10-27	Ashleigh Boehm	Ashleigh	Boehm	Norton Summit, Australia	
45	2023-10-27	Ellen Daly	Ellen	Daly	Adelaide, Australia	No more centres are needed in the area
46	2023-10-27	Amy Kotz	Amy	Kotz	Adelaide , Australia	There are multiple childcare centres in

Stirling already!

47	2023-10-27	Jules Quigley	Jules	Quigley	Stirling, Australia	
48	2023-10-27	Kelsey Gepp	Kelsey	Gepp	Marion, Australia	Isn't fair to residential owners. Disgusting actually when there are already so many childcare centres in the area.
49	2023-10-27	Georgia Ogden	Georgia	Ogden	St Marys, Australia	
50	2023-10-27	Annie James	Annie	James	Adelaide , Australia	
51	2023-10-27	Dimity Cotton	Dimity	Cotton	Adelaide, Australia	
52	2023-10-27	Zoe Kolozsi	Zoe	Kolozsi	Kingswood, Australia	
53	2023-10-27	Tamara Kurtzer	Tamara	Kurtzer	Adelaide , Australia	Commercial property does not belong in this area.
54	2023-10-27	Jannah Huxter	Jannah	Huxter	Lobethal, Australia	
55	2023-10-27	Annie Smart	Annie	Smart	Stirling, Australia	This road is already trouble enough during school traffic, with lack of pedestrian paths it would create chaos and simply isn't a need for the community!
56	2023-10-27	Annie Smart	Annie	Smart	Oakbank, Australia	This is not community!
57	2023-10-27	Corinne Mckee	Corinne	Mckee	Longwood, Australia	I live locally. There is no need for this development and it will disturb the neighbourhood, unnecessary removal of vegetation and greenery. Completely unfair to residents of this street.
58	2023-10-27	India Prest	India	Prest	Adelaide, Australia	
59	2023-10-27	Sophie Blewett	Sophie	Blewett	Adelaide, Australia	There are already so many childcare centres within a 5km radius, another one is not needed!
60	2023-10-27	Dave Huxter	Dave	Huxter	Lobethal, Australia	The Adelaide Hills needs to retain its natural beauty. There are inner townships and commercial precincts for developments such as these concrete jungles. It would be absolutely ludicrous to grant such a proposal

in a residential zone

61	2023-10-27	Felicia Considine	Felicia	Considine	Adelaide, Australia	
62	2023-10-27	Courtney Purl	Courtney	Purl	Mylor, Australia	I don't agree with this childcare facility being built on Pomona road in a clearly residential area. There is no need for extra childcare facilities in Stirling, there is enough to meet current demand. If this is approved, I would think there will be lots of unrest in the local community. Something we don't need more of in these times we're living in
63	2023-10-27	Rebel Tidmarsh	Rebel	Tidmarsh	Adelaide, Australia	
64	2023-10-27	Sammy Matsen	Sammy	Matsen	Stirling, Australia	I'm signing this petition as the proposed development shows detrimental impacts to the area. With the area providing multiple child care centres within a few kms; it is completely unnecessary. The carpark traffic estimating of 165 cars from a narrow, small, high traffic road is just plain silly. If the freeway is blocked, this is an alternative route which is used frequently! Have you mentioned how much it will devalue the properties surrounding who have bought those properties for the community / for the environment & to be away from busy areas?
65	2023-10-27	Beth Thomas	Beth	Thomas	Fullarton, Australia	
66	2023-10-27	Kirsten Orchard	Kirsten	Orchard	HEATHFIELD, Australia	Adelaide Hills has enough excellent Childcare Centres available. Introducing another will dilute the high quality. Money hungry chains are profit driven and not in the interest of local families.
67	2023-10-27	Mikaela Mastus	Mikaela	Mastus	Balhannah, Australia	
68	2023-10-27	Millicent Horsnell	Millicent	Horsnell	Adelaide , Australia	

69	2023-10-27	Sarah Stewart	Sarah	Stewart	Adelaide , Australia	I don't agree a Commerical property should be approved for this location. There are plenty of centres already available locally and this will directly impact the value (not only of surrounding properties) but of the unique, peaceful and beautiful position. This beautiful location is filled with stunning heritage homes and large allotments which contributes significantly to why Stirling and the surrounding Adelaide Hills is such a beautiful and loved part of South Australia. There are plenty of commerical appropriate positions that could be considered.
70	2023-10-27	Jemima Betham	Jemima	Betham	Adelaide, Australia	
71	2023-10-27	Anita Radman	Anita	Radman	Aldgate , Australia	
72	2023-10-27	Jacob Prest	Jacob	Prest	Adelaide, Australia	
73	2023-10-27	Philip Cleggett	Philip	Cleggett	Adelaide, Australia	
74	2023-10-27	Denny Dunning	Denny	Dunning	Macclesfield , Australia	
75	2023-10-27	Holly Auld	Holly	Auld	Clapham, Australia	
76	2023-10-27	jono Coy	jono	Coy	Aldgate , Australia	
77	2023-10-27	Jonathan Temme	Jonathan	Temme	Myrtle Bank , Australia	A development of this scale and nature does not belong in a residential zone such as this and is significantly at odds with surrounding character of the area. A rationale planning assessment cannot consider this to be a suitable development proposal.
78	2023-10-27	Kate Chapman	Kate	Chapman	Prospect, Australia	
79	2023-10-27	Ash Eckermann	Ash	Eckermann	Adelaide, Australia	
80	2023-10-27	Georgia Hodgson	Georgia	Hodgson	Hahndorf, Australia	
81	2023-	Sam Williams	Sam	Williams	Adelaide ,	I don't agree

	10-27				Australia	
82	2023-10-27	Marcia Bungay	Marcia	Bungay	Woodside , Australia	
83	2023-10-27	Melinda du Plessis	Melinda	du Plessis	Millwood, Australia	I have friends living in this area and also feel passionately against this development
84	2023-10-27	Dylan Matsen	Dylan	Matsen	St Marys, Australia	I'm signing this petition because I strongly disagree with this proposed development of a child care centre on Pamona Road.
85	2023-10-27	Kate Sporne	Kate	Sporne	Adelaide , Australia	Too large, too many trees to be felled
86	2023-10-27	Andrea Lindsay	Andrea	Lindsay	Mylor , Australia	
87	2023-10-27	Cat Parris	Cat	Parris	Adelaide, Australia	I'm signing because the need is not there. Also because it doesn't fit in the hills. Multi storey commercial properties are what people expect in the city, in the hills it's what we escape from.
88	2023-10-27	Halona Warne	Halona	Warne	Belair, Australia	
89	2023-10-27	Erin Demant	Erin	Demant	Adelaide, Australia	
90	2023-10-27	Ryan Godwin	Ryan	Godwin	Nairne, Australia	I object the proposed 52 Pomona Road Child Care Development
91	2023-10-27	Sally Marwe	Sally	Marwe	Mount Barker, Australia	As an Adelaide Hills resident, although not opposed to overall progression, I strongly believe it's important to preserve rural and residential zones in the Adelaide Hills to avoid unnecessary congestion due to overdevelopment and ensure the essence of hills living is not lost.
92	2023-10-27	Jack Hodgson	Jack	Hodgson	Hahndorf , Australia	I'm signing because this simply should NOT be allowed to a residential zoning. If so, what is the point of having zoning. If this is approved, it will start a free of all on all zonings. It's a joke!
93	2023-10-27	Sam Pfeiffer	Sam	Pfeiffer	Tanunda, Australia	
94	2023-	Tayla	Tayla	Stapledon	Hawthorndene	

	10-27	Stapledon			, Australia	
95	2023-10-27	Sarah Sumner	Sarah	Sumner	Stirling, Australia	
96	2023-10-27	Toby Wilks	Toby	Wilks	Woodside, Australia	
97	2023-10-27	Nicole Bungay	Nicole	Bungay	Woodside , Australia	
98	2023-10-27	Melissa Prest	Melissa	Prest	Adelaide, Australia	
99	2023-10-27	Charlotte Ogden	Charlotte	Ogden	Maslin beach , Australia	There shouldn't be a child care centre on such a small street, with residential properties, it will destroy the feel of such a beautiful, unique town like Stirling.
100	2023-10-27	Peter Fortunatow	Peter	Fortunatow	STIRLING, Australia	I'm signing because any such child care facility ought to be located in central Stirling away from residential areas in order to contain traffic and noise so as to not to compromise and cause disruption and aggravation in those areas.
101	2023-10-27	Zoe McAllister	Zoe	McAllister	Stirling , Australia	I live on Pomona Road :
102	2023-10-27	Sally Jenkins	Sally	Jenkins	Clarendon, Australia	This is a residential area
103	2023-10-27	Emma Morris	Emma	Morris	Echuca, Australia	
104	2023-10-28	Kent Willis	Kent	Willis	Adelaide, Australia	
105	2023-10-28	Melissa Newman	Melissa	Newman	Stirling, Australia	This gorgeous residential street that I walk on daily will be destroyed by demolition of a heritage building absolutely beautiful greenery that will take years to replenish and the traffic will create noise, pollution and be an accident waiting to happen in such a narrow street. There absolutely must be somewhere more appropriate to build such a thing not in the middle of a residential haven.
106	2023-10-28	Timothy Deed	Timothy	Deed	Mylor, Australia	This is getting ludicrous. Stirling needs to slow down.

107	2023-10-28	Lesley Philp	Lesley	Philp	Stirling, Australia	The destruction of this quiet, beautiful residential area would be nothing but a huge disgrace to the area. The vegetation alone will be irreplaceable and the traffic on such a small street would be a disaster! I walk this street everyday as a beautiful way to enjoy our community.
108	2023-10-28	Jerome Newman	Jerome	Newman	Stirling, Australia	This development will cause chaos for parking at drop off and pickup times, destroy the ambiance of the neighbourhood for visitors and residents like us.
109	2023-10-28	Rachel Lippett	Rachel	Lippett	Aldinga Beach, Australia	
110	2023-10-28	Nigel Osborn	Nigel	Osborn	Brighton, Australia	
111	2023-10-28	Dana Rule	Dana	Rule	Adelaide, Australia	
112	2023-10-28	Mary Harrison	Mary	Harrison	Adelaide , Australia	
113	2023-10-28	Grace Coy	Grace	Coy	Prospect, Australia	
114	2023-10-28	Fiona Flynn	Fiona	Flynn	Stirling , Australia	
115	2023-10-28	Sarah Ferencz	Sarah	Ferencz	Stirling, Australia	I am signing as I live on this street 2 doors away. The road is already to busy and I find it hard to get out of my own driveway,!they will rezone my property, we don't need another day care. I object for many reasons
116	2023-10-28	Rosie Kind	Rosie	Kind	Adelaide , Australia	
117	2023-10-28	Sam Rogers	Sam	Rogers	Adelaide, Australia	I live locally
118	2023-10-28	J Vardon	J	Vardon	Adelaide Hills, Australia	
119	2023-10-28	Ryan Brown	Ryan	Brown	Lightsview, Australia	
120	2023-10-28	Michael French	Michael	French	Crafers, Australia	Stirling does not need this, build new Centres where they are needed through community growth.
121	2023-10-28	Kate Parker	Kate	Parker	Strathalbyn , Australia	As an early learning teacher within the

Stirling community, I strongly object to this proposal. There are a number of services within the area already all with availability. The new centre will just decrease enrolments at current centres, leaving educators and teachers with decreased shifts/hours and pay. We are already experiencing difficulty in attaining new staff so a new centre will only worsen the shortage.

122	2023-10-28	Kirsty Wilson	Kirsty	Wilson	Mount Barker, Australia	
123	2023-10-28	Jadzia Pudney	Jadzia	Pudney	Adelaide , Australia	
124	2023-10-28	Laura Goldsmith	Laura	Goldsmith	Stirling, Australia	Not in keeping with locality & unfair to others seeking to do much less intrusive developments (such as a 2-storey family home) that haven been blocked by Council
125	2023-10-28	Jane Conners	Jane	Conners	Adelaide , Australia	I'm signing because I agree whole heartedly with everything written in the petition. Also because I live at 55 Pomona Road, Stirling, which is nearly opposite the proposed child care centre.
126	2023-10-28	Clementine Berry	Clementine	Berry	Payneham, Australia	The Hills are so beautiful. They are already developed enough (so so much more over the past 20 years since I lived in the beauty of this space) without multi story buildings tarnishing them. Keep them out of residential zones at very least.
127	2023-10-28	Eliza Stevens	Eliza	Stevens	St Marys, Australia	I'm signing this because I am a childcare educator and have been for multiple years. I have owned my own nannying company and understand the noise and chaos that a childcare can bring. Not just from the beautiful sound of childrens laughter, but parking issues, cleaners there after hours and on weekends, also after

						hour gigs like Xmas shows, parent teacher/ class interviews, graduation, not to mention the build itself - which is a lot for the whole street etc. there is also a childcare also quiet close to where this is planning on being built. Regards.
128	2023-10-28	Emily Purdie	Emily Purdie		Mount Barker, Australia	Pomona road is a heritage area, and does not need an eyesore in the middle of such a beautiful area
129	2023-10-28	Amy-Lee King	Amy-Lee King		Mt Barker , Australia	
130	2023-10-28	Jennifer Everett	Jennifer Everett		Crafers, Australia	This is a rural zone and would be devastating for families in our area with the amount of traffic and disruption a child care centre would cause. Children currently ride and walk down that road for school, shops and the bike track. This would affect their independence and safety of families.
131	2023-10-28	Kristine Cleghorn	Kristine Cleghorn		Aldgate , Australia	This development does not add to the community - in fact it detracts from it. We don't need these services and the local operators who have been here for years don't need their business taken away from them.
132	2023-10-28	Jessica Hill Smith	Jessica Hill Smith		Adelaide, Australia	
133	2023-10-28	Daniel Ogden	Daniel Ogden		North Hollywood , United States	
134	2023-10-28	Otto Smart	Otto Smart		Port Elliot, Australia	
135	2023-10-28	Billy Finnemore	Billy Finnemore		Adelaide , Australia	
136	2023-10-29	Amanda Peisley	Amanda Peisley		Stirling, Australia	I'm signing because I completely disagree with this development. It is totally unnecessary and the area is residential not commercial. It needs to stay that way. Not to mention protecting the safety of our kids,

						this development would cause additional traffic and safety issues along the pedestrian pathway used by so many kids in the area.
137	2023-10-29	Alan Parrott	Alan	Parrott	Adelaide, Australia	
138	2023-10-29	Leonie Robson	Leonie	Robson	Stirling, Australia	I'm signing this petition because this is a residential location, it is already a very busy rd with children on bikes, buses and local traffic creating significant congestion .. I drive on this road multiple times / day
139	2023-10-29	Chris Robdon	Chris	Robdon	Stirling, Australia	I'm signing this petition because the road is far too congested already
140	2023-10-29	Kat Newman	Kat	Newman	adelaide, Australia	I am signing because I do not think this is an appropriate use of this land; i do support commercial/residential mix - we need more flexibility - but not this on busy Pomona Rd/single footpath/bike track/public park/clients mostly all at one time - not spaced.
141	2023-10-29	Jonny Moran	Jonny	Moran	Stirling , Australia	Poorly planned development that will overwhelm the street and crest traffic chaos. This is a residential area!
142	2023-10-29	Morag Greenwood	Morag	Greenwood	Adelaide , Australia	I'm signing because putting a childcare centre in the middle of suburbia changes the residential appeal of the area. Additionally, adding even more traffic to a busy road becomes a safety issue. Allowing a two storey commercial building amongst tree filled private homes ruins the street appeal. If you have to approve it, do what you did to Aldi- single storey, stone, and sympathetic to the hills
143	2023-10-29	Catherine Evans	Catherine	Evans	Stirling , Australia	
144	2023-10-29	Sean Evans	Sean	Evans	Stirling, Australia	

145	2023-10-29	Ellen Fernandez	Ellen	Fernandez	Nsw, Australia	I am signing this in support of the community that live in the area.
146	2023-10-29	T T	T	T	Adelaide , Australia	
147	2023-10-29	Marika Turci	Marika	Turci	Adelaide , Australia	
148	2023-10-29	Lucy Hosking	Lucy	Hosking	Adelaide, Australia	
149	2023-10-29	Kylie Lush	Kylie	Lush	Aberfoyle park, Australia	
150	2023-10-29	Jai Tweeddale	Jai	Tweeddale	Winchelsea, Australia	Let the fam live in peace !
151	2023-10-29	Alex Pinches	Alex	Pinches	Adelaide, Australia	We do no want a multistory childcare center built on Pomona road
152	2023-10-29	Lahra Clifford	Lahra	Clifford	Adelaide, Australia	
153	2023-10-30	Sarah Mcnicol	Sarah	Mcnicol	Parkside, Australia	
154	2023-10-30	Paul Rogers	Paul	Rogers	Stirling, Australia	I'm Signing because this development is not within keeping of the Adelaide Hills Rural Neighbourhood Zone and will be a constant issue for immediate neighbours that have bought into this area for the residential nature of the local.
155	2023-10-30	al kid	al	kid	adelaide, Australia	this is inappropriate due to traffic safety/flow at school pickup times on a main thoroughfare.
156	2023-10-30	Katie Parker	Katie	Parker	Lenswood, Australia	I do not agree with the site chosen for the childcare centre. I believe there are safer places to have a centre
157	2023-10-30	Mark Logan	Mark	Logan	Stirling, Australia	I strongly object to the building of a commercial premises in the proposed location. It is a residential area and the proposed commercial property is not in keeping with the aesthetic and environment of the location. This is a residential road that is used by locals and children walking / riding to &

from the local primary school (SEPS) and will not support an increase in volume of traffic; traffic that would present a significant safety concerns to children and local residents.

Stirling does not need a local, residential street ruined by a commercial premises and the associated, unsustainable traffic, find somewhere more suitable.

158	2023-10-30	Anthony Ferencz	Anthony	Ferencz	Stirling, Australia	
159	2023-10-30	Niki Walker	Niki	Walker	Stirling, Australia	<p>I object to the building of the childcare centre at 52 Pomona Road, Stirling 5152 for the following reasons:</p> <ol style="list-style-type: none"> 1. There will be a dramatic increase in traffic in a quiet residential area. 2. The increase in traffic will result in added danger to children cycling to nearby schools. 3. The planned car park has one entrance and exit, meaning that there will be roads blocked with cars, again increasing danger for children and causing huge inconvenience for residents in the area. 4. Environmental concerns: the plan is to cut down trees on the plot and build a large incongruous commercial building. 5. Environmental context: this area is residential with low rise houses, surrounded by nature and space.
160	2023-10-30	Simon Gilligan	Simon	Gilligan	Stirling, Australia	<p>I object .. a 30 space car-park to support 118 child care places, with let's say 5-10 staff, daily delivery vehicles and 118 parents and their 118 cars to all converge at pickup and drop off times. This can only overflow into Pomona Rd .. which doesn't have on-street parking. My 12 year old son cycles Pomona Rd frequently (for school at Stirling East Primary and to the Pomona Rd</p>

Bike/BMX track). All this extra traffic will be dangerous for him and all children doing the same. This area is residential .. what residential block is ever intended for a 30 space carpark, almost 1000 sqm of multi-storey commercial space, and removal of all trees? Even if Stirling did need another childcare centre, this is plan doesn't stack up.

161	2023-10-30	Tess Moran	Tess	Moran	Stirling, Australia	This would be a terrible decision for the residents in this area. No thought has been given to the traffic congestion this will create. This is a residential area!!
162	2023-10-30	Rebecca Myers	Rebecca	Myers	Reid, Australia	
163	2023-10-30	Taylor Matheson	Taylor	Matheson	Evandale, Australia	
164	2023-10-30	Abbey Matsen	Abbey	Matsen	Adelaide, Australia	
165	2023-10-30	Lucy Giles	Lucy	Giles	Adelaide, Australia	This is crazy!!!!
166	2023-10-30	Kelly Logan	Kelly	Logan	Crafers West, Australia	I drive past this site regularly, my sons are/have been attending Stirling East Primary School and the traffic at both ends of Pamona Road is already congested. For the residents nearby, a childcare centre would be extremely disruptive to their residential setting. It is a different situation if you choose to purchase a property next to a school, kindergarten, child care centre but it is unjust to have this forced upon you.
167	2023-10-30	Will Verco	Will	Verco	Kent Town , Australia	
168	2023-10-30	Alice Dolling	Alice	Dolling	Summertown, Australia	
169	2023-10-31	Lucy Barrie	Lucy	Barrie	Adelaide, Australia	
170	2023-10-31	Ruby Digiusto	Ruby	Digiusto	Fullarton , Australia	
171	2023-	Lachlan Cox	Lachlan	Cox	ASHTON,	

	10-31				Australia	
172	2023-10-31	Jessica Robson	Jessica	Robson	Adelaide , Australia	
173	2023-10-31	Jayden Ferencz	Jayden	Ferencz	Stirling, Australia	
174	2023-10-31	Marc Poulain	Marc	Poulain	Stirling , Australia	This is a residential area and such a project shouldn't even been considered. It is going to cause chaos on an already busy road and disturbance to the local residents. 4 childcare centres in a small community like Stirling are already enough!
175	2023-10-31	Bree Leahy	Bree	Leahy	London, United Kingdom	
176	2023-10-31	Bianca BIAN	Bianca	BIAN	Stirling, Australia	
177	2023-10-31	Elke Hodge	Elke	Hodge	Stirling, Australia	
178	2023-11-01	Jane Bray	Jane	Bray	Adelaide , Australia	
179	2023-11-01	Kris Morrison	Kris	Morrison	Stirling, Australia	There are plenty of childcare options in Stirling already. This is not a place for a childcare centre. Its a residential area with a heavy traffic flow all parts of the day. There are already close calls with the children that frequent the bike park nearby. I believe there may have actually been an accident involving children at said place. The increase in traffic and noise will definitely impact on nearby residents.
180	2023-11-01	Greg Bond	Greg	Bond	Aldgate, Australia	This will attract unnecessary traffic to an already over utilised cut through road in Stirling. The additional child care capacity will put pressure on the 3 existing facilities which already have availability, so a 4th is totally unnecessary, Mount Barker and Bridgewater require this facility more so than Stirling, so why does it need to be located in Stirling.
181	2023-11-01	Martin Turner	Martin	Turner	Adelaide, Australia	The size and height of this development is

						not appropriate for a residential area.
182	2023-11-01	Richard Gunner	Richard	Gunner	Stirling, Australia	
183	2023-11-02	Elizabeth Gunner	Elizabeth	Gunner	Stirling, Australia	Stirling and surrounds are already well serviced by child care centres, another in a residential area makes no sense, particularly on an already busy road, which is a thoroughfare for accessing the freeway. There would need to be significant changes to the road to create safe access to the site, safe passage for pedestrians and prevent traffic management issues. It is not an appropriate site at all.
184	2023-11-02	Mandy Walker	Mandy	Walker	Aldgate, Australia	This development does not belong in a residential area of high bushfire danger.
185	2023-11-02	Sheridan Morton	Sheridan	Morton	Stirling, Australia	it represents a further incursion of commercial land use into residential area. it is bringing vulnerable people (children) into a bushfire zone without consideration of the effect of this in emergency situations the business will be in competition with existing childcare providers (I think one may be a community run one) the building developments proposed are not in keeping with the surrounding area if a resident proposed house renovations with this scale, foot print and overlooking neighbours it would not be allowed complications with traffic management which have already been detrimentally effected by the rezoning to higher density around the Duxton/aldi development which are still to increase as the higher density housing area is sill to be built and population increases are yet to occur
186	2023-	Chelsea	Chelsea	Arnold	Bridgewater,	

	11-02	Arnold			Australia	
187	2023-11-02	Ann Kellett	Ann	Kellett	Stirling, Australia	This is an inappropriate development of a heritage listed property in a residential area. The increase in traffic is a major safety issue, the loss of the vegetation abhorrent.
188	2023-11-02	Jane Chapman	Jane	Chapman	Stirling, SA, Australia	Major concerns to the volume of road, traffic to Pomona Road and Merrion Terrace. Plus road side traffic blocking easy passage through the township.
189	2023-11-03	Peter Herriot	Peter	Herriot	Stirling, Australia	I would like to register my objection to this proposal for multiple reasons. Firstly, the centre should not be built in this residential area. Secondly, Pomona Road is a busy road with an unbroken centre white line for much of its length. The proposal will worsen traffic congestion and cause a potentially hazardous increase in traffic and crucially also increase the risk to the pedestrians that frequent the busy Pomona Road footpath. Thirdly, there are ample child care centre already established in Stirling.
190	2023-11-03	Paul Adkins	Paul	Adkins	Mylor , Australia	Eye sore.
191	2023-11-03	Matthew Armstrong	Matthew	Armstrong	Stirling, Australia	The location is going to cause significant risk to pedestrian traffic. The proposal only provides adequate parking for staff with no consideration for the volume of drop-off and pick-ups. This will further aggravate pedestrian safety and traffic management.
192	2023-11-03	Vanessa Geerts	Vanessa	Geerts	Stirling, Australia	I live on Pomona Road and have significant concerns in regard to this proposed development. I will detail my concerns via the PlanSA site.
193	2023-11-03	Sandy Jones	Sandy	Jones	Aldgate , Australia	The child care development is in a residential end of the street and the traffic

is congested / turning
already in the Aldi ,
rear of Stirling shops,
Duxton and into
Meriton terrace

194	2023-11-03	Lalitha Pech	Lalitha	Pech	Aldgate, Australia	I oppose this development in a residential area
195	2023-11-03	Andrew Newman	Andrew	Newman	Stirling, Australia	I don't want a commercial facility in a residential area.
196	2023-11-03	Gail Newman	Gail	Newman	Stirling, Australia	I object to this commercial venture in a residential area.

Representations

Representor 70 - Vanessa and Jason Geerts

Name	Vanessa and Jason Geerts
Address	46 POMONA ROAD STIRLING SA, 5152 Australia
Submission Date	06/11/2023 03:14 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	
I have attached a letter addressing my concerns in Step 3.	

Attached Documents

VanessaAndJasonGeerts-6861243.pdf
VanessaAndJasonGeerts-6861317.pdf

Vanessa and Jason Geerts
46 Pomona Road
STIRLING SA 5152

3 November 2023

To whom it may concern,

RE: Development Application No. 23020199 - Proposal for Change of use to Childcare Centre at 52 Pomona Road Stirling

Our Submission below highlights our concerns and objections with the Proposed Childcare development at 52 Pomona Rd Stirling and highlights how many of the aspects presented in the proposal fall short of considering all impacts this development may have. We are also residents of Pomona Road for the last nearly 12 years and therefore we believe we have a good view of how this development will impact Pomona Road and the surrounding area.

The following categories will be addressed and highlight many of our concerns:

- Character and Amenity of Stirling and living in the Adelaide Hills
- Pomona Road Traffic Flow and safety
- Demographics of the area
- Bushfire risk
- Traffic congestion and parking
- Environmental Impacts
- Noise
- Tree removal
- Waste
- Lack of Community Engagement

Character and Amenity of Stirling and living in the Adelaide Hills:

This submission and development is significantly out of character for the area and does not take into consideration the character and amenity of the area at all. Like many hills residential streets we all have restrictions on our residential households to ensure we maintain green open spaces, a sense of community, protection for our trees and wildlife, peace and fresh air in the hills and a safe environment for residents and children to live, recreate and commute. This is why we live in the hills though and we value these restrictions. These are typical values of many hills residents in areas like Stirling and can be evidenced in many Community Engagements undertaken through Council in the last few years via the AHC Engagement Platform and looking

at many engagement outcome reports <https://engage.ahc.sa.gov.au/> . This is also evidenced in the Councils Strategic Plan and many of their goals <https://www.ahc.sa.gov.au/assets/downloads/council/Plans/Strategic-Plan/Strategic-Plan-2020-24.pdf> .

This type of development also sets a poor precedence for the rest of Pomona Road and other hills residential streets. If a typical hills house block can be converted from a standard or even large home to a development which removes almost all trees, and builds a huge two storey development bigger than a typical large 2 storey home and can put in a large concrete surface replacing all the green surface the size of a 30 car carpark space then the hills character and amenity is at a huge risk of having to approve similar future developments.

Pomona Road Traffic Flow and safety:

The following has not been considered nor mentioned in the proposal.

Pomona Road is a hub of activity for the community and as a resident I see a significant amount of children regularly visiting the bike park on Pomona Road which includes children riding along Pomona Road and Merrion Terrace (on the road) to access the bike park and Library. Pomona Road is also a regular commute route for young children walking to school (Stirling East, Crafers Primary and St Catherines) and older high school students walking to and from Mt Barker Road to and from bus stops. I regularly see school children, mums with prams and elderly people trying to cross over Pomona Road near the Mount Barker Road end and they wait for long periods of time relying on vehicles stopping to let them across and moving quickly incase another car zooms around the corner to enter Pomona Road or exit the Aldi car park or driveway leading to back carpark for shops and gym, etc. Since Aldi and additional housing developments have been built on Pomona Road increased traffic, congestion and near miss accidents (especially with bike riders) have increased especially around the Pomona Road and Merrion Terrace intersection which hasn't even been considered in the proposal along with other intersections. Having an additional up to 150 cars entering and exiting the proposed childcare centre (based on 119 children and approximately 26 staff), especially at peak times (morning and evening), will further increase traffic and therefore risks of safety to those (especially a lot of children) who regularly frequent Pomona Road and Merrion Terrace. Although Pomona Road has a 50kmh speed limit vehicles typically speed along this road with a police officer often opposite our home pulling people over and recently he pulled someone over doing 85kmh (this could be checked with SAPOL). I do not feel that Pomona Road is a safe road for a large and busy childcare centre at all.

Demographics of the area:

Stirling is typically an older demographic and as seen in the snips below from the Australian Bureau of Statistics have been relatively similar since 2016 and even decreased in 2021. Numbers and demographics do not really warrant additional childcare requirements in Stirling.

Births and deaths - year ended 31 December

Description	2016	2017	2018	2019	2020	2021
Births (no.)	375	338	377	362	350	375
Total fertility rate (births per female) (rate)	1.91	1.84	1.88	1.82	1.8	1.77
Deaths (no.)	201	211	194	248	234	253
Standardised death rate (per 1000 people) (rate)	4.4	4.2	4.1	4.3	4.3	4.6

Estimated resident population - Persons - year ended 30 June

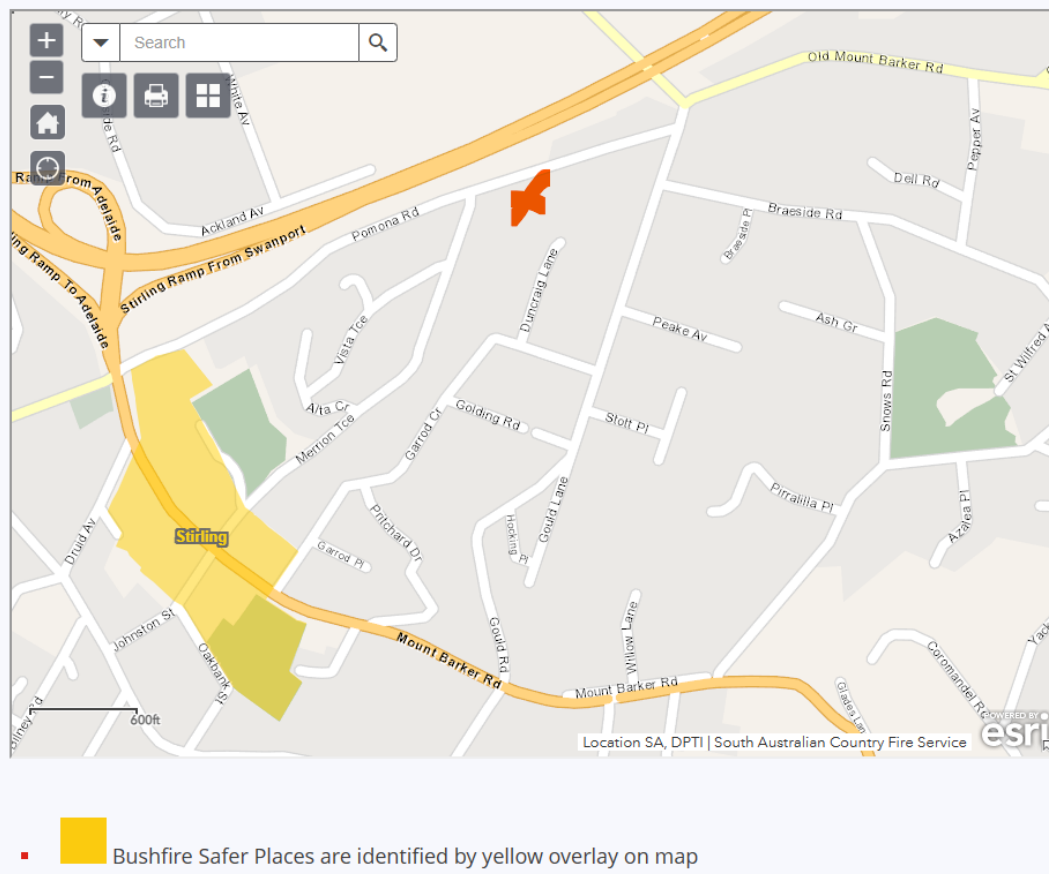
Description	2017	2018	2019	2020	2021
Persons - 0-4 years (no.)	2 055	2 048	2 047	2 086	2 055

I contacted the 3 childcare locations within Stirling with only one at capacity (Stirling Community ELC – waitlist until mid 2024) but, 2 still had multiple vacancies on any day of the week in all age groups (The Rangers and The Rangers ELC). Another childcare centre has just been approved on Johnston Street in Stirling and it is difficult to see that we really have a need for more especially in a busy residential street like Pomona Road.

Bushfire risk

Having worked for the CFS for 4 years in a bushfire preparedness role and having a bushfire survival plan for my home on Pomona Road I am deeply concerned about how the Centre and its staff, with 119 children, most who would all be requiring car seats would evacuate and transport all the children and make their way to the safer place of Stirling in an emergency bushfire situation. There would need to be significant systems and procedures in place to ensure the safety of all the children in this Centre and I did not see any of that addressed in the submission. Pomona Road is in a very high bushfire risk zone especially with the reserve across the road and the significant amount of vegetation on the other side of the freeway. A fire coming from the North would be a significant risk to the childcare centre and CFS resources if available would likely be protecting the Safer Place section of the township. The childcare centre about to be built on Johnston Street is in the bushfire safer place of Stirling but this childcare centre on Pomona Road is not in the safer place of Stirling. Below is a map of the location of the proposed childcare centre (red cross on map) and distance from Safer Place of Stirling (yellow highlighted area), which is still not a guaranteed location of survival in the event of a bushfire.

This map shows Bushfire Safer Places and Bushfire Last Resort Refuges. Use the print button to customise a map of your area.



Traffic congestion and parking

Plans show 119 places for children plus a minimum of 26 Staff. Parking is designed for 29 carparks which will in no way accommodate the number of people this childcare centre is planned for. As mentioned in the plan the planning and design code requires 0.25 parking spaces per child but there is no allocation provided for staff. Where will the minimum of 26 staff park? There is no safe parking along Pomona Road or Merrion Terrace and the nearest parking location is the graveled parking space opposite my home (46 Pomona Road) which is not set up for 26 or more vehicles at all and is used by those accessing the bike park, for eating their lunch, mushroom pickers, bus parking and more. The overflow of parking on Pomona Road will cause significant risks to safety and congestion and traffic flow issues for current road users including children from the bike park on an already busy road.

In the proposed plan it mentions that peak traffic generation has not only been assessed as higher than typically experienced at childcare centers in Greater Adelaide (not Adelaide Hills)

but has been guesstimated based on out-of-date data from 2015 and based on an RTA Guide from NSW not SA.

Also, from a CFS perspective I do not believe the car park would be easily accessible for a CFS fire engine (or ambulance). With the car park full there would be no turn around opportunity for these vehicles to come out of the carpark forwards as required by the building code.

Environmental Impacts

With Council announcing it is in a climate emergency this development in particular would be a significant contributor to multiple climate and environmental impacts. The car park will be replacing a natural green surface with bitumen (of a significant size – 30 car parks plus). Bitumen will have higher heat impacts than grass. Also, the removal of trees will further increase the localised heating impacts. In addition, runoff will be increased from the bitumised surface compared to a grassed area. With the location of the carparking area being less than 50m from a creek easement on property number 50 Pomona Road this could impact water quality which is a significant risk being in the Mount Lofty Ranges Watershed. The proposed rain gardens will likely be ineffective especially in winter when the ground reaches its capacity and all surface water from rain and runoff from that point will flow over the top of the rain garden and not be filtered through the rain garden.

Noise

The noise that a facility, such as this, with the potential to have 150 cars frequent the building throughout the day, (morning (6.00-9.00), lunch (12.00-13.00) (half day attendance) and evenings (17.30-18.30) would produce excess noise pollution. Cars starting, car doors closing, congestion of vehicles, people speaking on phones and parents and children leaving the proposed childcare centre would be extreme and detract from the reason many hills' residents move to the hills.

Children and staff in the outdoor play areas are not, of course, the only potential noise source. Other noise sources are on-site vehicles, increases in on-road traffic when caregivers drop off and collect children as well as noise from air conditioning plant and toilet and kitchen exhaust fans. Noise from indoor play areas also needs to be considered. (Such as musical instruments, bells, whistles)

All of the sound power levels as presented in the proposal are over the EPA recommendation. Appendix A in the proposal for the sound levels expected are all over the World Health Organisations 55dB especially when looking at the carpark activity. It is expected that fencing which is not in character with the area at all will reduce levels, but by exactly how much is unknown and not a guarantee. The Council will be opening itself up to ongoing complaints in regard to noise and nuisance from this development in a residential setting.

Also of great concern in the proposal in regard to noise is the expected noise considerations between 10pm and 7am where it refers to vehicle noise and plant running overnight. This will be unacceptable in a residential street for the centre to be running or being maintained over night.

Tree removal

Trees are absolutely essential to the health of our environment. The environment isn't the only reason the trees from 52 Pomona Road should not be removed. Trees have been proven to promote health and happiness, reduce noise pollution, add privacy and shade, reduce heating and cooling costs as well as their aesthetic beauty.

Additionally, if you remove a healthy tree from a property, you could also be destroying the home of any number of species.

The removal of healthy trees can also impact the surrounding plant life on neighboring properties as their deep roots draw water up to the earth's surface, making it available to surrounding plant life and thus impacting the transferring of essential nutrients. ABS Stats for demographics of Stirling.

Waste

It appears on the proposed plans that the waste collection bins for the proposed development will be about 3m from one of the residents' houses. Being a childcare centre which would accumulate near 100 nappies a day based on proposed numbers along with a significant amount of other waste it would be unreasonable to expect anyone to have that waste stored within 3m of their home.

Lack of Community Engagement

Lastly, I would like to express that not enough time nor effort has been given to ALL residents who would be impacted by this proposed development and this poor level of engagement is not representative of the Community Engagement Charter showing best practice on the PlanSA website. Only notifying the six or so residents adjacent to the proposed childcare centre has left a significant burden upon six or so residents to review, understand, seek clarification on, and then share, discuss and support other residents who are also potentially impacted. Having been involved with running a significant number of consultations for Councils I would have thought all residents along Pomona Road and Merrion Terrace as a minimum should have been notified by letter and entitled to at least 21 days to provide feedback (in this case letters were received by a few on Monday 16 October/Tuesday 17 October and feedback required by Friday 3 November which is only 18 days and less for everyone who heard about it a week or 2 later from neighbours who were informed). Also, the tiny sign with the QRcode that was erected out

the front of the property with an image not representing the enormity of the development at all was ineffective as most people walked past it and didn't even realise what it was when it went up including myself and others I spoke to.

I look forward to receiving a response to my submission and being kept in the loop with the next stages of this proposed development and hope that mine and others serious concerns are considered and this proposed development is rejected.

Yours sincerely

Vanessa and Jason Geerts

Vanessa and Jason Geerts
46 Pomona Road
STIRLING SA 5152

3 November 2023

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Description	2016	2017	2018	2019	2020	2021
Births (no.)	375	338	377	362	350	375
Total fertility rate (births per female) (rate)	1.91	1.84	1.88	1.82	1.8	1.77
Deaths (no.)	201	211	194	248	234	253
Standardised death rate (per 1000 people) (rate)	4.4	4.2	4.1	4.3	4.3	4.6

Estimated resident population - Persons - year ended 30 June

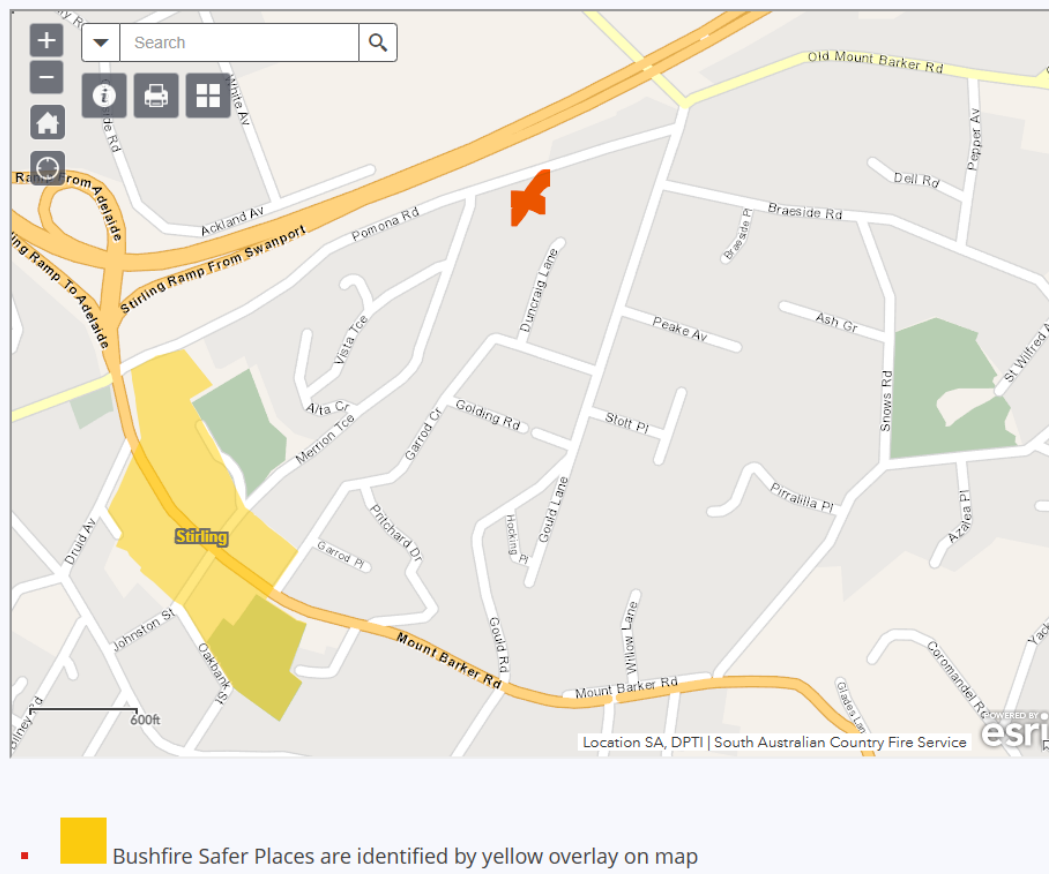
Description	2017	2018	2019	2020	2021
Persons - 0-4 years (no.)	2 055	2 048	2 047	2 086	2 055

I contacted the 3 childcare locations within Stirling with only one at capacity (Stirling Community ELC – waitlist until mid 2024) but, 2 still had multiple vacancies on any day of the week in all age groups (The Rangers and The Rangers ELC). Another childcare centre has just been approved on Johnston Street in Stirling and it is difficult to see that we really have a need for more especially in a busy residential street like Pomona Road.

Bushfire risk

Having worked for the CFS for 4 years in a bushfire preparedness role and having a bushfire survival plan for my home on Pomona Road I am deeply concerned about how the Centre and its staff, with 119 children, most who would all be requiring car seats would evacuate and transport all the children and make their way to the safer place of Stirling in an emergency bushfire situation. There would need to be significant systems and procedures in place to ensure the safety of all the children in this Centre and I did not see any of that addressed in the submission. Pomona Road is in a very high bushfire risk zone especially with the reserve across the road and the significant amount of vegetation on the other side of the freeway. A fire coming from the North would be a significant risk to the childcare centre and CFS resources if available would likely be protecting the Safer Place section of the township. The childcare centre about to be built on Johnston Street is in the bushfire safer place of Stirling but this childcare centre on Pomona Road is not in the safer place of Stirling. Below is a map of the location of the proposed childcare centre (red cross on map) and distance from Safer Place of Stirling (yellow highlighted area), which is still not a guaranteed location of survival in the event of a bushfire.

This map shows Bushfire Safer Places and Bushfire Last Resort Refuges. Use the print button to customise a map of your area.



Traffic congestion and parking

Plans show 119 places for children plus a minimum of 26 Staff. Parking is designed for 29 carparks which will in no way accommodate the number of people this childcare centre is planned for. As mentioned in the plan the planning and design code requires 0.25 parking spaces per child but there is no allocation provided for staff. Where will the minimum of 26 staff park? There is no safe parking along Pomona Road or Merrion Terrace and the nearest parking location is the graveled parking space opposite my home (46 Pomona Road) which is not set up for 26 or more vehicles at all and is used by those accessing the bike park, for eating their lunch, mushroom pickers, bus parking and more. The overflow of parking on Pomona Road will cause significant risks to safety and congestion and traffic flow issues for current road users including children from the bike park on an already busy road.

In the proposed plan it mentions that peak traffic generation has not only been assessed as higher than typically experienced at childcare centers in Greater Adelaide (not Adelaide Hills)

but has been guesstimated based on out-of-date data from 2015 and based on an RTA Guide from NSW not SA.

Also, from a CFS perspective I do not believe the car park would be easily accessible for a CFS fire engine (or ambulance). With the car park full there would be no turn around opportunity for these vehicles to come out of the carpark forwards as required by the building code.

Environmental Impacts

With Council announcing it is in a climate emergency this development in particular would be a significant contributor to multiple climate and environmental impacts. The car park will be replacing a natural green surface with bitumen (of a significant size – 30 car parks plus). Bitumen will have higher heat impacts than grass. Also, the removal of trees will further increase the localised heating impacts. In addition, runoff will be increased from the bitumised surface compared to a grassed area. With the location of the carparking area being less than 50m from a creek easement on property number 50 Pomona Road this could impact water quality which is a significant risk being in the Mount Lofty Ranges Watershed. The proposed rain gardens will likely be ineffective especially in winter when the ground reaches its capacity and all surface water from rain and runoff from that point will flow over the top of the rain garden and not be filtered through the rain garden.

Noise

The noise that a facility, such as this, with the potential to have 150 cars frequent the building throughout the day, (morning (6.00-9.00), lunch (12.00-13.00) (half day attendance) and evenings (17.30-18.30) would produce excess noise pollution. Cars starting, car doors closing, congestion of vehicles, people speaking on phones and parents and children leaving the proposed childcare centre would be extreme and detract from the reason many hills' residents move to the hills.

Children and staff in the outdoor play areas are not, of course, the only potential noise source. Other noise sources are on-site vehicles, increases in on-road traffic when caregivers drop off and collect children as well as noise from air conditioning plant and toilet and kitchen exhaust fans. Noise from indoor play areas also needs to be considered. (Such as musical instruments, bells, whistles)

All of the sound power levels as presented in the proposal are over the EPA recommendation. Appendix A in the proposal for the sound levels expected are all over the World Health Organisations 55dB especially when looking at the carpark activity. It is expected that fencing which is not in character with the area at all will reduce levels, but by exactly how much is unknown and not a guarantee. The Council will be opening itself up to ongoing complaints in regard to noise and nuisance from this development in a residential setting.

Also of great concern in the proposal in regard to noise is the expected noise considerations between 10pm and 7am where it refers to vehicle noise and plant running overnight. This will be unacceptable in a residential street for the centre to be running or being maintained over night.

Tree removal

Trees are absolutely essential to the health of our environment. The environment isn't the only reason the trees from 52 Pomona Road should not be removed. Trees have been proven to promote health and happiness, reduce noise pollution, add privacy and shade, reduce heating and cooling costs as well as their aesthetic beauty.

Additionally, if you remove a healthy tree from a property, you could also be destroying the home of any number of species.

The removal of healthy trees can also impact the surrounding plant life on neighboring properties as their deep roots draw water up to the earth's surface, making it available to surrounding plant life and thus impacting the transferring of essential nutrients. ABS Stats for demographics of Stirling.

Waste

It appears on the proposed plans that the waste collection bins for the proposed development will be about 3m from one of the residents' houses. Being a childcare centre which would accumulate near 100 nappies a day based on proposed numbers along with a significant amount of other waste it would be unreasonable to expect anyone to have that waste stored within 3m of their home.

Lack of Community Engagement

Lastly, I would like to express that not enough time nor effort has been given to ALL residents who would be impacted by this proposed development and this poor level of engagement is not representative of the Community Engagement Charter showing best practice on the PlanSA website. Only notifying the six or so residents adjacent to the proposed childcare centre has left a significant burden upon six or so residents to review, understand, seek clarification on, and then share, discuss and support other residents who are also potentially impacted. Having been involved with running a significant number of consultations for Councils I would have thought all residents along Pomona Road and Merrion Terrace as a minimum should have been notified by letter and entitled to at least 21 days to provide feedback (in this case letters were received by a few on Monday 16 October/Tuesday 17 October and feedback required by Friday 3 November which is only 18 days and less for everyone who heard about it a week or 2 later from neighbours who were informed). Also, the tiny sign with the QRcode that was erected out

the front of the property with an image not representing the enormity of the development at all was ineffective as most people walked past it and didn't even realise what it was when it went up including myself and others I spoke to.

I look forward to receiving a response to my submission and being kept in the loop with the next stages of this proposed development and hope that mine and others serious concerns are considered and this proposed development is rejected.

Yours sincerely

Vanessa and Jason Geerts

Memo - Response to Representations and RFI

To: Ashleigh Gade – Adelaide Hills Council

From: James Rhodes – Ekistics Planning and Design

Date: 2 February 2024

Applicant: Development Holdings Pty Ltd

Application ID: 23020199

Proposed Development: Change of use to child care centre including partial demolition of a Local Heritage Place, alterations and additions to a Local Heritage Place, deck, retaining walls and fencing

Subject Land: 52 Pomona Road, Stirling

Dear Ashleigh

We write in response to the Council Request for Information ('RFI') received on 25 October 2023 and the 70 representations received during public notification. Our responses are provided on behalf of the applicant, and have been grouped under general headings to address the matters raised by representors and in the RFI. Our response is to be read in conjunction with the original Planning Statement (dated 10 July 2023) and Response to Request for Further Information Memo (dated 27 September 2023).

Our response is supported by the following documentation:

- **Response Appendix 1** – Summary of Representor Concerns prepared by Ekistics;
- **Response Appendix 2** – Revised Architectural Plans prepared by Brown Falconer;
- **Response Appendix 3** – Response to Representations Letter prepared by CIRQA;
- **Response Appendix 4** – Revised Environmental Noise Assessment prepared by Sonus;
- **Response Appendix 5** – Existing Streetscape Montage prepared by Ekistics; and
- **Response Appendix 6** – Revised Stormwater Management Plan and Retaining Wall Markup prepared by CPR Engineers.

1. RESPONSE TO REPRESENTATIONS

The application was subject to public notification between 16 October 2023 and 3 November 2023. Of the 70 representations received, 68 of the representors indicated they were opposed to the development, while one representor

supports the development and another representor supports the development with concerns. 23 representors indicated that they wish to be heard.

The one representor in support resides 85m from the subject site and expressed that there is demand for additional childcare places and that the availability of childcare is important for the economy. The representor also stated; “*the development looks attractive and appropriate for the area.*”

A full summary of the representors’ concerns is attached as **Appendix 1**. The representations commonly raised the following concerns:

- Commercial land use in a residential area
- Several child care centres exist in Stirling and an additional facility is not required
- Building comprises two levels
- Design not complementary to local heritage place
- Increase in traffic on a busy road
- Insufficient car parking provision
- Noise generation causing annoyance
- Danger to pedestrians and cyclists along footpath with limited lines of sight
- Concerns with bushfire risk
- Removal of vegetation on-site
- Concerns with stormwater management and impacts on the Mt Lofty Ranges Watershed

Our response has been grouped under headings below.

1.1. Land Use

In response to concerns raised by representors about a ‘commercial’ land use in a residential area, we highlight that a ‘child care facility’ is explicitly listed as an envisaged form of development within the Rural Neighbourhood Zone pursuant to DPF 1.1.

PO 1.1 of the Rural Neighbourhood Zone contemplates rural residential development together with a range of complementary non-residential uses which are compatible with the amenity and character of the locality.

The Zone seeks non-residential development that improves community accessibility to services (PO 1.4) and in respect to the scale of various forms of non-residential development, primarily in the form of the following:

- (a) *small-scale commercial uses such as offices, shops and consulting rooms*
- (b) *community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services*
- (c) *services and facilities ancillary to the function or operation of supported accommodation or retirement facilities*
- (d) *open space and recreation facilities*

Whereas the Zone provisions (PO 1.2 and PO 1.4(a)) specifically seek to restrict the 'scale' of commercial uses, the Code does not apply such limitations to community service uses (including child care centres). Conversely, various community service uses specifically contemplated within the Zone (including educational establishments and places of worship) are, by their very nature, generally larger in scale and of greater intensity when compared with childcare centres.

Zone PO 1.3 seeks to ensure non-residential development is sited and designed to complement the residential character and amenity of the neighbourhood. In short, the proposed building design achieves all relevant criteria for buildings within the zone (e.g. setbacks, height, site coverage, etc.), is comprehensively landscaped, the development appropriately manages noise, traffic and stormwater and therefore will complement the residential character and amenity of the neighbourhood.

In relation to demand for the child care centre, we highlight that a child care is a contemplated form of development within the Zone and demand data is not required for the proposed application. Notwithstanding, the operator and developer have both completed comprehensive analysis at a regional context which has demonstrated sufficient demand exists within the local region (even including other recent child care centre approvals). This analysis is completed prior to seeking acquisition of sites, let alone the lodgement of a development application.

Further, the Council Assessment Panel granted Planning Consent for a child care facility (DA 23018174) within the same zone at 35 Paratoo Road, Stirling on 10 January 2023, demonstrating the suitability of the land use within the Rural Neighbourhood Zone.

Overall, in our opinion, the proposal will complement the residential character and amenity of the neighbourhood (Zone PO 1.3) given the proposal achieves all relevant building design criteria within the Zone, is comprehensively landscaped, and will not unreasonably impact the locality by way of noise or traffic.

1.2. Building Design

The proposed development satisfies all Zone DPF provisions pertaining to building height, building setbacks and site coverage. In relation to concerns with the two level building design, we highlight the proposal achieves the 'low rise' built form (1-2 levels) desired within the Zone; meeting PO 2.1 & DPF 2.1. The low pitch roof design purposefully reduces the height of the building. The proposed building will appear as a single storey building to the east and south (rear) through a combination of carefully considered site works and finished levels, as depicted in the Fence Elevations plan within **Appendix 2**. Furthermore, the building will primarily be screened from the Pomona Road frontage, as depicted within the Section plan in **Appendix 2**.

While the building will appear as a two storey building at its west elevation, the building will be separated over 20m from the western site boundary and be substantially screened by existing and proposed vegetation.

1.3. Heritage

The proposed design has evolved through iterative advice from qualified heritage architects, DASH Architects, from site selection through to the design in its current form. Notably, Council's qualified heritage architects, Gillette Grieve Anderson,

have not raised issue with the revised and current design (following our RFI response to several minor comments). On this basis, the proposal satisfies the relevant provisions of the Local Heritage Place Overlay in that the proposal retains as much of the remnant heritage fabric as possible, and adaptively reuses the heritage place, with new works complementing the heritage values of the 'The Coach House' (Heritage ID 15134).

1.4. Transport

CIRQA have provided design advice and an assessment for the proposal. CIRQA are specialist traffic consultants with significant experience in the design and operation of child care centres, having worked across over 100 approved child care centre developments within the last 5 years. A response to the general concerns of the representors and a sight line assessment, has been prepared by CIRQA and attached at **Appendix 3**.

It is noted that Council's internal engineers have not raised any traffic concerns with the access arrangements, car parking, and impact on the surrounding road network.

CIRQA confirm that peak parking demands (including staff and parent/visitor parking) can be wholly accommodated on-site, with no reliance on on-street parking. The proposal achieves the recommended car parking rate specified within the Planning and Design Code.

CIRQA's SIDRA analysis demonstrates the proposal will not unreasonably impact on the surrounding road network, and nearby intersections will continue to operate at a high level of service (A & B). CIRQA also estimate that the Pomona Road intersection with Merrion Terrace will accommodate similar, but likely lower, traffic volumes. CIRQA's analysis is conservative in that it assumes that all movements associated with the child care centre are new trips on the network when in reality, a portion of traffic generated by the child care may be existing trips with parents/caregivers dropping-off/picking-up their children as part of their commute/school run.

We highlight that the peak periods of child care centres do not necessarily align with the general commuter peak hours periods. In addition, a child care centre does not function like an educational establishment where there is one start and finish time for everyone. Instead children are typically dropped off to, and picked up from, a child care centre over a broader window in both the morning and afternoon.

In relation to pedestrian and cyclist safety, CIRQA's Sight Line Assessment confirms that sufficient sight lines will be provided on the driveway for pedestrian safety at the site boundary and at the existing footpath in accordance with Australian Standards. Sufficient sightlines will also be provided in either direction along Pomona Road in accordance with Australian Standards. Pedestrian movements are separated from the driveway entrance to the site, thereby reducing any potential conflicts between road users within the site.

1.5. Noise

Sonus are qualified acoustic engineers who have prepared a new environmental noise assessment which reflects the newly applicable *Environment Protection (Commercial and Industrial Noise) Policy (2023)* (noting this replaced the *Environment Protection (Noise) Policy 2007* in Oct 2023). The original report lodged initially with the application was based on the

applicable (now revoked) policy at the time. In addition, Sonus' report reflects the predicted traffic movements in the CIRQA traffic and parking report (following concern raised by Phil Brunning).

The recommendations of the Environmental Noise Assessment did not change. Therefore through taking into account the predicted traffic movements outlined by CIRQA, the proposal continues to meet the relevant Noise Policy goals and thereby ensuring noise generated by the development will not unreasonably impact the amenity of sensitive receivers (Interface Between Land Uses PO 4.1).

1.6. Vegetation Removal

In relation to concerns raised with removal of vegetation on-site, we understand that no native vegetation is located on-site nor are Regulated or Significant Trees located on-site. To ensure the proposal remains consistent with the prevailing landscape character within the locality, a comprehensive landscape plan has been prepared. A range of trees, screening shrubs, low level shrubs, grasses and ground covers are proposed which complement the character of the locality and accord with the relevant provisions of the Code. The planting palette comprises a mix of native species and species endorsed by Council for Stirling. All trees proposed near site boundaries range from mature heights of between 6m and 20m.

The site boundaries will be extensively screened with landscaping, noting the existing screening shrubs within the road verge will effectively screen the proposal from Pomona Road, as referenced in **Section 2.1** below. East of the crossover, all verge hedging will be retained. West of the crossover, minor clearance of the unkempt/unmaintained shrubs will be required to achieve compliant sight lines.

While childcares do not always provide artificial turf in lieu of natural turf, should this occur, we note artificial turf is permeable and will be sited atop compacted sub-base (such as sand, crushed stone and levelling layer), which ensures water permeates through to the subterranean soil further below.

1.7. Bushfire

We understand the operator, Eden Academy, regularly prepare bushfire safety plans prior to occupation for all of their child care centres across Australia to ensure the safety of staff, children and visitors/parents in bushfire events is paramount. For example, this may include not operating the child care on days where bushfire risk is extreme/high. We fully anticipate that a bushfire safety plan will be prepared following the potential granting of Planning Consent.

In addition, in obtaining a future Development Approval, the required Building Consent and associated bushfire management-related requirements of the relevant building codes will need to be satisfied. We note the applicant is currently liaising with a fire engineer and bushfire specialist in this respect, in the event that the Planning Consent is issued.

1.8. Stormwater

In relation to the queries raised by Representor No. 69 which raised matters pertaining to stormwater management, we highlight that the Council provided stormwater criteria at the planning stage which has been appropriately adopted.

Council’s engineers have therefore not raised concerns with the proposed stormwater design to manage stormwater (quantity and quality). Detailed stormwater design will occur during the building stage.

2. RESPONSE TO RFI

The second Request for Information dated 25 October 2023 requested a streetscape perspective plan, clarification of levels on-site, and fencing elevations with a natural ground level line provided. Additional concerns were also provided regarding waste management.

2.1. Streetscape

A streetscape context plan has been prepared by Ekistics that depicts the existing views of subject site and the two adjoining sites at 50 and 54 Pomona Road (refer **Appendix 5**). This streetscape context plan depicts that the majority of the subject site is substantially obscured by tall vegetation located within the road verge along the majority of the Pomona Road frontage. Within this frontage there are two breaks in this vegetation to facilitate pedestrian and vehicle access; with one allowing for access to a walkway near the eastern boundary and the wider of the two openings allowing for vehicle access, and situated nearby the western boundary. The plan depicts the two adjoining properties as having continuous tall hedges, with breaks in screening available to allow for driveway access only. Importantly, the hedging forward of the subject site is taller than the hedging on the two adjoining properties. In our opinion, a 6m wide driveway opening for a site with 57.9m street frontage is not unreasonable and is, in fact, befitting of the character of the existing streetscape. This will also make substantial use of the existing vegetative screen at the front of the subject site, reducing visibility of the proposal from Pomona Road.

In addition, the Sections provided within the architectural plans (refer to **Appendix 2** and **Figure 2-1** below) have been updated to include pedestrian sightlines from the road verge to the development. The diagram takes a conservative approach in that a 4m hedge height is used even though we estimate the hedging to be 4-5m (if not taller) in height. In addition it is noted that pedestrian sightlines have been analysed using the northern extent of the Pomona Road reserve, despite there being no footpath for pedestrian access. Using these conservative measures, the section confirms that the existing hedging forward of the site will substantially obscure views to the proposed built form.

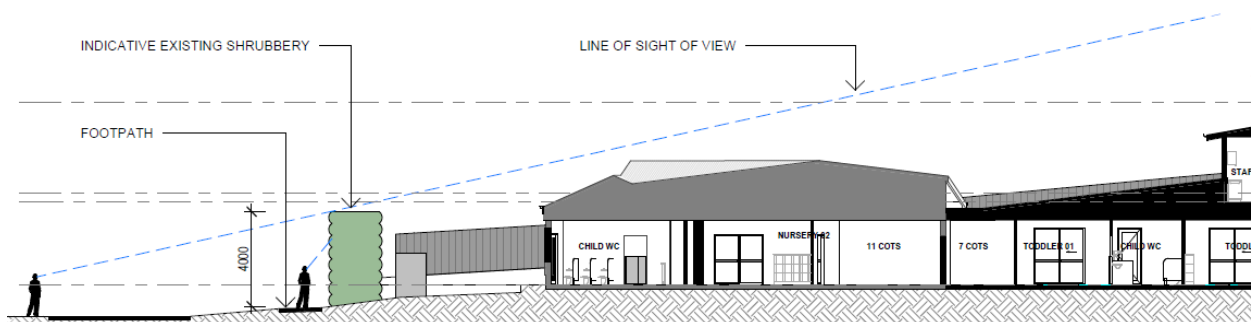


Figure 2-1 Section plan depicting pedestrian lines of sight from the public realm

The streetscape render provided within the first RFI response package and in in **Figure 2-2** below provides a view into the site (where no vegetation exists) from Pomona Road and we note the existing verge landscaping west of the crossover has been ‘ghosted’ in the streetscape render (to show the proposed built form), however this landscaping would further screen views into the site.



Figure 2-2 - Streetscape render (with existing verge plantings west of crossover ‘ghosted’)

We consider the proposed plans and response above appropriately addresses the requested information.

2.2. Site Levels

CPR Engineers have added a further markup to their civil plan to provide clarification on whether retaining walls are for the purposes of retaining cut or fill (or both). The plan depicts that along site boundaries, the retaining walls will be retaining cut. Therefore, retaining walls will not be viewable from the adjoining properties.

The civil plan notes the bench level of the proposed additions. The outdoor play areas are not flat (but have a very low grade) and existing spot levels in various locations of the outdoor play areas, car park and footpaths are provided as ‘P’.

2.3. Fencing Elevations

The fencing elevations have now been updated to note the missing natural ground level line on the west, north and south elevations. These fence elevations confirm that retaining walls will not be viewable from the adjoining properties.

We note the heights shown in the elevations are accurate, however the visual depiction can be indicative in some cases, noting the 2d nature of elevations. For example, the land slopes upwards to the rear of the site (with the car park levels going from 501.5m AHD to 503.8m AHD) and visually appears to have disconnected elements within the elevation.

2.4. Waste

Waste will be collected via private contract twice or more per week, as needed. Private waste collection will occur in accordance with the *Local Nuisance and Litter Control Act 2016* while the centre is not in operation (i.e. with an empty car park), including within a half hour window during weekdays and on weekends.

In relation to bin collection, the bins will be located on the same level as the car park. The stormwater management plan has been updated to reflect the correct retaining wall location, as depicted below in **Figure 2-4**. In addition, the site plan has been updated to correctly depict a 1.8m tall fence forward of the waste area. Accordingly, waste collection staff will park the truck, wheel bins from the dedicated waste storage area to the back of the truck, empty the bins, and wheel the bins back to the waste storage area, and leave the site.

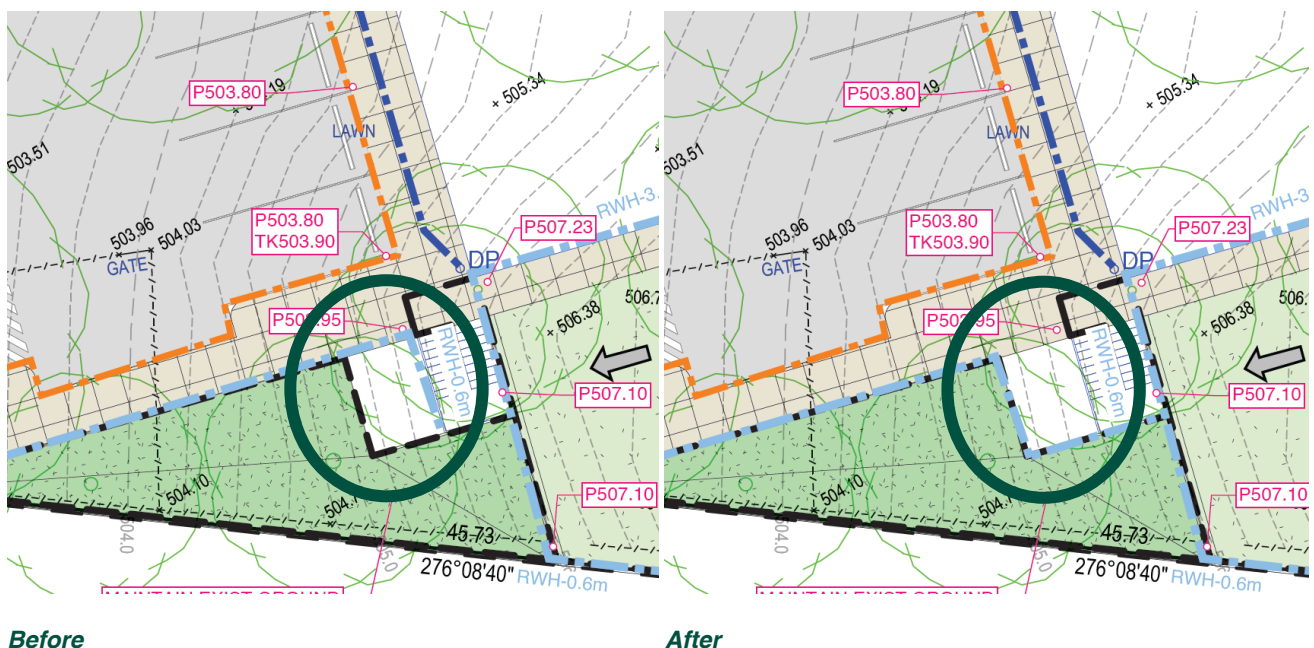


Figure 2-3 Before and After Comparison of Updated Retaining Wall Location

3. CONCLUSION

We are confident the above responses will assist in your planning assessment and consideration of the key issues.

We note that 23 representors have expressed a desire to be heard before the Council Assessment Panel in support of their submissions. Accordingly, we respectfully request the opportunity to also make a personal deputation to the Council Assessment Panel to address matters raised by representors, as well as answer any questions of panel members.

Subject to Council's consideration of our response to the request for further information and to the representations, we respectfully request that the matter be presented the Council Assessment Panel meeting in February 2024.

Please contact me on (08) 7231 0286 should you have any further queries in relation to this development application.

Yours Sincerely,



James Rhodes
Planning Consultant

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
1	Jason Jacob	61 Pomona Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Increased traffic on narrow, busy road Concerns people will park on nature strips and potential abuse of parkland Increase in noise Decrease in property value Already have multiple childcare services in Stirling
2	Katherine Jacob	61 Pomona Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Increase traffic and cause congestion on busy road Decrease in property value Car park and signage are an eyesore Increase in noise Already have multiple childcare services in Stirling Heritage houses should be elevated and not altered negatively for business purposes
3	Ann Temme	1 Braeside Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Pomona Road is very busy with school traffic – am & pm peak periods align with childcare centre Increase in traffic congestion Increase in noise Inconvenient for existing commuters and surrounding residents Commercial businesses should be kept in appropriately zoned precincts
4	Carolyn Kew	28 Gould Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Wrong location and not required
5	Gail Newman	25 Vista Terrace Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Increased traffic on busy road and result in lack of safety Commercial use in residential area Other areas in Stirling more appropriate for a child care
6	Matt Richards	14 Lesley Crescent Crafers SA 5152	No	Opposed	<ul style="list-style-type: none"> Against high traffic businesses along a residential thoroughfare 2 storey building for commercial purposes not befitting this location

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
					<ul style="list-style-type: none"> Childcare in between residences along this road in not in the spirit of hills living and residences
7	Lesley Nadin	40 Pomona Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Concern that proposed development is in residential street Concern with scale, heritage listing and busy road at school times
8	Geoffrey Purdie	51 Milan Terrace Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Proposed development is contrary to residential zone and in a residential area Believes child care centre won't be financially sustainable in Stirling
9	Nick Smart	PO Box 120 Oakbank	No	Opposed	<ul style="list-style-type: none"> Development will detract from beautiful area
10	Russell Gwynne	38 Bradshaw Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Inappropriate type of development for residential area – amenity concerns Increase in traffic on busy road Higher risk of collision for cyclists given additional traffic Proposal does not consider the right to peace and quiet for neighbours due to noise from children in a dense residential area Inappropriate bulk and scale Design is not sympathetic with the streetscape
11	Grace Rudd	1 Gould Lane Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Increase in traffic – major congestion Increased noise
12	Leah Chandler	PO Box 721 Strathalbyn SA 5255	No	Opposed	<ul style="list-style-type: none"> Additional childcare not required as capacity at other child care centres Unfair development for residents. There has been enough development.
13	Grace Crowley	19 Lewis Avenue Glen Osmond SA 5064	No	Opposed	<ul style="list-style-type: none"> No comments provided
14	Melissa Newman	5 Gould Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Street doesn't support the amount of traffic created by proposed development Footpath is currently narrow, and proposed development will increase risk of harm to pedestrians Removing the vegetation along street is a travesty

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
15	Matthew Armstrong	36 Merrion Terrace Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Proposed childcare is not aligned with the Rural Neighbourhood Zone Increase in traffic congestion and cause additional risk to pedestrians along Pomona Road, a major throughfare Concerned car park will only be used by staff and parents will be required to park in the street No adequate drop off and turn around areas
16	Sam Tregoweth	47 Braeside Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> No comments provided
17	Paul Rogers	PO Box 180 Marleston SA 5033	No	Opposed	<ul style="list-style-type: none"> Design is not considerate of locally listed heritage coach house Bulk of building not proportional to the character of the area Carpark is not keeping with the large yards and landscaping in the rural neighbourhood zone Large amount of excavation
18	Jane Conners	55 Pomona Road Stirling	No	Opposed	<ul style="list-style-type: none"> Proposed development is in residential zone Facility will affect surrounding neighbours – views, noise traffic Traffic increase on busy road Increase in traffic may be dangerous for children on bicycles Another childcare is not required in Stirling
19	Alicia Woolfall	11 Alta Crescent Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Loss of vegetation Increase traffic, noise and congestion Eyesore in residential area
20	Ann Kellett	29 Merrion Terrace Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Traffic increase on busy road Risk to cyclists with additional traffic Removal of residential property House and lush vegetation needs to be protected

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
					<ul style="list-style-type: none"> Multi-storey addition does not fit with the surroundings
21	Gavin Burgess	67 Gould Street Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Traffic increase to cause risk for cyclists with limited lines of sight
22	Emma Spriggins	69 Old Mount Barker Road Stirling	No	Support with concerns	<ul style="list-style-type: none"> Concerns development is in a residential area Hopes surrounding houses have been considered especially if multi-level Questions if car park will support the centre given the lack of street parking Concerns existing footpaths are narrow and on one side of the road
23	Iain Hay	80 Old Mount Barker Road Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> Safety risk to pedestrians and cyclists with cars crossing Pomona Road's single footpath Loss of green space and vegetation Development will compromise aesthetic character of heritage-listed building Proposed style of the development is more in tune with industrial neighbourhood Concerns with impact on property valuation Increased traffic volume Increased traffic congestion drop-off/pick-up times at junction of Old Mount Barker Road, Gould Road, Pomona Road Bus stop opposite the site will stop traffic on way to above-mentioned intersection Concerns new development will make the three existing childcares less viable Concerns other unwelcome developments will occur
24	Chad Elsegood	11 Vista Terrace Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Concerned with increased traffic and pedestrian activity Believes there is ample supply of child care services in Stirling
25	Connor Spriggins	69 Old Mount Barker Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Concerns childcare centre will affect traffic Concerns childcare centre will not fit in with community
26	Tiffany Bond	20 Coromandel Road	No	Opposed	<ul style="list-style-type: none"> Additional childcare centre is not needed as several child care centres exist

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
		Aldgate			<ul style="list-style-type: none"> Wants evidence of demand for a child care centre to know the purpose of the development Traffic increase on already busy road
27	Michael Spalding	76 Old Mount Barker Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Traffic increase on already busy road Development is not suitable for this site, 35 Paratoo Road application in better location next to current primary school Several existing childcares not at capacity, new child care not required
28	Robert Bullock	8 Fowler Street Woodside SA 5244	Yes	Opposed	<ul style="list-style-type: none"> Traffic increase on already busy road Loss of valuable trees on site and development will have a detrimental impact on the environment Recommends alternate sites with lower impacts to residential areas
29	Vince Rigter	38 Braeside Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Commercial development should not be in a zone primarily for residential living Development should be in a more suitable area adjacent main street Site has limited accessibility to public transport Traffic increase on narrow road with no on-street parking Concern with noise and disruption from vehicles
30	John Kallin	1 Vista Terrace Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Commercial development should not be allowed in a residential area Concerns re increased noise in quiet area Concerns re environmental impact Concerns development will change the whole environment of Stirling Additional childcare centre is not required Traffic increase on narrow road Increased congestion at roundabout on Mount Barker Road and junction of Pomona Rd & Gould Rd at school opening and closing times Concerns re child safety with increased traffic

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
31	Liang Tian	97 Old Mount Barker Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> • Heavy traffic in morning peak
32	Leong Charlesworth	22 Snow St Aldgate SA 5154	Yes	Opposed	<ul style="list-style-type: none"> • Council have identified Pomona Road as a hazardous road for traffic • Development causing risky behaviour as road does not have any off street parking with overtaking not permitted • Does not fit within the current residential area • Additional hazard during fire danger season to evacuate all children and will create additional stress on CFS and emergency services • Questions native vegetation approval • Not enough parking spaces • Queries whether a traffic model survey has been undertaken • Proposed entry and exit into site will cause future road maintenance & upgrades • Queries emergency response plan for evacuation of centre • Queries if CFS vehicles can access site • Queries if independent water supply to be provided for CFS in event of fire • Concerns re noise impact on neighbouring properties • Queries if risk assessment has been undertaken for noise hazards, risk and controls • Queries if a psychosocial risk assessment has been undertaken for the child care employees that will be affected by the negative community impact
33	Alison and Keith Hentschke	59 Gould Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> • New works will diminish the local heritage values of the heritage place and will dominate the heritage place • Works will negatively impact their 'Duncraig' heritage palace • Reduction in aesthetic enjoyment of the area • Concerned with noise generated • Decreased property value

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
					<ul style="list-style-type: none"> Traffic increase Increase risk of accidents at intersection of Gould Rd & Pomona Road Pomona Road struggles to provide a safe environment for cyclists and vehicles to co-exist. Development increases risk of accident.
34	Mark Thomas	28 Sheoak Road Crafers West SA 5152	No	Oppose	<ul style="list-style-type: none"> Concerns re multi-storey development Increased local traffic congestion in a residential area Questions if the service is needed
35	Elizabeth Gunner	104 Old Mount Barker Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Not appropriate in residential area Area well serviced by child care centres Traffic management would be significant to accommodate vehicles accessing the site Expects significant roadworks required
36	Victor Manley	63 Old Mount Barker Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Commercial development incompatible with residential area Pomona Road not large enough to accept large increase in traffic No designated area for emergency service vehicles on site (fire, ambulance, police) Queries provisions for evacuation in bushfire event
37	Hazel Ashby	2/86 Queen Street Norwood	Yes	Opposed	<ul style="list-style-type: none"> Concerns development is in a residential area Concerns re increase in traffic will cause an increased risk of accidents for children & those accessing the bike park Development is not sensitivity designed to blend in with surroundings
38	Phillip Forrest	19 Vista Terrace Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Commercial venture in a residential zone Concerns re size and aesthetics of building removing a heritage listed building Affects neighbours' enjoyment of living in community No need for another child care in the area

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
39	Jane Chapman	PO Box 440 Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> Concerns re increase in traffic Concerned no easy access for children to access carers vehicles & no easy drop off point Concern RE pedestrian safety at access point Querying if park across the road will be developed by Council for additional carparking
40	Mark Logan	12 Hill Street Crafers West SA 5152	No	Opposed	<ul style="list-style-type: none"> Commercial development in a residential area Concerned the footpath and road will not support an increase in traffic Safety concerns Concerned with illegal parking/standing Aesthetic risk to the neighbourhood
41	Rachel Boulderstone	12 Vista Terrace Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Business development in a residential area Traffic increase on Pomona Road where children ride bicycles
42	Ruth Ambler	38 Merrion Terrace Stirling SA 5152	No	Support	<ul style="list-style-type: none"> States there is a need for more childcare centres to boost the economy Development looks attractive and is appropriate for the area
43	Kris Morrison	3/15 Druid Ave Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Additional childcare not required – current centres have vacancies Concerns development is in a residential area Increase in traffic along busy road with children on bikes Concerned with noise will impact on residents
44	Jessica Grbin	8 Vista Terrace Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Increase in traffic Inadequate parking Does not want business in Stirling
45	Alexandrea Renneisen	PO Box 394 Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Commercial development in residential zones Traffic increase on busy road and at Mt Barker Rd roundabout & intersection with Gould Road

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
					<ul style="list-style-type: none"> Under-utilised childcare centres in the hills and Glen Osmond Road
46	Michael French	PO Box 291 Crafers SA 5152	Yes	Opposed	<ul style="list-style-type: none"> Is the operator of a child care in Stirling for 16 years Commercial development does not meet Zone PO 1.1 Scale of business (child numbers) does not complement spacious and peaceful lifestyle No demand for new child care centres based on experience of The Ranges Early Learning and Care Services operating 2 child care centres (albeit which have increased capacity recently) Seeks that the development is located in outer Hills areas Disagrees with CIRQA RE 20% of traffic flows via the Freeway. Expects most traffic to be from outside Stirling Completes an assessment against the out of centre general development policies Concern that too many child care centres have been built Seeks child care centres in residential areas are reduced to 30 places only
47	Amanda Rischbieth	10 St Margaret Drive Aldgate SA 5154	No	Opposed	<ul style="list-style-type: none"> Traffic increase will make the road dangerous Unlikely sufficient off-street parking has been provided for peak drop off and pickup times Sightlines poor at access point
48	Chloe McLeod	28 Merriton Terrace Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> Traffic increase on busy road Safety risk for young children
49	Nathan Brown	28 Merriton Terrace Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> High density childcare centre located in a non-commercial area Traffic increase impacting safety in area
50	Richard Gunner	104 Old Mount Barker Road Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> Traffic increase Danger to children accessing child care centre

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
51	Sameer Pandey	10 Bradshaw Avenue Crafers SA 5152	Yes	Opposed	<ul style="list-style-type: none"> Scale and commercial nature of the child care centre is not compatible with the Zone Believes there is an oversupply of child care services in Stirling Questions the accuracy of the projected traffic flows Increased noise levels Safety concerns during excursions Repurposing heritage building may compromise its historical significance Concerned child care centre will remain vacant once developed Expects Council will need to upgrade Pomona Road and that residents will have to pay for it
52	Amanda Peisley	9 Duncraig Lane Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> Commercial development in a residential area No turning circle provided & car park is tight Traffic increase on Pomona Road Dangerous for pedestrians and cyclists on Pomona Road footpath Two storey building will overlook all properties
53	Marion Favretto	14 Duncraig Lane Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> Traffic safety concerns for residents, pedestrians etc who use Pomona Road Traffic increase on busy, narrow road Removal of mature trees from property Objects to multi-storey development of any kind in residential area Proposed development doesn't keep with Stirling aesthetic of nature and trees Does not want views to back of a building or car park from his backyard
54	Helen and Greg Favretto	30 Main Avenue Frewville SA 5063	Yes	Opposed	<ul style="list-style-type: none"> Safety concern for drivers and pedestrians Traffic increase on busy, narrow road Pedestrian safety crossing Pomona Road will be compromised

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
55	Steve Abbott-Richards	110 Mount Barker Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Traffic increase on a busy road will be dangerous Adequate childcare centres in area Concerns regarding removal of vegetation
56	John Hill	118 Piccadilly Road Crafers SA 5152 Stirling District Residents Association Inc	Yes	Opposed	<ul style="list-style-type: none"> Commercial development in residential area High number of abutting residential properties Opposed to industrial style two storey building Noise impacts – recommended fencing will not mitigate Concerned with peak hour congestion 30 parking spaces is excessive Light pollution caused by unrestricted delivery and pickup times Removal of mature trees Rain garden to treat contaminated stormwater is inadequate No compatibility between heritage building and proposed development
57	Driller J Armstrong	402 Mount Barker Road Bridgewater SA 5155	No	Opposed	<ul style="list-style-type: none"> Multi-level building Removal of significant trees
58	Darren Peisley	9 Duncraig Lane Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> Development out of context with residential neighbourhood Traffic increase on a busy road Will invade privacy of nearby houses
59	Andrew Newman	25 Vista Terrace Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Commercial development in residential area Traffic increase on narrow single lane road will be dangerous Building is multi-storey Concern people will walk on road and on verge to access child care centre Concerns re lack of on-street parking Car park is a safety risk
60	Frank Guerriero	61 Snows Road	No	Opposed	<ul style="list-style-type: none"> Multi-storey commercial building on a heritage listed residential allotment

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
		Stirling SA 5152			<ul style="list-style-type: none"> • Traffic congestion • Risk to pedestrian safety on single footpath • Several existing child care centres & new facility not required
61	Sheridan Morton	3 Vista Terrace Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> • Commercial building in a residential area • Facilities bringing in large numbers of children into bushfire zone are better located on the plains • New facility will compete with existing childcare providers • Building scale, footprint, and overlooking of neighbours is not in keeping with the surrounding area • Traffic congestion to occur with new high density development on Pomona Rd • Several existing child care centres & new facility not required
62	Stephen Morton	3 Vista Terrace Stirling	Yes	Opposed	<ul style="list-style-type: none"> • Development does not consider the traffic flow impact on Pomona Road • Vehicles will queue on the road • Car park is tight • Facility requires dedicated slip lanes to enter & circular traffic flow in car park • Should prohibit right turns into/out of site • Facility will bring traffic from outside the immediate area, not passing traffic • Several existing child care centres & new facility not required • Other existing facilities have better on-street car parking and traffic flows
63	Hayley Conolly	13 Duncraig Lane Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> • Scale, intensity and form is incompatible with rural residential character & amenity • Development is not a community facility • Traffic congestion on busy road • Concerns re pedestrian safety • Spill over car parking to occur beyond the site

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
					<ul style="list-style-type: none"> Noise generation will be annoying Height of fencing is not characteristic of the area - too high Two storey addition has an institutional appearance, not domestic Bulk and scale of addition will dominate local heritage place Large car park is uncharacteristic of the locality Concerns re loss of mature vegetation Increase is non-permeable area Current condition of property should not justify the development
64	Jonathon Ashby	13 Duncraig Lane Stirling SA 5162	Yes	Opposed	<ul style="list-style-type: none"> Scale, intensity and form is incompatible with rural residential character & amenity Development is not a community facility Traffic congestion on busy road Concerns re pedestrian safety Spill over car parking to occur beyond the site Noise generation will be annoying Height of fencing is not characteristic of the area - too high Two storey addition has an institutional appearance, not domestic Bulk and scale of addition will dominate local heritage place Large car park is uncharacteristic of the locality Concerns re loss of mature vegetation Increase is non-permeable area Current condition of property should not justify the development
65	Anthony and Sarah Ferencz	57 Pomona Road Stirling SA 5152	No	Opposed	<ul style="list-style-type: none"> Commercial building in the Rural Neighbourhood Zone Traffic increase on busy Pomona Road Difficulty exiting their own driveway

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
					<ul style="list-style-type: none"> Noise generation will cause annoyance Fencing will be unsightly and not in keeping with neighbourhood Removal of mature vegetation Open car park will be highly visible Concerns RE disruptions during construction Several existing child care centres & new facility not required
66	Kristen Beltrame	50 Pomona Road Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> Commercial building in the residential zone Safety concerns for pedestrians / cyclists using the road Traffic generation will increase on-street parking, crossing the road, damaging verges Bushfire risk & evacuation of facility Insufficient car parking provision Environmental impact from carpark & tree removal Impact of runoff on water quality on Mt Lofty Ranges Watershed Depreciation of house values Noise generation will detract from locality Several existing child care centres & new facility not required Health issues of child with asthma and fumes from carpark
67	Laura Prest	56 Pomona Road Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> Traffic increase on busy road Reduction in property value Concerns re commercial development in residential area
68	Phillip Brunning	27 Halifax Street Adelaide SA 5000	Yes	Opposed	<ul style="list-style-type: none"> [Engaged by 20 parties] Repeats concerns of representors 63 & 64 Scale, intensity and form of the development is incompatible with rural residential

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
					<ul style="list-style-type: none"> • While listed as a contemplated use, facility is commercial in nature • Interprets the Code as seeking small scale low intensity non-residential uses and considers the proposal does not meet this • Development too intense with noise and traffic impacts • Not compatible with residential character due to: <ul style="list-style-type: none"> ○ earthworks and visual impact of retaining walls & fencing ○ building site coverage is excessive ○ visual mass of building in excess of dwellings in locality and with institutional design ○ visual impact of car park from public realm ○ signage uncharacteristic of the locality • Earthworks exceed DPF suggestion of max 1m in height excavation or fill • Removal of mature trees which are listed as values of the area in the Subzone DO • Heat island effect of portions of car park that will be unshaded • Outdoor play areas will be sited above hard surface contributing to additional runoff which should be considered in stormwater report • Expects verge vegetation will be removed • Expected Council upgrades to lighting, stormwater and road • Disagrees with heritage expert advice and that additions will dominate heritage place & that report should consider building curtilage • Environmental noise assessment is incorrect - undertaken from 7am start not 6.30am start • Car park lighting will be required and will be out of place • 15 minute period assumption in acoustic report not consistent with traffic report • Recommends peer review of all technical reports

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
					<ul style="list-style-type: none"> • Parking on road verge • Delays for vehicles exiting site in morning peak • Concern with right turn movements • Facility will attract users from outside local area • Believes facility is better located in activity centre
69	Thomas Prest	56 Pomona Road Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> • Development does not meet the provisions of the heritage provisions of the code and will dominate the local heritage place • Multi-storey building with car park will not complement residential character and amenity • Traffic report does not consider vehicle sightlines to footpath, street lighting, assessment of Merrion Tce & Pomona Rd intersection, assessment of eastbound traffic accessing the site • Vegetation removal on-site & earthworks effect on adjoining land • Minor plan edits – detention tanks do not reduce play area • Stormwater design has errors – runoff from play areas not considered & calculations not provided • Visual impact of 2.4m tall fencing • Several existing child care centres & new facility not required • Approximate tree measurements not to be relied upon for tree removal • Outdoor play area space requirements not met • Heritage assessment does not consider values of building interior • Seeks referral to SA Heritage Council or independent assessment • Seeks that arboricultural advice is sought for existing trees on-site • Seeks arboricultural assessment of trees on adjoining land • Car parking provision insufficient with staff required to park on footpath • Suggests channelised right turn lane

No	Representor	Address	Wishes to be heard	Position	Summarised Concerns/Comments
					<ul style="list-style-type: none"> • Insufficient stormwater detail provided in planning application e.g. needs music model • Stormwater assessment requires independent review • [Phil Brunning submission appended] • [Online petition summary attached]
70	Vanessa and Jason Geerts	46 Pomona Road Stirling SA 5152	Yes	Opposed	<ul style="list-style-type: none"> • Commercial development & car park in a residential area • Removal of trees on site • Scale of building • Safety for pedestrians & cyclists at intersection of Pomona Rd & Mt Barker Road • Merrion Tce & Pomona Road intersection not considered • Traffic increase on Pomona Road • Several existing child care centres & new facility not required • Concerns with evacuation in bushfire event • Insufficient car parking provision • Does not believe car park is accessible for a CFS vehicle • Environmental impact from carpark & tree removal • Impact of runoff on water quality on Mt Lofty Ranges Watershed • Noise generation will detract from locality • Concerned centre will operate overnight and generate noise • Waste bins located too close to dwelling • Unhappy with engagement process

Ref: 23160|JJB

24 January 2024

Mr James Rhodes
Ekistics
Level 3, 431 King William Street
ADELAIDE SA 5000

Dear James,

PROPOSED CHILD CARE CENTRE 52 POMONA ROAD, STIRLING

I refer to the proposed child care centre at 52 Pomona Road, Stirling. As requested, I have prepared the following response to the representations received during the public notification period. A number of the representations received raised concern in respect to traffic and parking impacts associated with the proposal (most of which are common between multiple representations). The key traffic and parking related issues raised by representors have therefore been summarised in italics below, followed by my response.

Impacts to on-street parking on Pomona Road

A number of representors raised concern that on-street parking conditions would be worsened on Pomona Road due to the proposal. It is important to note (as detailed in the original traffic report) that the proposal will provide sufficient parking on-site such that the Deemed-to-Satisfy criteria of the Planning and Design Code are met. Specifically, peak parking demands (including both staff and parent/visitor parking associated with the proposal) can be wholly accommodated on-site with no reliance on on-street parking.

It is also noted that on-street parking adjacent the site is generally restricted. Parked vehicles are required to provide at least 3 m of clearance to a continuous dividing line (as per the Australian Road Rules). The existing road width and centre line marking would generally not allow on-street parking adjacent the site. However, it is reiterated that parking demands (including both staff and parent/visitor parking) can be wholly accommodated on-site.

Appropriateness of the site's access design

It has been raised by a number of representors that the access design will not appropriately accommodate the traffic generated by the development. To assess the performance of the proposed access point, SIDRA modelling has been undertaken. The volumes generated during the peak hour of the child care centre have been added to the adjacent road network peak hour volumes for the purposes of the assessment. This approach is conservative as road network peak hours typically do not align with those generated by child care centres (as detailed in the original report). The modelled scenario therefore (again) provides a conservative assessment (i.e. the traffic volumes generated by the child care would be less than modelled during the road network peak).

The SIDRA modelling indicated that the access point would operate well below capacity for both the am and pm peak hours, with all movements at the access point reported to operate with a Level of Service 'A' (the highest rating able to be achieved). The traffic volumes generated by the proposal will therefore easily be accommodated at the proposed access point with a minimal impact on existing (through-bound) traffic on Pomona Road. Outside of the peak periods, the performance of the access will be better than identified by the analyses of the worst case ('centre peak' on 'commuter peak') scenario.

Pedestrian safety and sight lines

Representors have raised concerns about sight lines at the proposed access point and the potential conflict between vehicles and pedestrians. The Australian Standards (AS/NZS 2890.1:2004) identify a pedestrian sight line provision of 2.0 m by 2.5 m (measured from the property boundary) to accommodate sight lines between pedestrians and a vehicle exiting the site (refer Figure 1 below).

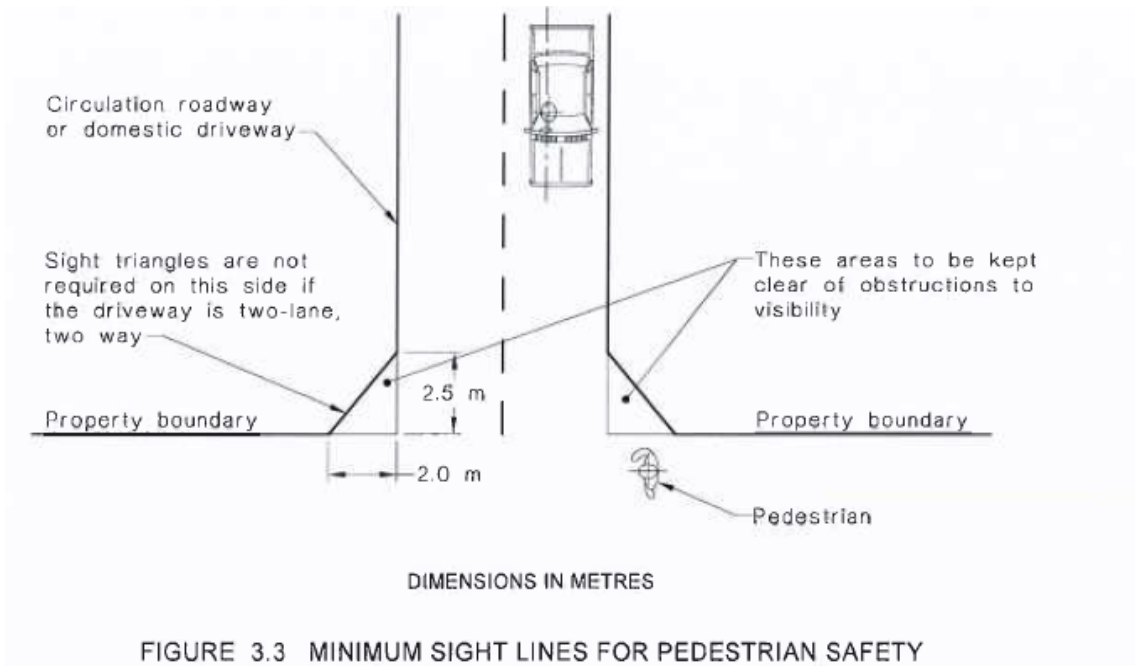


FIGURE 3.3 MINIMUM SIGHT LINES FOR PEDESTRIAN SAFETY

Figure 1 – minimum sight lines for pedestrian safety as identified in the Australian Standards (AS2890.1:2004)

This provision has been satisfied in the design of the access driveway at both the property boundary and at the adjacent footpath as illustrated on the attached plan (albeit the latter provision is not strictly required). Landscaping within these areas should be maintained at a height of less than 1 m to ensure that the sight line provisions are achieved.

In addition to the above, sight lines between vehicles exiting the site and vehicles travelling along Pomona Road will be provided in accordance with the Australian Standards (AS2890.1:2004). The proposed access point will enable the establishment of at least 45 m of sight distance in both directions as illustrated on the attached plan. Such a distance satisfies the sight line requirements of AS/NZS 2890.1-2004. It is noted that there is an existing sign (with vegetation growing on it) immediately adjacent the proposed access, associated with the subject site. This will be removed as part of the relocation of the driveway. Other vegetation within the verge (either side of the access point) is clear of the sight line provisions.

Additional traffic volumes adversely impacting upon the operation of the adjacent road network

A number of representors raised concern that the proposal will result in traffic 'congestion' on the adjacent road network. As part of CIRQA's original assessment (refer to CIRQA's traffic and parking report prepared for the subject Development Application), the key intersections near the site were identified and modelled using

SIDRA Intersection software. The SIDRA modelling indicated that the intersections of Mount Barker Road/Pomona Road/Avenue Road, Pomona Road/Gould Road, and Gould Road/Old Mount Barker Road currently operate below capacity. The modelling also identified that the intersections would easily accommodate additional traffic volumes associated with the proposal without adversely impacting upon their operation. While the intersection of Merrion Terrace with Pomona Road has not been modelled, it would accommodate similar (and likely lower) volumes than those associated with the other intersections assessed above. Based on the forecast distribution of movements and outcomes at the intersections modelled, it is considered that there would be minimal impact on conditions associated with the Merrion Terrace intersection.

Concerns that the child care centre will cause 'congestion' on the adjacent road network are therefore considered incorrect and contrary to the outcomes of the conservative modelling prepared as part of the Development Application.

I trust the above sufficiently responds to the Council and representor comments, however, please feel free to contact me on (08) 7078 1801 should you require any additional information.

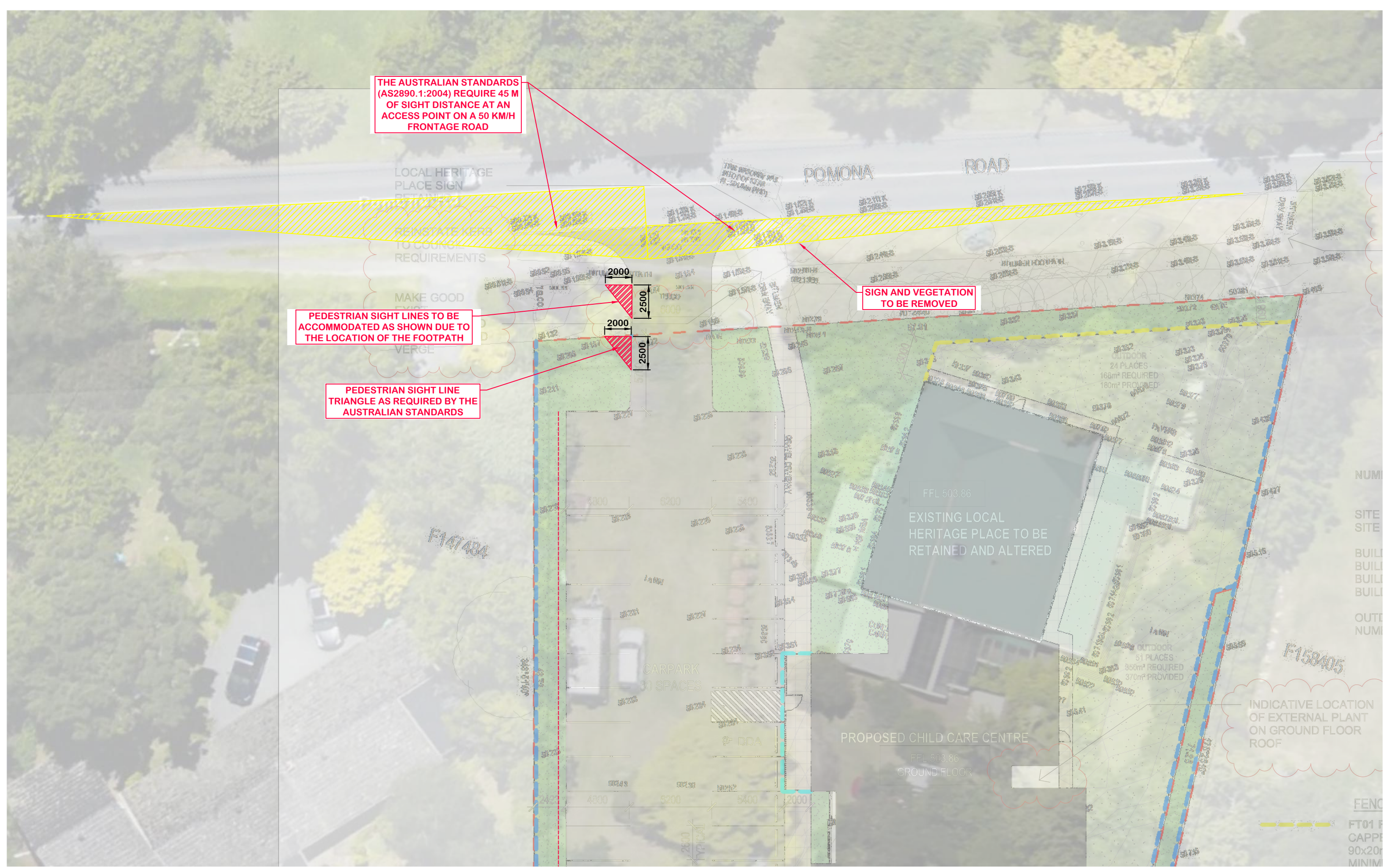
Yours sincerely,

A handwritten signature in blue ink, appearing to read "J Bayly".

JEREMY BAYLY

Senior Technical Officer | CIRQA Pty Ltd

Encl. - Plans prepared by CIRQA (23160_01F-SH01)



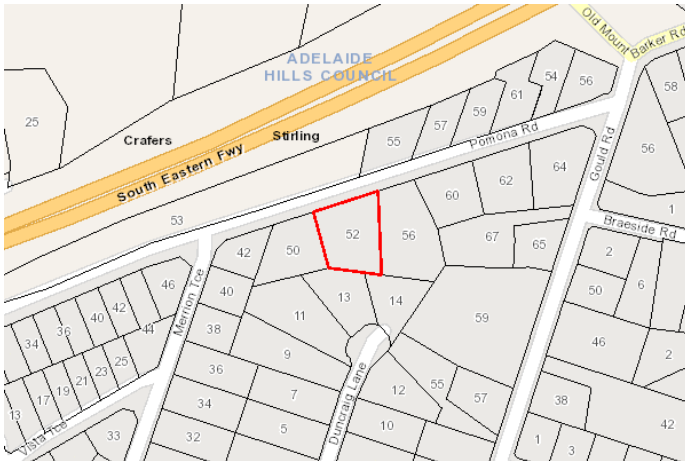
DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
B	15/05/2023	DESIGN REVIEW	JJB	BNW
E	25/05/2023	TURN PATHS	JJB	BNW
F	15/01/2024	SIGHT DISTANCE	JBB	BNW

52 POMONA RD STIRLING SA 5152

Address:

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

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



Property Zoning Details

Zone	Rural Neighbourhood
Sub Zone	Adelaide Hills
Overlay	Hazards (Bushfire - Medium Risk) Local Heritage Place (15134) Mount Lofty Ranges Water Supply Catchment (Area 2) Native Vegetation Prescribed Water Resources Area Regulated and Significant Tree Traffic Generating Development
Local Variation (TNV)	Minimum Site Area (Minimum site area is 2,000 sqm)

Development Pathways

■ Rural Neighbourhood

1. Accepted Development

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

- Air handling unit, air conditioning system or exhaust fan
- Brush fence
- Building alterations
- Building work on railway land
- Carport
- Outbuilding
- Partial demolition of a building or structure
- Private bushfire shelter
- Shade sail
- Solar photovoltaic panels (roof mounted)
- Swimming pool or spa pool and associated swimming pool safety features
- Verandah
- Water tank (above ground)
- Water tank (underground)

2. Code Assessed - Deemed to Satisfy

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

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

3. Code Assessed - Performance Assessed

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

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

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

4. Impact Assessed - Restricted

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

Property Policy Information for above selection

Part 2 - Zones and Sub Zones

Rural Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Housing on large allotments in a spacious rural setting, often together with large outbuildings. Easy access and parking for cars. Considerable space for trees and other vegetation around buildings, as well as on-site wastewater treatment where necessary. Limited goods, services and facilities that enhance rather than compromise rural 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	
PO 1.1 Predominantly residential development with complementary ancillary non-residential uses compatible with a spacious and peaceful lifestyle for individual households.	DTS/DPF 1.1 Development comprises one or more of the following: <ol style="list-style-type: none"> (a) Ancillary accommodation (b) Child care facility (c) Consulting room (d) Detached dwelling (e) Office (f) Outbuilding (g) Recreation area (h) Shop
PO 1.2	DTS/DPF 1.2

<p>Commercial activities improve community access to services are of a scale and type to maintain residential amenity.</p>	<p>A shop, consulting room or office (or any combination thereof) satisfies any one of the following:</p> <ul style="list-style-type: none"> (a) it is located on the same allotment and in conjunction with a dwelling where all the following are satisfied: <ul style="list-style-type: none"> (i) does not exceed 50m² gross leasable floor area (ii) does not involve the display of goods in a window or about the dwelling or its curtilage (b) it reinstates a former shop, consulting room or office in an existing building (or portion of a building) and satisfies one of the following: <ul style="list-style-type: none"> (i) the building is a State or Local Heritage Place (ii) is in conjunction with a dwelling and there is no increase in the gross leasable floor area previously used for non-residential purposes. 										
<p>PO 1.3 Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.</p>	<p>DTS/DPF 1.3 None are applicable.</p>										
<p>PO 1.4 Non-residential development located and designed to improve community accessibility to services, primarily in the form of:</p> <ul style="list-style-type: none"> (a) small-scale commercial uses such as offices, shops and consulting rooms (b) community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services (c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities (d) open space and recreation facilities. 	<p>DTS/DPF 1.4 None are applicable.</p>										
<p>Building Height</p>											
<p>PO 2.1 Buildings contribute to a low-rise residential character and complement the height of nearby buildings.</p>	<p>DTS/DPF 2.1 Building height (excluding garages, carports and outbuildings) is no greater than 2 building levels and 9m and wall height no greater than 7m (not including a gable end).</p>										
<p>Primary Street Setback</p>											
<p>PO 3.1 Buildings are set back from primary street boundaries consistent with the existing streetscape.</p>	<p>DTS/DPF 3.1 Buildings setback from the primary street boundary in accordance with the following table:</p> <table border="1" data-bbox="831 1451 1524 2119"> <thead> <tr> <th data-bbox="831 1451 1241 1480">Development Context</th> <th data-bbox="1241 1451 1524 1480">Minimum setback</th> </tr> </thead> <tbody> <tr> <td data-bbox="831 1480 1241 1554">There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.</td> <td data-bbox="1241 1480 1524 1554">The average setback of the existing buildings.</td> </tr> <tr> <td data-bbox="831 1581 1241 1704">There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site.</td> <td data-bbox="1241 1581 1524 1704">The setback of the existing building.</td> </tr> <tr> <td data-bbox="831 1731 1241 1854">There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.</td> <td data-bbox="1241 1731 1524 1995"> <ul style="list-style-type: none"> (a) Where the existing building shares the same primary street frontage - the setback of the existing building (b) Where the existing building has a different primary street frontage - 8m </td> </tr> <tr> <td data-bbox="831 2045 1241 2119">There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building.</td> <td data-bbox="1241 2045 1524 2119">8m</td> </tr> </tbody> </table>	Development Context	Minimum setback	There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.	The average setback of the existing buildings.	There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site.	The setback of the existing building.	There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.	<ul style="list-style-type: none"> (a) Where the existing building shares the same primary street frontage - the setback of the existing building (b) Where the existing building has a different primary street frontage - 8m 	There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building.	8m
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	<p>For the purposes of DTS/DPF 3.1:</p> <ul style="list-style-type: none"> (a) the setback of an existing building on an abutting site to the street boundary that it shares with the site of the proposed building is to be measured from the closest building wall to that street boundary at its closest point to the building wall and any existing projection from the building such as a verandah, porch, balcony, awning or bay window is not taken to form part of the building for the purposes of determining its setback (b) any proposed projections such as a verandah, porch, balcony, awning or bay window may encroach not more than 1.5 metres into the minimum setback prescribed in the table 		
Secondary Street Setback			
<p>PO 4.1</p> <p>Buildings are 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 4.1</p> <p>Buildings walls are set back at least 2m from the boundary of the allotment with the secondary street frontage.</p>		
Side Boundary Setback			
<p>PO 5.1</p> <p>Buildings are set back from side boundaries to allow maintenance and access around buildings and minimise impacts on adjoining properties.</p>	<p>DTS/DPF 5.1</p> <p>Building walls are set back from the side boundaries at least 2m.</p>		
Rear Boundary Setback			
<p>PO 6.1</p> <p>Buildings are set back from rear boundaries to provide:</p> <ul style="list-style-type: none"> (a) separation between buildings in a way that complements the established character of the locality (b) access to natural light and ventilation for neighbours (c) open space recreational opportunities (d) space for landscaping and vegetation. 	<p>DTS/DPF 6.1</p> <p>Building walls are set back from the rear boundary at least 6m.</p>		
Ancillary Buildings and Structures			
<p>PO 7.1</p> <p>Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 7.1</p> <p>Ancillary buildings and structures:</p> <ul style="list-style-type: none"> (a) are ancillary to a dwelling erected on the site (b) have a floor area not exceeding <ul style="list-style-type: none"> (i) 100m² on sites less than 2000m² (ii) 120m² on sites 2000m² or more (c) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> (i) in front of any part of the building line of the dwelling to which it is ancillary (ii) within 2m of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (iii) within 2m of a side boundary (d) in the case of a garage or carport, have a primary street setback that is at least as far back as the dwelling (e) in the case of a garage or carport, do not exceed 10m or 50% of the site frontage (whichever is the lesser) when facing a primary street or secondary street (f) have a wall height or post height not exceeding 4m above natural ground level (and not including a gable end) (g) have a roof height where no part of the roof is more than 5m above the natural ground level (h) if clad in sheet metal, are pre-colour treated or painted in a non-reflective colour (i) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less: (i) a total area as determined by the following table: <table border="1" data-bbox="906 2018 1525 2128" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%; padding: 5px;">Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</td> <td style="width: 30%; padding: 5px;">Minimum percentage of site</td> </tr> </table>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site
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	<table border="1" data-bbox="901 107 1524 365"> <tr> <td><150</td> <td>10%</td> </tr> <tr> <td>150-200</td> <td>15%</td> </tr> <tr> <td>201-450</td> <td>20%</td> </tr> <tr> <td>>450</td> <td>25%</td> </tr> </table> <p>(ii) the amount of existing soft landscaping prior to the development occurring.</p>	<150	10%	150-200	15%	201-450	20%	>450	25%
<150	10%								
150-200	15%								
201-450	20%								
>450	25%								
<p>PO 7.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements and do not result in over-development of the site.</p>	<p>DTS/DPF 7.2</p> <p>Ancillary buildings and structures do not result in:</p> <p>(a) less private open space than specified in Design Table 1 - Private Open Space</p> <p>(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number.</p>								
<p>PO 7.3</p> <p>Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.</p>	<p>DTS/DPF 7.3</p> <p>Non-residential ancillary buildings and structures:</p> <p>(a) are ancillary and subordinate to an existing non-residential use on the same site</p> <p>(b) have a floor area not exceeding the following:</p> <table border="1" data-bbox="901 965 1177 1055"> <thead> <tr> <th>Allotment size</th> <th>Floor area</th> </tr> </thead> <tbody> <tr> <td>≤500m²</td> <td>60m²</td> </tr> <tr> <td>>500m²</td> <td>80m²</td> </tr> </tbody> </table> <p>(c) are not constructed, added to or altered so that any part is situated:</p> <p>(i) in front of any part of the building line of the main building to which it is ancillary</p> <p>or</p> <p>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</p> <p>(d) in the case of a garage or carport, the garage or carport:</p> <p>(i) is set back at least 5.5m from the boundary of the primary street</p> <p>(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <p>(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary</p> <p>(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent</p> <p>(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</p> <p>(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p> <p>(h) have a wall height (or post height) not exceeding 3m (and not including a gable end)</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.</p>	Allotment size	Floor area	≤500m ²	60m ²	>500m ²	80m ²		
Allotment size	Floor area								
≤500m ²	60m ²								
>500m ²	80m ²								
<p>Site Dimensions and Land Division</p>									
<p>PO 8.1</p> <p>Allotments/sites created for residential purposes are consistent with the</p>	<p>DTS/DPF 8.1</p> <p>Development will not result in more than 1 dwelling on an existing allotment</p>								

<p>density and dimensions expressed in any relevant <i>Minimum Allotment Size Technical and Numeric Variation</i> or are of suitable size and dimension to contribute to a pattern of development consistent to the locality and suitable for their intended use.</p>	<p>or</p> <p>Allotments/sites for residential purposes accord with the following:</p> <p>(a) where allotments/sites are connected to mains sewer or a Community Wastewater Management System site areas (or allotment areas in the case of land division) are not less than:</p> <table border="1" data-bbox="821 336 1536 403"> <tr> <th style="text-align: center;">Minimum Site Area</th> </tr> <tr> <td>Minimum site area is 2,000 sqm</td> </tr> </table> <p>(b) where allotments/sites are not connected to mains sewer or an approved common waste water disposal service site areas are not less than the greater of:</p> <p>(i) 1200m²</p> <p>(ii) the following:</p> <table border="1" data-bbox="821 616 1536 683"> <tr> <th style="text-align: center;">Minimum Site Area</th> </tr> <tr> <td>Minimum site area is 2,000 sqm</td> </tr> </table> <p>(c) site frontages are not less than 20m.</p> <p>In relation to DTS/DPF 8.1, in instances where:</p> <p>(d) more than one value is returned in the same field, refer to the <i>Minimum Site Area Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development</p> <p>(e) no value is returned for DTS/DPF 8.1(a) (i.e. there is a blank field), 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 8.1(b)(ii) then the value for DTS/DPF 8.1(b)(ii) is zero.</p>	Minimum Site Area	Minimum site area is 2,000 sqm	Minimum Site Area	Minimum site area is 2,000 sqm
Minimum Site Area					
Minimum site area is 2,000 sqm					
Minimum Site Area					
Minimum site area is 2,000 sqm					
<p>Concept Plans</p>					
<p>PO 9.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.</p>	<p>DTS/DPF 9.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <p>In relation to DTS/DPF 9.1, in instances where:</p> <p>(a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant.</p> <p>(b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 9.1 is met.</p>				
<p>Advertisements</p>					
<p>PO 10.1</p> <p>Advertisements identify the associated business activity, and do not detract from the residential character of the locality.</p>	<p>DTS/DPF 10.1</p> <p>Advertisements relating to a lawful business activity associated with a residential use do not exceed 0.3m² and mounted flush with a wall or fence.</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

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

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

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

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

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. All development undertaken by: <ul style="list-style-type: none"> (a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust. 	Except development involving any of the following: <ul style="list-style-type: none"> 1. residential flat building(s) of 3 or more building levels 2. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 3. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
3. Any development involving any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> (a) ancillary accommodation (b) detached dwelling (c) dwelling addition. 	Except development that does not satisfy Rural Neighbourhood Zone DTS/DPF 2.1.
4. Any development involving any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> (a) consulting room (b) office (c) shop. 	Except development that does not satisfy any of the following: <ul style="list-style-type: none"> 1. Rural Neighbourhood Zone DTS/DPF 1.2 2. Rural Neighbourhood Zone DTS/DPF 2.1.
5. Any development involving any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) recreation area (k) replacement building (l) retaining wall (m) shade sail (n) solar photovoltaic panels (roof mounted) (o) swimming pool or spa pool and associated swimming pool safety features (p) temporary accommodation in an area affected by bushfire (q) tree damaging activity (r) verandah (s) water tank. 	None specified.
6. Demolition.	Except any of the following: <ul style="list-style-type: none"> 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
7. Railway line.	Except where located outside of a rail corridor or rail reserve.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Adelaide Hills Subzone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome

DO 1	Additional residential and tourist accommodation that retains and embraces the values of the established mature vegetation as a defining characteristic of the area.
DO 2	Land division is sympathetic to the allotment pattern and characteristics within the locality.

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 A limited additional range of accommodation options that complement the prevailing residential character.	DTS/DPF 1.1 Development comprises one or more of the land uses listed, in addition to those listed in Rural Neighbourhood Zone DTS 1.1: (a) Supported accommodation (b) Tourist accommodation.
Site Dimensions and Land Division	
PO 2.1 Allotments/sites created for residential purposes are consistent with the established pattern of division surrounding the development site to maintain local character and amenity.	DTS/DPF 2.1 Development satisfies (a) or (b): (a) it will not result in more than 1 dwelling on an existing allotment (b) allotments/sites have an area the greater of the following (excluding the area within the access 'handle' if in the form of a battle-axe development): (i) 2000m ² (ii) the median allotment size of all residential allotments in the Adelaide Hills Subzone either wholly or partly within a radius of 200m measured from the centre of the main allotment frontage.
PO 2.2 Allotments/sites are sized and configured to maximise the retention of mature vegetation to maintain landscape amenity.	DTS/DPF 2.2 None are applicable.

Part 3 - Overlays

Hazards (Bushfire - Medium Risk) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development, including land division responds to the medium level of bushfire risk and potential for ember attack and radiant heat by siting and designing buildings in a manner that mitigates the threat and impact of bushfires on life and property taking into account the increased frequency and intensity of bushfires as a result of climate change.
DO 2	To facilitate access for emergency service vehicles to aid the protection of lives and assets from bushfire danger.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Buildings and structures are located away from areas that pose an unacceptable bushfire risk as a result of vegetation cover and type, and terrain.	DTS/DPF 1.1 None are applicable.
Built Form	
PO 2.1 Buildings and structures are designed and configured to reduce the impact of bushfire through using designs that reduce the potential for trapping burning debris against or underneath the building or structure, or between the ground and building floor level in the case of transportable buildings and buildings on stilts.	DTS/DPF 2.1 None are applicable.
PO 2.2 Extensions to buildings, outbuildings and other ancillary structures are sited and constructed using materials to minimise the threat of fire spread to residential and tourist accommodation (including boarding houses, hostels, dormitory style accommodation, student accommodation and Workers' accommodation) in the event of bushfire.	DTS/DPF 2.2 Outbuildings and other ancillary structures are sited no closer than 6m from the habitable building.
Habitable Buildings	
PO 3.1 To minimise the threat, impact and potential exposure to bushfires on life and property, residential and tourist accommodation and habitable buildings for vulnerable communities (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation) is sited on the flatter portion of allotments away from steep slopes.	DTS/DPF 3.1 None are applicable.
PO 3.2 Residential, tourist accommodation and habitable buildings for vulnerable communities (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation) is sited away from vegetated areas that pose an unacceptable bushfire risk.	DTS/DPF 3.2 Residential, tourist accommodation and habitable buildings for vulnerable communities are provided with asset protection zone(s) in accordance with (a) and (b): (a) the asset protection zone has a minimum width of at least: (i) 50 metres to unmanaged grasslands (ii) 100 metres to hazardous bushland vegetation (b) the asset protection zone is contained wholly within the allotment of the development.

<p>PO 3.3</p> <p>Residential, tourist accommodation and habitable buildings for vulnerable communities, (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation), has a dedicated area available that is capable of accommodating a bushfire protection system comprising firefighting equipment and water supply in accordance with <i>Ministerial Building Standard MBS 008 - Designated bushfire prone areas - additional requirements</i>.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>
Land Division	
<p>PO 4.1</p> <p>Land division is designed and incorporates measures to minimise the danger of fire hazard to residents and occupants of buildings, and to protect buildings and property from physical damage in the event of a bushfire.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p> <p>Land division is designed to provide a continuous street pattern to facilitate the safe movement and evacuation of emergency vehicles, residents, occupants and visitors.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
<p>PO 4.3</p> <p>Where 10 or more new allotments are proposed, land division includes at least two separate and safe exit points to enable multiple avenues of evacuation in the event of a bushfire.</p>	<p>DTS/DPF 4.3</p> <p>None are applicable.</p>
<p>PO 4.4</p> <p>Land division incorporates perimeter roads of adequate design in conjunction with bushfire buffer zones to achieve adequate separation between residential allotments and areas of unacceptable bushfire risk and to support safe access for the purposes of fire-fighting.</p>	<p>DTS/DPF 4.4</p> <p>None are applicable.</p>
Vehicle Access - Roads, Driveways and Fire Tracks	
<p>PO 5.1</p> <p>Roads are designed and constructed to facilitate the safe and effective:</p> <ul style="list-style-type: none"> (a) access, operation and evacuation of fire-fighting vehicles and emergency personnel (b) evacuation of residents, occupants and visitors. 	<p>DTS/DPF 5.1</p> <p>Roads:</p> <ul style="list-style-type: none"> (a) are constructed with a formed, all-weather surface (b) have a gradient of not more than 16 degrees (1-in-3.5) at any point along the road (c) have a cross fall of not more than 6 degrees (1-in-9.5) at any point along the road (d) have a minimum formed road width of 6m (e) provide overhead clearance of not less than 4.0m between the road surface and overhanging branches or other obstructions including buildings and/or structures (Figure 1) (f) allow fire-fighting services (personnel and vehicles) to travel in a continuous forward movement around road curves by constructing the curves with a minimum external radius of 12.5m (Figure 2) (g) incorporating cul-de-sac endings or dead end roads do not exceed 200m in length and the end of the road has either: <ul style="list-style-type: none"> (i) a turning area with a minimum formed surface radius of 12.5m (Figure 3) or (ii) a 'T' or 'Y' shaped turning area with a minimum formed surface length of 11m and minimum internal radii of 9.5m (Figure 4) (h) incorporate solid, all-weather crossings over any watercourse that support fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes.
<p>PO 5.2</p> <p>Access to habitable buildings is designed and constructed to facilitate the safe and effective:</p> <ul style="list-style-type: none"> (a) access, operation and evacuation of fire-fighting vehicles and emergency personnel (b) evacuation of residents, occupants and visitors. 	<p>DTS/DPF 5.2</p> <p>Access is in accordance with (a) or (b):</p> <ul style="list-style-type: none"> (a) a clear and unobstructed vehicle or pedestrian pathway of not greater than 60 metres in length is available between the most distant part of the habitable building and the nearest part of a formed public access road (b) driveways:

	<ul style="list-style-type: none"> (i) do not exceed 600m in length (ii) are constructed with a formed, all-weather surface (iii) are connected to a formed, all-weather public road with the transition area between the road and driveway having a gradient of not more than 7 degrees (1-in-8) (iv) have a gradient of not more than 16 degrees (1-in-3.5) at any point along the driveway (v) have a crossfall of not more than 6 degrees (1-in-9.5) at any point along the driveway (vi) have a minimum formed width of 3m (4m where the gradient of the driveway is steeper than 12 degrees (1-in-4.5)) plus 0.5 metres clearance either side of the driveway from overhanging branches or other obstructions, including buildings and/or structures (Figure 1) (vii) incorporate passing bays with a minimum width of 6m and length of 17m every 200m (Figure 5) (viii) provide overhead clearance of not less than 4.0m between the driveway surface and overhanging branches or other obstructions, including buildings and/or structures (Figure 1) (ix) allow fire-fighting services (personnel and vehicles) to travel in a continuous forward movement around driveway curves by constructing the curves with a minimum external radius of 12.5m (Figure 2) (x) allow fire-fighting vehicles to safely enter and exit an allotment in a forward direction by using a 'U' shaped drive through design or by incorporating at the end of the driveway either: <ul style="list-style-type: none"> A. a loop road around the building or B. a turning area with a minimum radius of 12.5m (Figure 3) or C. a 'T' or 'Y' shaped turning area with a minimum formed length of 11m and minimum internal radii of 9.5m (Figure 4) (xi) incorporate solid, all-weather crossings over any watercourse that support fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes.
<p>PO 5.3</p> <p>Development does not rely on fire tracks as means of evacuation or access for fire-fighting purposes unless there are no safe alternatives available.</p>	<p>DTS/DPF 5.3</p> <p>None are applicable.</p>

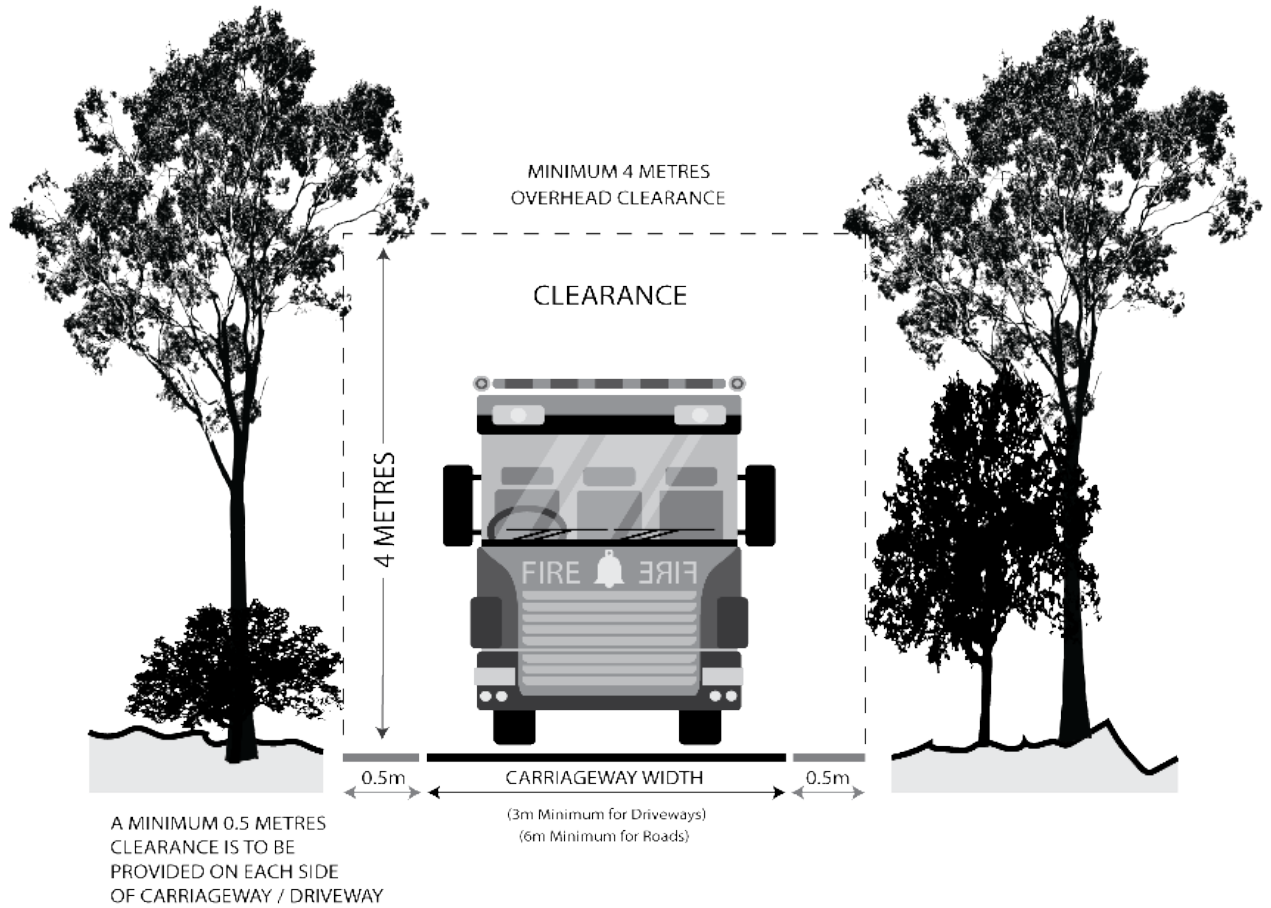
Procedural Matters (PM) - Referrals

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
None	None	None	None

Figures and Diagrams

<p>Fire Engine and Appliance Clearances</p>
<p>Figure 1 - Overhead and Side Clearances</p>



Roads and Driveway Design

Figure 2 - Road and Driveway Curves

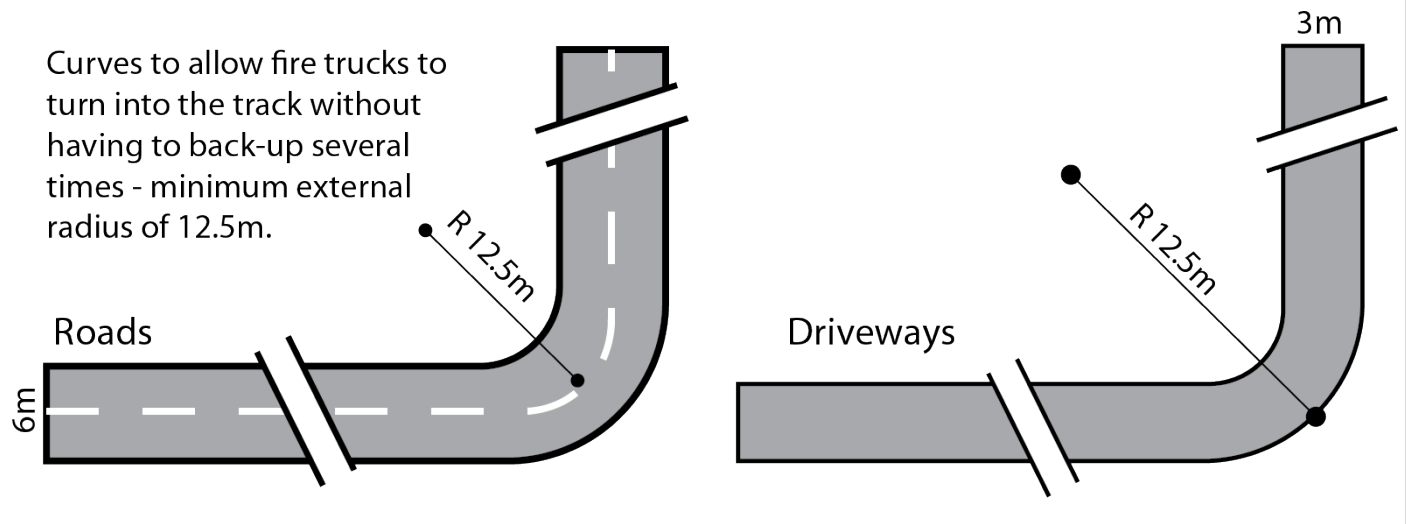


Figure 3 - Full Circle Turning Area

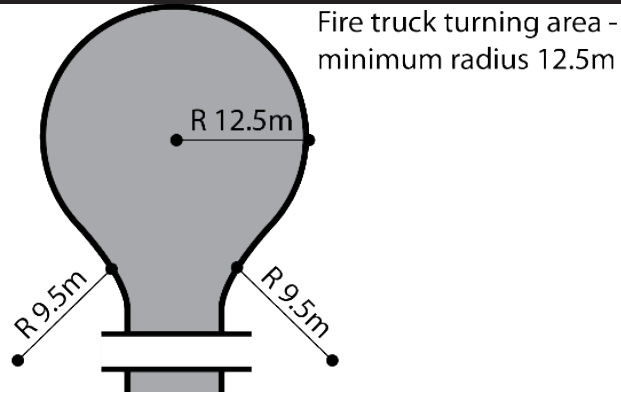
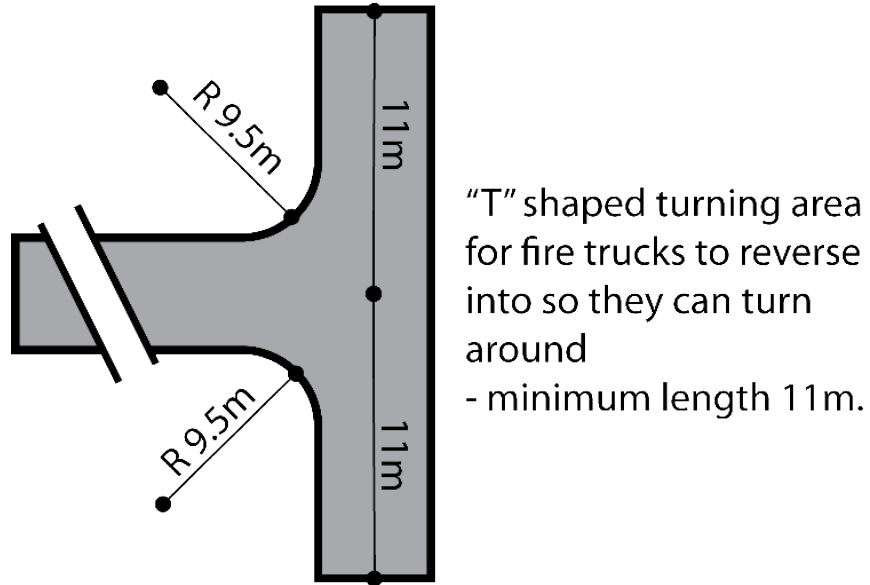


Figure 4 - 'T' or 'Y' Shaped Turning Head



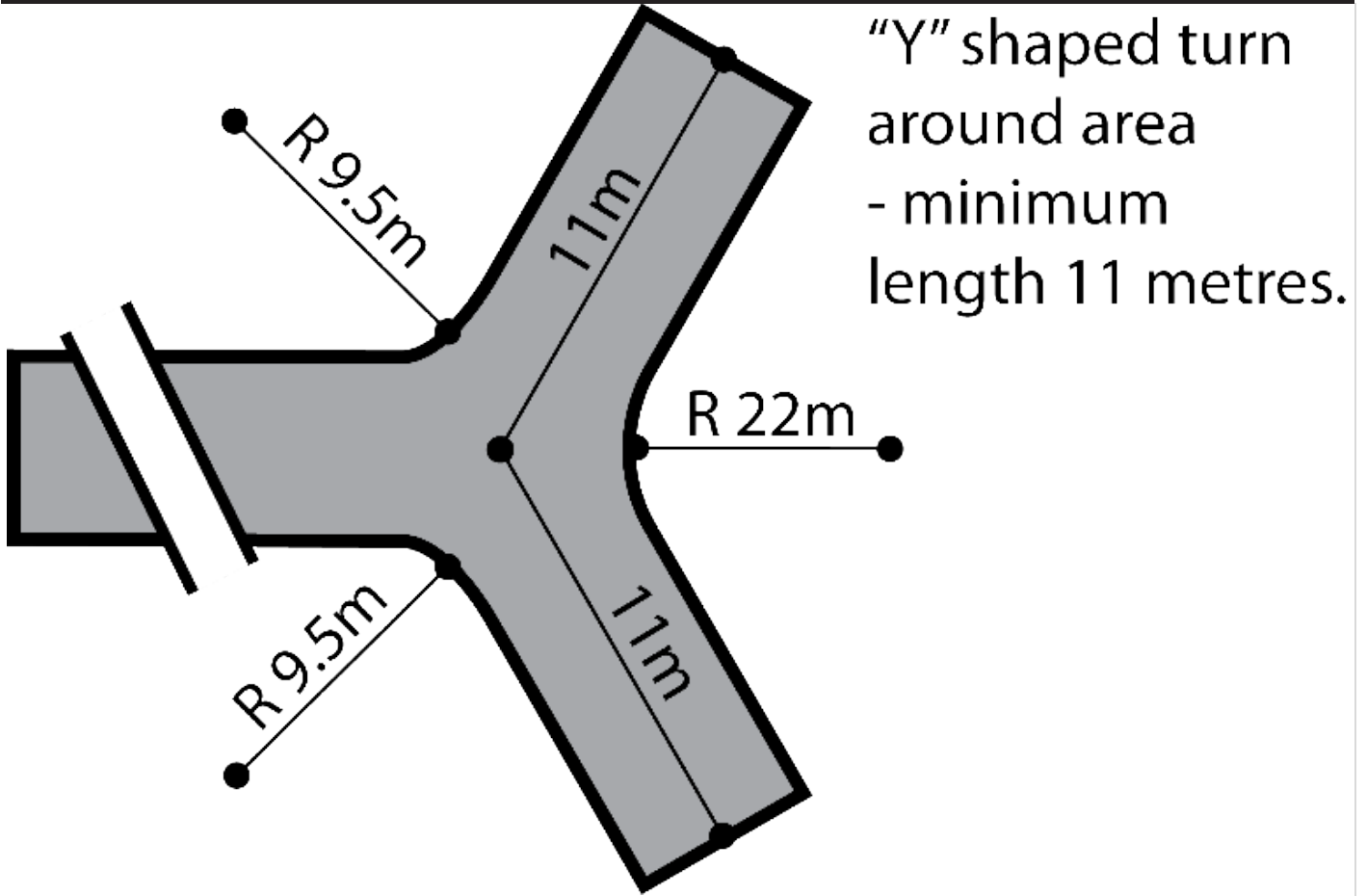
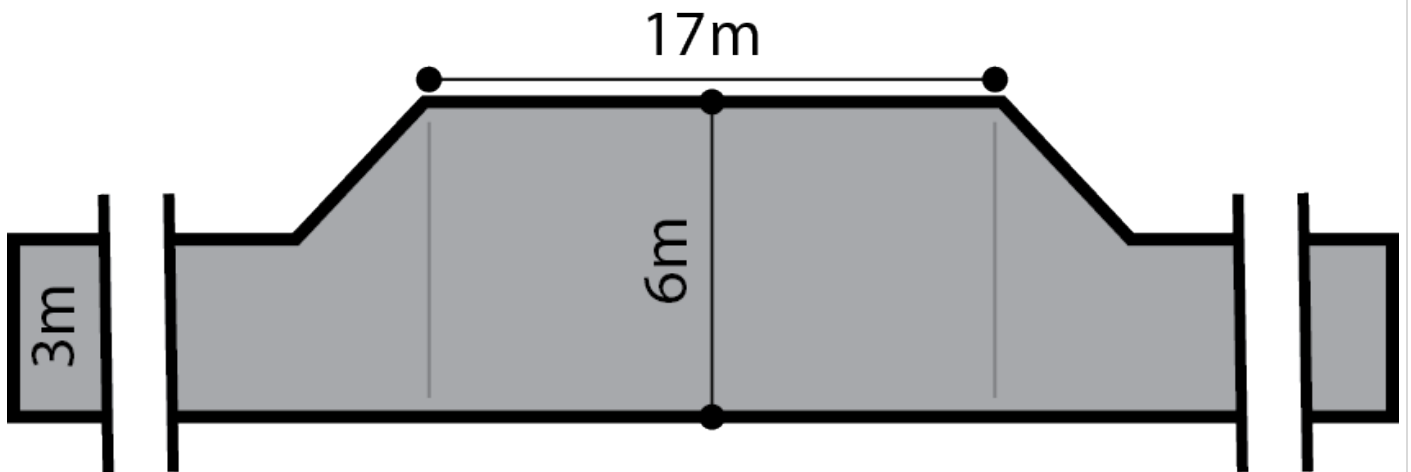


Figure 5 - Driveway Passing Bays

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



Local Heritage Place Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 The form of new buildings and structures maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.1 None are applicable.
PO 1.2 Massing, scale and siting of development maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.2 None are applicable.
PO 1.3 Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys and verandahs) maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is consistent with boundary setbacks and setting.	DTS/DPF 1.4 None are applicable.
PO 1.5 Materials and colours are either consistent with or complement the heritage values of the Local Heritage Place.	DTS/DPF 1.5 None are applicable.
PO 1.6 New buildings and structures are not placed or erected between the primary or secondary street boundaries and the façade of a Local Heritage Place.	DTS/DPF 1.6 None are applicable.
PO 1.7 Development of a Local Heritage Place retains features contributing to its heritage value.	DTS/DPF 1.7 None are applicable.
Alterations and Additions	
PO 2.1 Alterations and additions complement the subject building and are sited to be unobtrusive, not conceal or obstruct heritage elements and detailing, or dominate the Local Heritage Place or its setting.	DTS/DPF 2.1 None are applicable.
PO 2.2 Adaptive reuse and revitalisation of Local Heritage Places to support their retention in a manner that respects and references the original use of the Local Heritage Place.	DTS/DPF 2.2 None are applicable.
Ancillary Development	
PO 3.1 Ancillary development, including carports, outbuildings and garages, complements the heritage values of the Local Heritage Place.	DTS/DPF 3.1 None are applicable.
PO 3.2	DTS/DPF 3.2

Ancillary development, including carports, outbuildings and garages, is located behind the building line and does not dominate the Local Heritage Place or its setting.	None are applicable.
PO 3.3 Advertising and advertising hoardings are designed to complement the Local Heritage Place, be unobtrusive, be below the parapet line, not conceal or obstruct heritage elements and detailing, or dominate the building or its setting.	DTS/DPF 3.3 None are applicable.
PO 3.4 Fencing and gates closer to a street boundary (other than a laneway) than the street elevation of the associated building are consistent with the traditional period, style and form of the Local Heritage Place.	DTS/DPF 3.4 None are applicable.
Land Division	
PO 4.1 Land division creates allotments that: (a) maintain the heritage values of the Local Heritage Place, including setting (b) are of a dimension to accommodate new development that reinforces and is compatible with the heritage values of the Local Heritage Place.	DTS/DPF 4.1 None are applicable.
Landscape Context and Streetscape Amenity	
PO 5.1 Individually heritage listed trees, parks, historic gardens and memorial avenues are retained unless: (a) trees / plantings are, or have the potential to be, a danger to life or property or (b) trees / plantings are significantly diseased and their life expectancy is short.	DTS/DPF 5.1 None are applicable.
Demolition	
PO 6.1 Local Heritage Places are not demolished, destroyed or removed in total or in part unless: (a) the portion of the Local Heritage Place to be demolished, destroyed or removed is excluded from the extent of listing that is of heritage value or (b) the structural integrity or condition of the Local Heritage Place represents an unacceptable risk to public or private safety and is irredeemably beyond repair.	DTS/DPF 6.1 None are applicable.
PO 6.2 The demolition, destruction or removal of a building, portion of a building or other feature or attribute is appropriate where it does not contribute to the heritage values of the Local Heritage Place.	DTS/DPF 6.2 None are applicable.
Conservation Works	
PO 7.1 Conservation works to the exterior of a Local Heritage Place (and other features identified in the extent of listing) match original materials to be repaired and utilise traditional work methods.	DTS/DPF 7.1 None are applicable.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
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None	None	None	None
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Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Stormwater	
DTS/DPF 3.4 Development includes: <ul style="list-style-type: none"> (a) rainwater tanks with a minimum capacity of 1,000L connected to carports, verandahs and outbuildings or (b) rainwater tanks with a minimum capacity of 4,500L connected to agricultural buildings exceeding 100m². 	DTS/DPF 3.5 Dwelling additions are connected to a rainwater tank with a minimum capacity of 1,000L.
DTS/DPF 3.9 Excavation and/or filling satisfy all the following: <ul style="list-style-type: none"> (a) is located 50m or more from watercourses (b) is located 100m or more from public water supply reservoirs and diversion weirs (c) does not involve excavation exceeding a vertical height of 0.75m (d) does not involve filling exceeding a vertical height of 0.75m (e) does not involve a total combined excavation and filling vertical height of 1.5m. 	

Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Quality	
PO 1.1 Development results in a neutral or beneficial effect on the quality of water	DTS/DPF 1.1 None are applicable.

draining from the site to maintain and enhance the role of the catchment as a water supply.	
<p>PO 1.2</p> <p>Development does not include land uses that have the potential to cause adverse impacts on the quality of water draining into secondary public water supply reservoirs and weirs.</p>	<p>DTS/DPF 1.2</p> <p>Development does not involve any one or combination of the following:</p> <ul style="list-style-type: none"> (a) landfill (b) special industry.
Wastewater	
<p>PO 2.1</p> <p>Development that generates human wastewater, including alterations and additions, are established at an intensity and in a manner to minimise potential adverse impact on water quality within secondary reservoir and weir catchment areas.</p>	<p>DTS/DPF 2.1</p> <p>Development including alterations and additions, in combination with existing built form and activities within an allotment:</p> <ul style="list-style-type: none"> (a) do not generate a combined total of more than 1500 litres of wastewater per day and (b) will be connected to the same on-site wastewater system that is compliant with relevant South Australian standards <p>or is otherwise connected to a sewer or community wastewater management system.</p>
<p>PO 2.2</p> <p>Dairy development is of a scale and design that will avoid adverse water quality impacts.</p>	<p>DTS/DPF 2.2</p> <p>Dairy development satisfies all of the following:</p> <ul style="list-style-type: none"> (a) is located at least 100 metres from any watercourse, dam, bore or well (b) is connected to a wastewater management system that is located 200 metres from any watercourse, dam, bore or well and is designed and constructed to avoid leakage to groundwater or overflow under extreme rainfall conditions (c) treated wastewater irrigation areas: <ul style="list-style-type: none"> (i) have a slope of less than 1-in-5 (20 percent) (ii) are greater than 100 metres from any watercourse, dam, bore or well <p>are suitable to provide for seasonal wastewater irrigation without causing pollution of surface or groundwater.</p>
<p>PO 2.3</p> <p>Development that generates trade or industrial wastewater is designed to ensure wastewater disposal avoids adverse impacts on the quality of water draining into secondary public water supply reservoirs and weirs.</p>	<p>DTS/DPF 2.3</p> <p>Development that generates trade or industrial wastewater is connected to:</p> <ul style="list-style-type: none"> (a) a sewer or community wastewater management system with sufficient hydraulic and treatment capacity to accept the inflow or (b) an on-site wastewater holding tank which has storage capacity of more than four days total flow during peak operations and is contained within an impervious, bunded area with a total liquid holding capacity of more than 120 percent of the total holding tank capacity, prior to transporting for off-site disposal.
<p>PO 2.4</p> <p>Wastewater management systems result in a neutral or beneficial effect on the quality of water draining from the site.</p>	<p>DTS/DPF 2.4</p> <p>Development results in:</p> <ul style="list-style-type: none"> (a) a building or land use that is currently connected to an existing on-site wastewater system that is non-compliant with relevant South Australian standards being connected to a new or upgraded system that complies with such standards or (b) an existing on-site wastewater system being decommissioned and wastewater being disposed of to a sewer or community wastewater management system that complies with relevant South Australian standards.
<p>PO 2.5</p> <p>Surface and groundwater protected from wastewater discharge pollution.</p>	<p>DTS/DPF 2.5</p> <p>All components of an effluent disposal area are:</p> <ul style="list-style-type: none"> (a) setback 50 metres or more from a watercourse (b) setback 100 metres or more from a public water supply reservoir

	<ul style="list-style-type: none"> (c) located on land with a slope no greater than 1-in-5 (20%) (d) located on land with 1.2m or more depth to bedrock or a seasonal or permanent water table (e) above the 10% AEP flood level.
Stormwater	
<p>PO 3.1</p> <p>Post-development peak stormwater discharge quantities and rates do not exceed pre-development quantities and rates to maintain water quality leaving the site.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
<p>PO 3.2</p> <p>Stormwater run-off from areas not likely to be subject to pollution diverted away from areas that could cause pollution.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
<p>PO 3.3</p> <p>Polluted stormwater is treated prior to discharge from the site.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>
<p>PO 3.4</p> <p>Stormwater from carports, verandahs, outbuildings and agricultural buildings captured to protect water quality.</p>	<p>DTS/DPF 3.4</p> <p>Development includes:</p> <ul style="list-style-type: none"> (a) rainwater tanks with a minimum capacity of 1,000L connected to carports, verandahs and outbuildings or (b) rainwater tanks with a minimum capacity of 4,500L connected to agricultural buildings exceeding 100m².
<p>PO 3.5</p> <p>Stormwater from dwelling additions captured to protect water quality.</p>	<p>DTS/DPF 3.5</p> <p>Dwelling additions are connected to a rainwater tank with a minimum capacity of 1,000L.</p>
<p>PO 3.6</p> <p>Stormwater from shops and tourist accommodation is managed to protect water quality.</p>	<p>DTS/DPF 3.6</p> <p>Shops and tourist accommodation satisfy all the following:</p> <ul style="list-style-type: none"> (a) are located 50m or more from watercourses, wetlands, land prone to waterlogging and bores (b) are located 100m or more from public water supply reservoirs and diversion weirs (c) are located on land with a slope not exceeding 20% (d) includes buildings connected to rainwater tanks with a minimum capacity of 1,000L (e) includes swales that divert clean stormwater away from areas where it could be polluted.
<p>PO 3.7</p> <p>Stormwater from horse keeping and low intensity animal husbandry is managed to protect water quality.</p>	<p>DTS/DPF 3.7</p> <p>Horse keeping and low intensity animal husbandry satisfy all the following:</p> <ul style="list-style-type: none"> (a) is located 50m or more from watercourses, wetlands, land prone to waterlogging and bores (b) is located on land with a slope not exceeding 10% (c) includes stables, shelters or other roofed structures connected to rainwater tanks with a minimum capacity of 1,000L (d) includes swales that divert clean stormwater away from areas (including yards, manure storage areas, and watering points) within which it could be polluted.
<p>PO 3.8</p> <p>Stormwater from horticulture is managed to protect water quality.</p>	<p>DTS/DPF 3.8</p> <p>Horticulture satisfies all the following:</p> <ul style="list-style-type: none"> (a) is located 50m or more from watercourses, wetlands, land prone to waterlogging and bores (b) is located 100m or more from public water supply reservoirs and diversion weirs (c) is located on land with a slope not exceeding 10% (d) includes swales or other structures that divert clean stormwater away from areas (including plant growing areas, chemical storage areas and plant waste storage areas) within which it could be polluted.

PO 3.9 Stormwater from excavated and filled areas is managed to protect water quality.	DTS/DPF 3.9 Excavation and/or filling satisfy all the following: (a) is located 50m or more from watercourses (b) is located 100m or more from public water supply reservoirs and diversion weirs (c) does not involve excavation exceeding a vertical height of 0.75m (d) does not involve filling exceeding a vertical height of 0.75m (e) does not involve a total combined excavation and filling vertical height of 1.5m.
Landscapes and Natural Features	
PO 4.1 Development minimises the need to modify landscapes and natural features.	DTS/DPF 4.1 None are applicable.
Land Division	
PO 5.1 Land division does not result in an increased risk of pollution to surface or underground water.	DTS/DPF 5.1 Land division does not create additional allotments and satisfies (a) and/or (b): (a) is for realignment of allotment boundaries to correct an anomaly in the placement of those boundaries with respect to the location of existing buildings or structures or (b) is for realignment of allotment boundaries in order to improve management of the land for primary production and/or conservation of natural features.
PO 5.2 Realignment of allotment boundaries does not create development potential for a dwelling and associated onsite wastewater management system where no such potential currently exists.	DTS/DPF 5.2 None are applicable.

Procedural Matters (PM)

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Any of the following classes of development that are not connected (or not proposed to be connected) to a community wastewater management system or sewerage infrastructure:</p> <p>(a) land division creating one or more additional allotments, either partly or wholly within the area of the overlay</p> <p>(b) function venue with more than 75 seats for customer dining purposes</p> <p>(c) restaurant with more than 40 seats for customer dining purposes</p> <p>(d) restaurant with more than 30 seats for customer dining purposes in association with a cellar door</p> <p>(e) dwelling where a habitable dwelling or tourist accommodation or workers' accommodation already exists on the same allotment (including where a valid planning authorisation exists to erect a dwelling or tourist accommodation or workers' accommodation on the same allotment), except where the existing habitable dwelling or tourist accommodation or workers' accommodation on the same allotment is proposed to be demolished and the existing on-site wastewater system is proposed to be decommissioned</p>	Environment Protection Authority.	To provide expert technical assessment and direction to the relevant authority on whether a proposed development will have a neutral or beneficial impact on water quality.	Development of a class to which Schedule 9 clause 3 item 9 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

<p>(f) tourist accommodation where a habitable dwelling or tourist accommodation or workers' accommodation already exists on the same allotment (including where a valid planning authorisation exists to erect a habitable dwelling or tourist accommodation or workers' accommodation on the same allotment), except where the existing habitable dwelling or tourist accommodation or workers' accommodation on the same allotment is proposed to be demolished and the existing on-site wastewater system is proposed to be decommissioned</p> <p>(g) workers' accommodation where a habitable dwelling or tourist accommodation or workers' accommodation already exists on the same allotment (including where a valid planning authorisation exists to erect a habitable dwelling or tourist accommodation or workers' accommodation on the same allotment), except where the existing habitable dwelling or tourist accommodation or workers' accommodation on the same allotment is proposed to be demolished and the existing on-site wastewater system is proposed to be decommissioned</p> <p>(h) any other development that generates human wastewater from a peak loading capacity of more than 40 persons (or more than 6,000 litres/day)</p>			
<p>Composting works (excluding a prescribed approved activity) - being a depot, facility or works with the capacity to treat, during a 12 month period more than 200 tonnes of organic waste or matter (EPA Licence)</p>			
<p>Wastewater treatment works - being sewage treatment works, a community wastewater management system, winery wastewater treatment works or any other wastewater treatment works with the capacity to treat, during a 12 month period more than 2.5 ML of wastewater (EPA Licence required at more than 5ML)</p>			
<p>Feedlots - being carrying on an operation for holding in confined yard or area and feeding principally by mechanical means or by hand not less than an average of 200 cattle (EPA Licence) or 1,600 sheep or goats per day over any period of 12 months, but excluding any such operation carried on at an abattoir, slaughterhouse or saleyard or for the purpose only of drought or other emergency feeding</p>			
<p>Piggeries - being the conduct of a piggery (being premises having confined or roofed structures for keeping pigs) with a capacity of 130 or more standard pig units (EPA Licence required at 650 or more standard pig units)</p>			
<p>Dairies - carrying on of a dairy with a total processing capacity exceeding 100 milking animals at any one time.</p>			

Native Vegetation Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome

DO 1	Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values.
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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
Environmental Protection	
PO 1.1 Development avoids, or where it cannot be practically avoided, minimises the clearance of native vegetation taking into account the siting of buildings, access points, bushfire protection measures and building maintenance.	DTS/DPF 1.1 An application is accompanied by: <ul style="list-style-type: none"> (a) a declaration stating that the proposal will not, or would not, involve clearance of native vegetation under the Native Vegetation Act 1991, including any clearance that may occur: <ul style="list-style-type: none"> (i) in connection with a relevant access point and / or driveway (ii) within 10m of a building (other than a residential building or tourist accommodation) (iii) within 20m of a dwelling or addition to an existing dwelling for fire prevention and control (iv) within 50m of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area or (b) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the clearance is categorised as 'Level 1 clearance'.
PO 1.2 Native vegetation clearance in association with development avoids the following: <ul style="list-style-type: none"> (a) significant wildlife habitat and movement corridors (b) rare, vulnerable or endangered plants species (c) native vegetation that is significant because it is located in an area which has been extensively cleared (d) native vegetation that is growing in, or in association with, a wetland environment. 	DTS/DPF 1.2 None are applicable.
PO 1.3 Intensive animal husbandry, commercial forestry and agricultural activities are sited, set back and designed to minimise impacts on native vegetation, including impacts on native vegetation in an adjacent State Significant Native Vegetation Area, from: <ul style="list-style-type: none"> (a) in the case of commercial forestry, the spread of fires from a plantation (b) the spread of pest plants and phytophthora (c) the spread of non-indigenous plants species (d) excessive nutrient loading of the soil or loading arising from surface water runoff (e) soil compaction (f) chemical spray drift. 	DTS/DPF 1.3 Development within 500 metres of a boundary of a State Significant Native Vegetation Area does not involve any of the following: <ul style="list-style-type: none"> (a) horticulture (b) intensive animal husbandry (c) dairy (d) commercial forestry (e) aquaculture.
PO 1.4 Development restores and enhances biodiversity and habitat values through revegetation using locally indigenous plant species.	DTS/DPF 1.4 None are applicable.
Land division	
PO 2.1	DTS/DPF 2.1

<p>Land division does not result in the fragmentation of land containing native vegetation, or necessitate the clearance of native vegetation, unless such clearance is considered minor, taking into account the location of allotment boundaries, access ways, fire breaks, boundary fencing and potential building siting or the like.</p>	<p>Land division where:</p> <ul style="list-style-type: none"> (a) an application is accompanied by one of the following: <ul style="list-style-type: none"> (i) a declaration stating that none of the allotments in the proposed plan of division contain native vegetation under the <i>Native Vegetation Act 1991</i> (ii) a declaration stating that no native vegetation clearance under the <i>Native Vegetation Act 1991</i> will be required as a result of the division of land (iii) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the vegetation to be cleared is categorised as 'Level 1 clearance' or (b) an application for land division which is being considered concurrently with a proposal to develop each allotment which will satisfy, or would satisfy, the requirements of DTS/DPF 1.1, including any clearance that may occur or (c) the division is to support a Heritage Agreement under the Native Vegetation Act 1991 or the <i>Heritage Places Act 1993</i>.
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Procedural Matters (PM) - Referrals

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

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

Prescribed Water Resources Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>All development, but in particular development involving any of the following:</p> <ul style="list-style-type: none"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry <p>has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed water resource areas.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies either of the following:</p> <ul style="list-style-type: none"> (a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or (b) the proposal does not involve the taking of water for which a licence would be required under the <i>Landscape South Australia Act 2019</i>.
<p>PO 1.2</p> <p>Development comprising the erection, construction, modification, enlargement or removal of a dam, wall or other structure that will collect or divert surface water flowing over land is undertaken in a manner that maintains the quality and quantity of flows required to meet the needs of the environment as well as downstream users.</p>	<p>DTS/DPF 1.2</p> <p>None are 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
Development that comprises the erection, construction, modification, enlargement or removal of a dam, wall or other structure that will collect or divert, or collects or diverts surface water flowing over land.	Relevant authority under the <i>Landscape South Australia Act 2019</i> that would, if it were not for the operation of section 106(1)(e) of that Act, have the authority under that Act to grant or refuse a permit to undertake the subject development.	To provide expert assessment and direction to the relevant authority on potential impacts from development on the health, sustainability and/or natural flow paths of water resources in accordance with the provisions of the relevant water allocation plan or regional landscape plan or equivalent.	Development of a class to which Schedule 9 clause 3 item 12 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
<p>Any of the following classes of development that require or may require water to be taken in addition to any allocation that has already been granted under the <i>Landscape South Australia Act 2019</i>:</p> <ul style="list-style-type: none"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry 	The Chief Executive of the Department of the Minister responsible for the administration of the <i>Landscape South Australia Act 2019</i> .	To provide expert technical assessment and direction to the relevant authority on the taking of water to ensure development is undertaken sustainably and maintains the health and natural flow paths of water resources.	Development of a class to which Schedule 9 clause 3 item 13 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
Commercial forestry that requires a forest water licence under Part 8 Division 6 of the <i>Landscape South Australia Act 2019</i> .			

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	
PO 1.1 Regulated trees are retained where they: <ul style="list-style-type: none"> (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species and / or (c) provide an important habitat for native fauna. 	DTS/DPF 1.1 None are applicable.
PO 1.2 Significant trees are retained where they: <ul style="list-style-type: none"> (a) make an important contribution to the character or amenity of the local area (b) are indigenous to the local area and are listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species (c) represent an important habitat for native fauna (d) are part of a wildlife corridor of a remnant area of native vegetation (e) are important to the maintenance of biodiversity in the local environment and / or (f) form a notable visual element to the landscape of the local area. 	DTS/DPF 1.2 None are applicable.
PO 1.3 A tree damaging activity not in connection with other development satisfies (a) and (b): <ul style="list-style-type: none"> (a) tree damaging activity is only undertaken to: <ul style="list-style-type: none"> (i) remove a diseased tree where its life expectancy is short (ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like (iii) rectify or prevent extensive damage to a building of value as comprising any of the following: <ul style="list-style-type: none"> A. a Local Heritage Place B. a State Heritage Place C. a substantial building of value and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity <ul style="list-style-type: none"> (iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire (v) treat disease or otherwise in the general interests of the health of the tree and / or 	DTS/DPF 1.3 None are applicable.

<p>(vi) maintain the aesthetic appearance and structural integrity of the tree</p> <p>(b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective.</p>	
<p>PO 1.4</p> <p>A tree-damaging activity in connection with other development satisfies all the following:</p> <p>(a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible</p> <p>(b) in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.</p>	<p>DTS/DPF 1.4</p> <p>None are applicable.</p>
<p>Ground work affecting trees</p>	
<p>PO 2.1</p> <p>Regulated and significant trees, including their root systems, are not unduly compromised by excavation and / or filling of land, or the sealing of surfaces within the vicinity of the tree to support their retention and health.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>Land Division</p>	
<p>PO 3.1</p> <p>Land division results in an allotment configuration that enables its subsequent development and the retention of regulated and significant trees as far as is reasonably practicable.</p>	<p>DTS/DPF 3.1</p> <p>Land division where:</p> <p>(a) there are no regulated or significant trees located within or adjacent to the plan of division</p> <p>or</p> <p>(b) the application demonstrates that an area exists to accommodate subsequent development of proposed allotments after an allowance has been made for a tree protection zone around any regulated tree within and adjacent to the plan of division.</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
None	None	None	None

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
<p>PO 1.1</p> <p>Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.</p>	<p>DTS/DPF 1.1</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more.
<p>PO 1.2</p> <p>Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.</p>	<p>DTS/DPF 1.2</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more.
<p>PO 1.3</p> <p>Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.</p>	<p>DTS/DPF 1.3</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road:	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and	Development of a class to which

<ul style="list-style-type: none"> (a) except where a proposed development has previously been referred under clause (b) - a building, or buildings, containing in excess of 50 dwellings (b) except where a proposed development has previously been referred under clause (a) - land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more. 		<p>efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.</p>	<p>Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.</p>
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Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

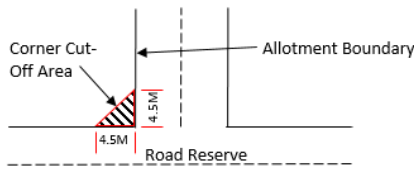
Desired Outcome (DO)

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

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

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

	<ul style="list-style-type: none"> B. does not protrude beyond the outer limits of any verandah structure below C. does not have a sign face that exceeds 1m2 per side. <ul style="list-style-type: none"> (d) if located below canopy level, are flush with a wall (e) if located at canopy level, are in the form of a fascia sign (f) if located above a canopy: <ul style="list-style-type: none"> (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building (i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.
PO 1.2 Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	DTS/DPF 1.2 Where development comprises an advertising hoarding, the supporting structure is: <ul style="list-style-type: none"> (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
PO 1.3 Advertising does not encroach on public land or the land of an adjacent allotment.	DTS/DPF 1.3 Advertisements and/or advertising hoardings are contained within the boundaries of the site.
PO 1.4 Where possible, advertisements on public land are integrated with existing structures and infrastructure.	DTS/DPF 1.4 Advertisements on public land that meet at least one of the following: <ul style="list-style-type: none"> (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
Proliferation of Advertisements	
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: <ul style="list-style-type: none"> (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.
Advertising Content	
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.

<p>activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.</p>	
<p>Amenity Impacts</p>	
<p>PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.</p>	<p>DTS/DPF 4.1 Advertisements do not incorporate any illumination.</p>
<p>Safety</p>	
<p>PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.</p>	<p>DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.</p>
<p>PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.</p>	<p>DTS/DPF 5.2 No advertisement illumination is proposed.</p>
<p>PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to drivers by:</p> <ul style="list-style-type: none"> (a) being liable to interpretation by drivers as an official traffic sign or signal (b) obscuring or impairing drivers' view of official traffic signs or signals (c) obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings. 	<p>DTS/DPF 5.3 Advertisements satisfy all of the following:</p> <ul style="list-style-type: none"> (a) are not located in a public road or rail reserve (b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram  <p>The diagram illustrates a road layout. A horizontal line represents the road edge. A vertical dashed line represents the 'Allotment Boundary'. A shaded triangular area at the corner is labeled 'Corner Cut-Off Area'. A dimension line indicates a 4.5M distance from the road edge to the start of the cut-off area. Another dimension line indicates a 4.5M distance from the road edge to the allotment boundary.</p>
<p>PO 5.4 Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.</p>	<p>DTS/DPF 5.4 Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.</p>
<p>PO 5.5 Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.</p>	<p>DTS/DPF 5.5 Where the advertisement or advertising hoarding is:</p> <ul style="list-style-type: none"> (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb (b) on an unkerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following distance from the roadside edge of the kerb or the seal: <ul style="list-style-type: none"> (a) 110 km/h road - 14m (b) 100 km/h road - 13m (c) 90 km/h road - 10m (d) 70 or 80 km/h road - 8.5m.
<p>PO 5.6 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.</p>	<p>DTS/DPF 5.6 Advertising:</p> <ul style="list-style-type: none"> (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Animal Keeping and Horse Keeping

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

	(b) are designed to be self-draining when washed down.
PO 3.2 Kennels and exercise yards are designed and sited to minimise noise nuisance to neighbours through measures such as: (a) adopting appropriate separation distances (b) orientating openings away from sensitive receivers.	DTS/DPF 3.2 Kennels are sited 500m or more from the nearest sensitive receiver on land in other ownership.
PO 3.3 Dogs are regularly observed and managed to minimise nuisance impact on adjoining sensitive receivers from animal behaviour.	DTS/DPF 3.3 Kennels are sited in association with a permanent dwelling on the land.
Wastes	
PO 4.1 Storage of manure, used litter and other wastes (other than wastewater lagoons) is designed, constructed and managed to minimise attracting and harbouring vermin.	DTS/DPF 4.1 None are applicable.
PO 4.2 Facilities for the storage of manure, used litter and other wastes (other than wastewater lagoons) are located to minimise the potential for polluting water resources.	DTS/DPF 4.2 Waste storage facilities (other than wastewater lagoons) are located outside the 1% AEP flood event areas.

Aquaculture

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land-based Aquaculture	
PO 1.1 Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.	DTS/DPF 1.1 Land-based aquaculture and associated components are located to satisfy all of the following: (a) 200m or more from a sensitive receiver in other ownership (b) 500m or more from the boundary of a zone primarily intended to accommodate sensitive receivers or The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
PO 1.2 Land-based aquaculture and associated components are sited and designed	DTS/DPF 1.2 None are applicable.

to prevent surface flows from entering ponds in a 1% AEP sea flood level event.	
PO 1.3 Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.	DTS/DPF 1.3 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
PO 1.4 Land-based aquaculture and associated components are sited and designed to prevent farmed species escaping and entering into any waters.	DTS/DPF 1.4 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
PO 1.5 Land-based aquaculture and associated components, including intake and discharge pipes, are designed to minimise the need to traverse sensitive areas to minimise impact on the natural environment.	DTS/DPF 1.5 None are applicable.
PO 1.6 Pipe inlets and outlets associated with land-based aquaculture are sited and designed to minimise the risk of disease transmission.	DTS/DPF 1.6 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
PO 1.7 Storage areas associated with aquaculture activity are integrated with the use of the land and sited and designed to minimise their visual impact on the surrounding environment.	DTS/DPF 1.7 None are applicable.
Marine Based Aquaculture	
PO 2.1 Marine aquaculture is sited and designed to minimise its adverse impacts on sensitive ecological areas including: (a) creeks and estuaries (b) wetlands (c) significant seagrass and mangrove communities (d) marine habitats and ecosystems.	DTS/DPF 2.1 None are applicable.
PO 2.2 Marine aquaculture is sited in areas with adequate water current to disperse sediments and dissolve particulate wastes to prevent the build-up of waste that may cause environmental harm.	DTS/DPF 2.2 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
PO 2.3 Marine aquaculture is designed to not involve discharge of human waste on the site, on any adjacent land or into nearby waters.	DTS/DPF 2.3 The development does not include toilet facilities located over water.
PO 2.4 Marine aquaculture (other than inter-tidal aquaculture) is located an appropriate distance seaward of the high water mark.	DTS/DPF 2.4 Marine aquaculture development is located 100m or more seaward of the high water mark or The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
PO 2.5 Marine aquaculture is sited and designed to not obstruct or interfere with: (a) areas of high public use (b) areas, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports (c) areas of outstanding visual or environmental value (d) areas of high tourism value (e) areas of important regional or state economic activity, including commercial ports, wharfs and jetties (f) the operation of infrastructure facilities including inlet and outlet pipes associated with the desalination of sea water.	DTS/DPF 2.5 None are applicable.

PO 2.6 Marine aquaculture is sited and designed to minimise interference and obstruction to the natural processes of the coastal and marine environment.	DTS/DPF 2.6 None are applicable.
PO 2.7 Marine aquaculture is designed to be as unobtrusive as practicable by incorporating measures such as: (a) using feed hoppers painted in subdued colours and suspending them as close as possible to the surface of the water (b) positioning structures to protrude the minimum distance practicable above the surface of the water (c) avoiding the use of shelters and structures above cages and platforms unless necessary to exclude predators and protected species from interacting with the farming structures and/or stock inside the cages, or for safety reasons (d) positioning racks, floats and other farm structures in unobtrusive locations landward from the shoreline.	DTS/DPF 2.7 None are applicable.
PO 2.8 Access, launching and maintenance facilities utilise existing established roads, tracks, ramps and paths to or from the sea where possible to minimise environmental and amenity impacts.	DTS/DPF 2.8 The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.
PO 2.9 Access, launching and maintenance facilities are developed as common user facilities and are co-located where practicable to mitigate adverse impacts on coastal areas.	DTS/DPF 2.9 The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.
PO 2.10 Marine aquaculture is sited to minimise potential impacts on, and to protect the integrity of, reserves under the <i>National Parks and Wildlife Act 1972</i> .	DTS/DPF 2.10 Marine aquaculture is located 1000m or more seaward of the boundary of any reserve under the <i>National Parks and Wildlife Act 1972</i> .
PO 2.11 Onshore storage, cooling and processing facilities do not impair the coastline and its visual amenity by: (a) being sited, designed, landscaped and of a scale to reduce the overall bulk and appearance of buildings and complement the coastal landscape (b) making provision for appropriately sited and designed vehicular access arrangements, including using existing vehicular access arrangements as far as practicable (c) incorporating appropriate waste treatment and disposal.	DTS/DPF 2.11 The development does not include any onshore facilities in conjunction with a proposal for marine aquaculture.
Navigation and Safety	
PO 3.1 Marine aquaculture sites are suitably marked to maintain navigational safety.	DTS/DPF 3.1 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
PO 3.2 Marine aquaculture is sited to provide adequate separation between farms for safe navigation.	DTS/DPF 3.2 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .
Environmental Management	
PO 4.1 Marine aquaculture is maintained to prevent hazards to people and wildlife, including breeding grounds and habitats of native marine mammals and terrestrial fauna, especially migratory species.	DTS/DPF 4.1 None are applicable.
PO 4.2 Marine aquaculture is designed to facilitate the relocation or removal of structures in the case of emergency such as oil spills, algal blooms and altered water flows.	DTS/DPF 4.2 None are applicable.

PO 4.3 Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.	DTS/DPF 4.3 None are applicable.
PO 4.4 Aquaculture operations incorporate measures for the removal and disposal of litter, disused material, shells, debris, detritus, dead animals and animal waste to prevent pollution of waters, wetlands, or the nearby coastline.	DTS/DPF 4.4 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .

Beverage Production in Rural Areas

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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

Bulk Handling and Storage Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: <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

Assessment Provisions (AP)

Desired Outcome (DO)

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 contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (<u>in the form of verandahs, awnings, canopies and the like, with adequate lighting</u>) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4	DTS/DPF 1.4

<p>Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:</p> <ul style="list-style-type: none"> (a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses. 	<p>Development does not incorporate any structures that protrude beyond the roofline.</p>
<p>PO 1.5</p> <p>The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
Safety	
<p>PO 2.1</p> <p>Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Development is designed to differentiate public, communal and private areas.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.</p>	<p>DTS/DPF 2.3</p> <p>None are applicable.</p>
<p>PO 2.4</p> <p>Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.</p>	<p>DTS/DPF 2.4</p> <p>None are applicable.</p>
<p>PO 2.5</p> <p>Common areas and entry points of buildings (such as the foyer areas of residential buildings), and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.</p>	<p>DTS/DPF 2.5</p> <p>None are applicable.</p>
Landscaping	
<p>PO 3.1</p> <p>Soft landscaping and tree planting is incorporated to:</p> <ul style="list-style-type: none"> (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes (e) contribute to biodiversity. 	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
<p>PO 3.2</p> <p>Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
Environmental Performance	
<p>PO 4.1</p> <p>Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p> <p>Buildings are sited and designed to maximise passive environmental</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>

performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	
PO 4.3 Buildings incorporate climate-responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.	DTS/DPF 7.4 None are applicable.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 None are applicable.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7	DTS/DPF 7.7

Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and Walls	
PO 9.1 Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
Overlooking / Visual Privacy (in building 3 storeys or less)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2	DTS/DPF 10.2

<p>Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.</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 nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
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All Residential development

Front elevations and passive surveillance

<p>PO 11.1 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 11.1 Each dwelling with a frontage to a public street:</p> <ul style="list-style-type: none"> (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m² facing the primary street.
<p>PO 11.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.</p>	<p>DTS/DPF 11.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.</p>

Outlook and amenity

<p>PO 12.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 12.1 A living room of a dwelling incorporates a window with an outlook towards the street frontage or private open space, public open space, or waterfront areas.</p>
<p>PO 12.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.</p>	<p>DTS/DPF 12.2 None are applicable.</p>

Ancillary Development

<p>PO 13.1 Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 13.1 Ancillary buildings:</p> <ul style="list-style-type: none"> (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m² (c) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: <ul style="list-style-type: none"> (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: <ul style="list-style-type: none"> A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: <ul style="list-style-type: none"> (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary
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	<p>and</p> <ul style="list-style-type: none"> (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent <ul style="list-style-type: none"> (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less: <ul style="list-style-type: none"> (i) a total area as determined by the following table: <table border="1" data-bbox="971 678 1522 1052"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th> <th>Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td><150</td> <td>10%</td> </tr> <tr> <td>150-200</td> <td>15%</td> </tr> <tr> <td>201-450</td> <td>20%</td> </tr> <tr> <td>>450</td> <td>25%</td> </tr> </tbody> </table> (ii) the amount of existing soft landscaping prior to the development occurring. 	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	201-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										
<p>PO 13.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision or car parking requirements and do not result in over-development of the site.</p>	<p>DTS/DPF 13.2</p> <p>Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas. 										
<p>PO 13.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa is positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.</p>	<p>DTS/DPF 13.3</p> <p>The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:</p> <ul style="list-style-type: none"> (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment. 										
<p>PO 13.4</p> <p>Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.</p>	<p>DTS/DPF 13.4</p> <p>Non-residential ancillary buildings and structures:</p> <ul style="list-style-type: none"> (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: <table border="1" data-bbox="901 1883 1177 1973"> <thead> <tr> <th>Allotment size</th> <th>Floor area</th> </tr> </thead> <tbody> <tr> <td>≤500m²</td> <td>60m²</td> </tr> <tr> <td>>500m²</td> <td>80m²</td> </tr> </tbody> </table> (c) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> (i) in front of any part of the building line of the main building to which it is ancillary or 	Allotment size	Floor area	≤500m ²	60m ²	>500m ²	80m ²				
Allotment size	Floor area										
≤500m ²	60m ²										
>500m ²	80m ²										

	<ul style="list-style-type: none"> (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: <ul style="list-style-type: none"> (i) is set back at least 5.5m from the boundary of the primary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: <ul style="list-style-type: none"> (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.
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Garage appearance

<p>PO 14.1</p> <p>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>	<p>DTS/DPF 14.1</p> <p>Garages and carports facing a street:</p> <ul style="list-style-type: none"> (a) are situated so that no part of the garage or carport is in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening not exceeding 7m in width (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
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Massing

<p>PO 15.1</p> <p>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</p>	<p>DTS/DPF 15.1</p> <p>None are applicable</p>
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Dwelling additions

<p>PO 16.1</p> <p>Dwelling additions are sited and designed to not detract from the streetscape or amenity of adjoining properties and do not impede on-site functional requirements.</p>	<p>DTS / DPF 16.1</p> <p>Dwelling additions:</p> <ul style="list-style-type: none"> (a) are not constructed, added to or altered so that any part is situated closer to a public street (b) do not result in: <ul style="list-style-type: none"> (i) excavation exceeding a vertical height of 1m (ii) filling exceeding a vertical height of 1m (iii) a total combined excavation and filling vertical height of 2m or more (iv) less Private Open Space than specified in Design Table 1 - Private Open Space (v) less on-site parking than specified in Transport Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas (vi) upper level windows facing side or rear boundaries unless: <ul style="list-style-type: none"> A. they are permanently obscured to a height of 1.5m above finished floor level that is fixed or not capable of being opened more than 200mm or
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	<ul style="list-style-type: none"> B. have sill heights greater than or equal to 1.5m above finished floor level or C. incorporate screening to a height of 1.5m above finished floor level <p>(vii) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of:</p> <ul style="list-style-type: none"> A. 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land B. 1.7m above finished floor level in all other cases.
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Private Open Space

<p>PO 17.1</p> <p>Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.</p>	<p>DTS/DPF 17.1</p> <p>Private open space is provided in accordance with Design Table 1 - Private Open Space.</p>
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Water Sensitive Design

<p>PO 18.1</p> <p>Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.</p>	<p>DTS/DPF 18.1</p> <p>Residential development creating a common driveway / access that services 5 or more dwellings achieves the following stormwater runoff outcomes:</p> <ul style="list-style-type: none"> (a) 80 per cent reduction in average annual total suspended solids (b) 60 per cent reduction in average annual total phosphorus (c) 45 per cent reduction in average annual total nitrogen.
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<p>PO 18.2</p> <p>Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.</p>	<p>DTS/DPF 18.2</p> <p>Development creating a common driveway / access that services 5 or more dwellings:</p> <ul style="list-style-type: none"> (a) maintains the pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 18.1% AEP 30-minute storm and the stormwater runoff time to peak is not increased or captures and retains the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an 18.1% AEP 30-minute storm; and (b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.
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Car parking, access and manoeuvrability

<p>PO 19.1</p> <p>Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.1</p> <p>Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):</p> <ul style="list-style-type: none"> (a) single width car parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
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<p>PO 19.2</p> <p>Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
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<p>PO 19.3</p> <p>Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.</p>	<p>DTS/DPF 19.3</p> <p>Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.</p>
<p>PO 19.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 19.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed: <ul style="list-style-type: none"> (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.
<p>PO 19.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 19.5</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram: <div data-bbox="917 1108 1492 1848" style="text-align: center;"> <p>CENTRE LINE OF DRIVEWAY TO BE BETWEEN 70° TO 110° OFF THE STREET BOUNDARY</p> </div> (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site
<p>PO 19.6</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 19.6</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p>

	<ul style="list-style-type: none"> (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
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Waste storage

PO 20.1 Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	DTS/DPF 20.1 None are applicable.
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Design of Transportable Dwellings

PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b): <ul style="list-style-type: none"> (a) are not transportable or (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
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Group dwelling, residential flat buildings and battle-axe development

Amenity

PO 22.1 Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.	DTS/DPF 22.1 Dwellings have a minimum internal floor area in accordance with the following table:										
	<table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: center;">Number of bedrooms</th> <th style="text-align: center;">Minimum internal floor area</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Studio</td> <td style="text-align: center;">35m²</td> </tr> <tr> <td style="text-align: center;">1 bedroom</td> <td style="text-align: center;">50m²</td> </tr> <tr> <td style="text-align: center;">2 bedroom</td> <td style="text-align: center;">65m²</td> </tr> <tr> <td style="text-align: center;">3+ bedrooms</td> <td style="text-align: center;">80m² and any dwelling over 3 bedrooms provides an additional 15m² for every additional bedroom</td> </tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	Studio	35m ²	1 bedroom	50m ²	2 bedroom	65m ²	3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom
Number of bedrooms	Minimum internal floor area										
Studio	35m ²										
1 bedroom	50m ²										
2 bedroom	65m ²										
3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom										

PO 22.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 22.2 None are applicable.
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PO 22.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 22.3 None are applicable.
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PO 22.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 22.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.
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Communal Open Space

PO 23.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 23.1 None are applicable.
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PO 23.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 23.2 Communal open space incorporates a minimum dimension of 5 metres.
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PO 23.3	DTS/DPF 23.3
Communal open space is designed and sited to:	None are applicable.
(a) be conveniently accessed by the dwellings which it services	
(b) have regard to acoustic, safety, security and wind effects.	
PO 23.4	DTS/DPF 23.4
Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	None are applicable.
PO 23.5	DTS/DPF 23.5
Communal open space is designed and sited to:	None are applicable.
(a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings	
(b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	
Carparking, access and manoeuvrability	
PO 24.1	DTS/DPF 24.1
Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements:
	(a) minimum 0.33 on-street car parks per proposed dwellings (rounded up to the nearest whole number)
	(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly
	(c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 24.2	DTS/DPF 24.2
The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 24.3	DTS/DPF 24.3
Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:
	(a) have a minimum width of 3m
	(b) for driveways servicing more than 3 dwellings:
	(i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street
	(ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 24.4	DTS/DPF 24.4
Residential driveways in a battle-axe configuration are designed to allow safe and convenient movement.	Where in a battle-axe configuration, a driveway servicing one dwelling has a minimum width of 3m.
PO 24.5	DTS/DPF 24.5
Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 24.6	DTS/DPF 24.6
Dwellings are adequately separated from common driveways and manoeuvring areas.	Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft Landscaping	
PO 25.1	DTS/DPF 25.1

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

indoor and outdoor communal areas to be used by residents and visitors.	
PO 29.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 29.5 None are applicable.
PO 29.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 29.6 None are applicable.
Site Facilities / Waste Storage	
PO 30.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.	DTS/DPF 30.1 None are applicable.
PO 30.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 30.2 None are applicable.
PO 30.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 30.3 None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	DTS/DPF 30.4 None are applicable.
PO 30.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 30.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 30.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 30.6 None are applicable.
PO 30.7 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 30.7 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 31.1	DTS/DPF 31.1

Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	None are applicable.
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PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
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Wash-down and Waste Loading and Unloading

PO 32.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 32.1 None are applicable.
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Decks

Design and Siting

PO 33.1 Decks are designed and sited to: (a) complement the associated building form (b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space) (c) minimise cut and fill and overall massing when viewed from adjacent land.	DTS/DPF 33.1 Decks: (a) where ancillary to a dwelling: (i) are not constructed, added to or altered so that any part is situated: A. in front of any part of the building line of the dwelling to which it is ancillary or B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (ii) are set back at least 900mm from side or rear allotment boundaries (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling (iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less: A. a total area is determined by the following table: <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>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. the amount of existing soft landscaping prior to the development occurring.	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%
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>(b) where in association with a non-residential use:</p> <p>(i) are set back at least 2 metres from the boundary of an allotment used for residential purposes.</p> <p>(ii) are set back at least 2 metres from a public road.</p> <p>(iii) have a floor area not exceeding 25m²</p> <p>(c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.</p>
PO 33.2	DTS/DPF 33.2
Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 33.3	DTS/DPF 33.3
Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

Table 1 - Private Open Space

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

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is:

	<p>(a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality</p> <p>(b) durable - fit for purpose, adaptable and long lasting</p> <p>(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</p> <p>(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.</p>
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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
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: <ul style="list-style-type: none"> (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses. 	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.

PO 2.4	DTS/DPF 2.4
Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	None are applicable.
PO 2.5	DTS/DPF 2.5
Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	None are applicable.
Landscaping	
PO 3.1	DTS/DPF 3.1
Soft landscaping and tree planting are incorporated to: <ul style="list-style-type: none"> (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes. 	None are applicable.
Environmental Performance	
PO 4.1	DTS/DPF 4.1
Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	None are applicable.
PO 4.2	DTS/DPF 4.2
Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	None are applicable.
PO 4.3	DTS/DPF 4.3
Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	None are applicable.
Water Sensitive Design	
PO 5.1	DTS/DPF 5.1
Development is sited and designed to maintain natural hydrological systems without negatively impacting: <ul style="list-style-type: none"> (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs. 	None are applicable.
On-site Waste Treatment Systems	
PO 6.1	DTS/DPF 6.1
Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	Effluent disposal drainage areas do not: <ul style="list-style-type: none"> (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1	DTS/DPF 7.1
Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: <ul style="list-style-type: none"> (a) limiting protrusion above finished ground level 	None are applicable.

<p>(b) screening through appropriate planting, fencing and mounding</p> <p>(c) limiting the width of openings and integrating them into the building structure.</p>	
<p>PO 7.2</p> <p>Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.</p>	<p>DTS/DPF 7.2</p> <p>None are applicable.</p>
<p>PO 7.3</p> <p>Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.</p>	<p>DTS/DPF 7.3</p> <p>None are applicable.</p>
<p>PO 7.4</p> <p>Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.</p>	<p>DTS/DPF 7.4</p> <p>Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.</p>
<p>PO 7.5</p> <p>Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.</p>	<p>DTS/DPF 7.5</p> <p>Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of:</p> <ul style="list-style-type: none"> (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
<p>PO 7.6</p> <p>Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.</p>	<p>DTS/DPF 7.6</p> <p>None are applicable.</p>
<p>PO 7.7</p> <p>Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.</p>	<p>DTS/DPF 7.7</p> <p>None are applicable.</p>
Earthworks and sloping land	
<p>PO 8.1</p> <p>Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.</p>	<p>DTS/DPF 8.1</p> <p>Development does not involve any of the following:</p> <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>

PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and walls	
PO 9.1 Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping is incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
Overlooking / Visual Privacy (low rise buildings)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	
External Appearance	

PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are: (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment.
PO 12.8 Building services, plant and mechanical equipment are screened from the public realm.	DTS/DPF 12.8 None are applicable.

Landscaping

PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.				
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.				
	<table border="1"> <thead> <tr> <th>Site area</th> <th>Minimum deep</th> <th>Minimum</th> <th>Tree / deep soil</th> </tr> </thead> </table>	Site area	Minimum deep	Minimum	Tree / deep soil
Site area	Minimum deep	Minimum	Tree / deep soil		

	soil area	dimension	zones
	<300 m ²	10 m ²	1.5m 1 small tree / 10 m ²
	300-1500 m ²	7% site area	3m 1 medium tree / 30 m ²
	>1500 m ²	7% site area	6m 1 large or medium tree / 60 m ²
Tree size and site area definitions			
Small tree	4-6m mature height and 2-4m canopy spread		
Medium tree	6-12m mature height and 4-8m canopy spread		
Large tree	12m mature height and >8m canopy spread		
Site area	The total area for development site, not average area per dwelling		
PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.		
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.		
Environmental			
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.		
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.		
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level.	DTS/DPF 14.3 None are applicable.		
Car Parking			
PO 15.1	DTS/DPF 15.1		

<p>Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.</p>	<p>Multi-level vehicle parking structures within buildings:</p> <ul style="list-style-type: none"> (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
<p>PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.</p>	<p>DTS/DPF 15.2 None are applicable.</p>
<p>Overlooking/Visual Privacy</p>	
<p>PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as:</p> <ul style="list-style-type: none"> (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity. 	<p>DTS/DPF 16.1 None are applicable.</p>
<p>All residential development</p>	
<p>Front elevations and passive surveillance</p>	
<p>PO 17.1 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 Each dwelling with a frontage to a public street:</p> <ul style="list-style-type: none"> (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m² facing the primary street.
<p>PO 17.2 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 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>PO 18.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 18.1 A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.</p>
<p>PO 18.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.</p>	<p>DTS/DPF 18.2 None are applicable.</p>
<p>Ancillary Development</p>	
<p>PO 19.1 Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 19.1 Ancillary buildings:</p> <ul style="list-style-type: none"> (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m² (c) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)

	<p>(d) in the case of a garage or carport, the garage or carport:</p> <ul style="list-style-type: none"> (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: <ul style="list-style-type: none"> A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width <p>(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <ul style="list-style-type: none"> (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent <p>(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</p> <p>(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p> <p>(h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>(k) retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (i) or (ii), whichever is less:</p> <ul style="list-style-type: none"> (i) a total area as determined by the following table: <table border="1" data-bbox="970 1137 1524 1514" style="margin-left: 20px;"> <thead> <tr> <th style="background-color: #2c5e8c; color: white;">Site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th> <th style="background-color: #2c5e8c; color: white;">Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td><150</td> <td>10%</td> </tr> <tr> <td>150-200</td> <td>15%</td> </tr> <tr> <td>>200-450</td> <td>20%</td> </tr> <tr> <td>>450</td> <td>25%</td> </tr> </tbody> </table> (ii) the amount of existing soft landscaping prior to the development occurring. 	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%
Site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
>200-450	20%										
>450	25%										

<p>PO 19.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.</p>
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<p>DTS/DPF 19.2</p> <p>Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
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<p>PO 19.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.</p>
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<p>DTS/DPF 19.3</p> <p>The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:</p> <ul style="list-style-type: none"> (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or
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	<p>(b) located at least 12m from the nearest habitable room located on an adjoining allotment.</p>						
<p>PO 19.4 Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.</p>	<p>DTS/DPF 19.4 Non-residential ancillary buildings and structures:</p> <ul style="list-style-type: none"> (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: <table border="1" data-bbox="901 376 1177 465"> <thead> <tr> <th>Allotment size</th> <th>Floor area</th> </tr> </thead> <tbody> <tr> <td>≤500m²</td> <td>60m²</td> </tr> <tr> <td>>500m²</td> <td>80m²</td> </tr> </tbody> </table> (c) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> (i) in front of any part of the building line of the main building to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: <ul style="list-style-type: none"> (i) is set back at least 5.5m from the boundary of the primary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: <ul style="list-style-type: none"> (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height (or post height) not exceeding 3m (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour. 	Allotment size	Floor area	≤500m ²	60m ²	>500m ²	80m ²
Allotment size	Floor area						
≤500m ²	60m ²						
>500m ²	80m ²						

Residential Development - Low Rise

External appearance

<p>PO 20.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>	<p>DTS/DPF 20.1 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>PO 20.2 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.</p>	<p>DTS/DPF 20.2 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:</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

	<ul style="list-style-type: none"> (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.
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PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable
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Private Open Space

PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
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PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.
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Landscaping

PO 22.1 Soft landscaping is incorporated into development to: <ul style="list-style-type: none"> (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes. 	DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): <ul style="list-style-type: none"> (a) a total area for the entire development site, including any common property, as determined by the following table: <table border="1" style="margin: 10px 0;"> <thead> <tr> <th style="background-color: #0056b3; color: white;">Site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th> <th style="background-color: #0056b3; color: white;">Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td><150</td> <td>10%</td> </tr> <tr> <td>150-200</td> <td>15%</td> </tr> <tr> <td>>200-450</td> <td>20%</td> </tr> <tr> <td>>450</td> <td>25%</td> </tr> </tbody> </table> (b) at least 30% of any land between the primary street boundary and the primary building line. 	Site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	>200-450	20%	>450	25%
Site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
>200-450	20%										
>450	25%										

Car parking, access and manoeuvrability

PO 23.1 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): <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.
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<p>PO 23.2</p> <p>Uncovered car parking space are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 23.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
<p>PO 23.3</p> <p>Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.</p>	<p>DTS/DPF 23.3</p> <p>Driveways and access points satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: <ul style="list-style-type: none"> (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
<p>PO 23.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 23.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 23.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 23.5</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:

	 <p>(c) if located to provide access from an alley, lane or right of way - the alley, land or right of way is at least 6.2m wide along the boundary of the allotment / site.</p>
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<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.
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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.
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Design of Transportable Buildings

<p>PO 25.1</p> <p>The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.</p>	<p>DTS/DPF 25.1</p> <p>Buildings satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) are not transportable (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
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Residential Development - Medium and High Rise (including serviced apartments)

Outlook and Visual Privacy

<p>PO 26.1</p> <p>Ground level dwellings have a satisfactory short range visual outlook to public,</p>	<p>DTS/DPF 26.1</p> <p>Buildings:</p>
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communal or private open space.	<ul style="list-style-type: none"> (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.
PO 26.2 The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2 The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space	
PO 27.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1 Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings	
PO 28.1 Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1 Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2 Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to: <ul style="list-style-type: none"> (a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy (b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas. 	DTS/DPF 28.2 Balconies utilise one or a combination of the following design elements: <ul style="list-style-type: none"> (a) sun screens (b) pergolas (c) louvres (d) green facades (e) openable walls.
PO 28.3 Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.	DTS/DPF 28.3 Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.
PO 28.4 Dwellings are provided with sufficient space for storage to meet likely occupant needs.	DTS/DPF 28.4 Dwellings (not including student accommodation or serviced apartments) are provided with storage at the following rates with at least 50% or more of the storage volume to be provided within the dwelling: <ul style="list-style-type: none"> (a) studio: not less than 6m³ (b) 1 bedroom dwelling / apartment: not less than 8m³ (c) 2 bedroom dwelling / apartment: not less than 10m³ (d) 3+ bedroom dwelling / apartment: not less than 12m³.
PO 28.5 Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.	DTS/DPF 28.5 Light wells: <ul style="list-style-type: none"> (a) are not used as the primary source of outlook for living rooms (b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms (c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.
PO 28.6 Attached or abutting dwellings are designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.	DTS/DPF 28.6 None are applicable.
PO 28.7 Dwellings are designed so that internal structural columns correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.	DTS/DPF 28.7 None are applicable.

Dwelling Configuration

<p>PO 29.1</p> <p>Buildings containing in excess of 10 dwellings provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling to contribute to housing diversity.</p>	<p>DTS/DPF 29.1</p> <p>Buildings containing in excess of 10 dwellings provide at least one of each of the following:</p> <ul style="list-style-type: none"> (a) studio (where there is no separate bedroom) (b) 1 bedroom dwelling / apartment with a floor area of at least 50m² (c) 2 bedroom dwelling / apartment with a floor area of at least 65m² (d) 3+ bedroom dwelling / apartment with a floor area of at least 80m², and any dwelling over 3 bedrooms provides an additional 15m² for every additional bedroom.
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<p>PO 29.2</p> <p>Dwellings located on the ground floor of multi-level buildings with 3 or more bedrooms have the windows of their habitable rooms overlooking internal courtyard space or other public space, where possible.</p>	<p>DTS/DPF 29.2</p> <p>None are applicable.</p>
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Common Areas

<p>PO 30.1</p> <p>The size of lifts, lobbies and corridors is sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.</p>	<p>DTS/DPF 30.1</p> <p>Common corridor or circulation areas:</p> <ul style="list-style-type: none"> (a) have a minimum ceiling height of 2.7m (b) provide access to no more than 8 dwellings (c) incorporate a wider section at apartment entries where the corridors exceed 12m in length from a core.
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Group Dwellings, Residential Flat Buildings and Battle axe Development

Amenity

<p>PO 31.1</p> <p>Dwellings are of a suitable size to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 31.1</p> <p>Dwellings have a minimum internal floor area in accordance with the following table:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Number of bedrooms</th> <th style="text-align: center;">Minimum internal floor area</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Studio</td> <td style="text-align: center;">35m²</td> </tr> <tr> <td style="text-align: center;">1 bedroom</td> <td style="text-align: center;">50m²</td> </tr> <tr> <td style="text-align: center;">2 bedroom</td> <td style="text-align: center;">65m²</td> </tr> <tr> <td style="text-align: center;">3+ bedrooms</td> <td style="text-align: center;">80m² and any dwelling over 3 bedrooms provides an additional 15m² for every additional bedroom</td> </tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	Studio	35m ²	1 bedroom	50m ²	2 bedroom	65m ²	3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom
Number of bedrooms	Minimum internal floor area										
Studio	35m ²										
1 bedroom	50m ²										
2 bedroom	65m ²										
3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom										

<p>PO 31.2</p> <p>The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.</p>	<p>DTS/DPF 31.2</p> <p>None are applicable.</p>
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<p>PO 31.3</p> <p>Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.</p>	<p>DTS/DPF 31.3</p> <p>None are applicable.</p>
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<p>PO 31.4</p> <p>Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.</p>	<p>DTS/DPF 31.4</p> <p>Dwelling sites/allotments are not in the form of a battle-axe arrangement.</p>
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Communal Open Space

<p>PO 32.1</p> <p>Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.</p>	<p>DTS/DPF 32.1</p> <p>None are applicable.</p>
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PO 32.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 32.2 Communal open space incorporates a minimum dimension of 5 metres.
PO 32.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 32.3 None are applicable.
PO 32.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 32.4 None are applicable.
PO 32.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 32.5 None are applicable.
Car parking, access and manoeuvrability	
PO 33.1 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 33.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: (a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 33.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 33.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 33.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 33.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 33.4 Residential driveways that service more than one dwelling or a dwelling on a battle-axe site are designed to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 33.4 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 33.5 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 33.5 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft landscaping	
PO 34.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 34.1 Other than where located directly in front of a garage or building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.

PO 34.2 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 34.2 Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 35.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 35.1 None are applicable.
PO 35.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 35.2 None are applicable.
PO 35.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 35.3 None are applicable.
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	
PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.

Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: <ul style="list-style-type: none"> (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points. 	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 39.1 None are applicable.
PO 39.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 39.2 None are applicable.
PO 39.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 39.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 39.4 Communal open space is designed and sited to: <ul style="list-style-type: none"> (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects. 	DTS/DPF 39.4 None are applicable.
PO 39.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 39.5 None are applicable.
PO 39.6 Communal open space is designed and sited to: <ul style="list-style-type: none"> (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance. 	DTS/DPF 39.6 None are applicable.
Site Facilities / Waste Storage	
PO 40.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric-powered vehicles.	DTS/DPF 40.1 None are applicable.
PO 40.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 40.2 None are applicable.
PO 40.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 40.3 None are applicable.
PO 40.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.	DTS/DPF 40.4 None are applicable.

PO 40.5	DTS/DPF 40.5
Waste and recyclable material storage areas are located away from dwellings.	Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 40.6	DTS/DPF 40.6
Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	None are applicable.
PO 40.7	DTS/DPF 40.7
Services, including gas and water meters, are conveniently located and screened from public view.	None are applicable.
Student Accommodation	
PO 41.1	DTS/DPF 41.1
Student accommodation is designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents, including an internal layout and facilities that are designed to provide sufficient space and amenity for the requirements of student life and promote social interaction.	<p>Student accommodation provides:</p> <ul style="list-style-type: none"> (a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units (b) common or shared facilities to enable a more efficient use of space, including: <ul style="list-style-type: none"> (i) shared cooking, laundry and external drying facilities (ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space (iii) common storage facilities at the rate of 8m³ for every 2 dwellings or students (iv) common on-site parking in accordance with Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas (v) bicycle parking at the rate of one space for every 2 students.
PO 41.2	DTS/DPF 41.2
Student accommodation is designed to provide easy adaptation of the building to accommodate an alternative use of the building in the event it is no longer required for student housing.	None are applicable.
All non-residential development	
Water Sensitive Design	
PO 42.1	DTS/DPF 42.1
Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.	None are applicable.
PO 42.2	DTS/DPF 42.2
Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	None are applicable.
PO 42.3	DTS/DPF 42.3
Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.	None are applicable.
Wash-down and Waste Loading and Unloading	
PO 43.1	DTS/DPF 43.1
<p>Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are:</p> <ul style="list-style-type: none"> (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection 	None are applicable.

<p>(c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area</p> <p>(d) are designed to drain wastewater to either:</p> <ul style="list-style-type: none"> (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis. 	
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Laneway Development

Infrastructure and Access

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

Design and Siting

<p>PO 45.1</p> <p>Decks are designed and sited to:</p> <ul style="list-style-type: none"> (a) complement the associated building form (b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space) (c) minimise cut and fill and overall massing when viewed from adjacent land. 	<p>DTS/DPF 45.1</p> <p>Decks:</p> <ul style="list-style-type: none"> (a) where ancillary to a dwelling: <ul style="list-style-type: none"> (i) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> A. in front of any part of the building line of the dwelling to which it is ancillary or B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (ii) are set back at least 900mm from side or rear allotment boundaries (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling (iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less: <ul style="list-style-type: none"> A. a total area is determined by the following table: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #0056b3; color: white;"> <th style="padding: 5px;">Site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th> <th style="padding: 5px;">Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;"><150</td> <td style="padding: 5px;">10%</td> </tr> <tr> <td style="padding: 5px;">150-200</td> <td style="padding: 5px;">15%</td> </tr> <tr> <td style="padding: 5px;">>200-450</td> <td style="padding: 5px;">20%</td> </tr> <tr> <td style="padding: 5px;">>450</td> <td style="padding: 5px;">25%</td> </tr> </tbody> </table> B. the amount of existing soft landscaping prior to the development occurring. 	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%
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>(b) where in association with a non-residential use:</p> <ul style="list-style-type: none"> (i) are set back at least 2 metres from the boundary of an allotment used for residential purposes. (ii) are set back at least 2 metres from a public road. (iii) have a floor area not exceeding 25m² <p>(c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.</p>
PO 45.2 Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	DTS/DPF 45.2 Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 45.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	DTS/DPF 45.3 Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

Table 1 - Private Open Space

Dwelling Type	Dwelling / Site Configuration	Minimum Rate
Dwelling (at ground level, other than a residential flat building that includes above ground dwellings)		<p>Total private open space area:</p> <ul style="list-style-type: none"> (a) Site area <301m²: 24m² located behind the building line. (b) Site area ≥ 301m²: 60m² located behind the building line. <p>Minimum directly accessible from a living room: 16m² / with a minimum dimension 3m.</p>
Cabin or caravan (permanently fixed to the ground) in a residential park or caravan and tourist park		Total area: 16m ² , which may be uses as second car parking space, provided on each site intended for residential occupation.
Dwelling in a residential flat building or mixed use building which incorporate above ground level dwellings	Dwellings at ground level:	15m ² / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m ² / minimum dimension 1.8m
	One bedroom dwelling	8m ² / minimum dimension 2.1m
	Two bedroom dwelling	11m ² / minimum dimension 2.4m
	Three + bedroom dwelling	15 m ² / minimum dimension 2.6m

Forestry

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

access tracks.	<ul style="list-style-type: none"> (a) are incorporated within all firebreaks (b) are 7m or more wide with a vertical clearance of 4m or more (c) are aligned to provide straight through access at junctions, or if they are a no through access track are appropriately signposted and provide suitable turnaround areas for fire-fighting vehicles (d) partition the plantation into units of 40ha or less in area.
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Power-line Clearances

<p>PO 4.1</p> <p>Commercial forestry plantations achieve and maintain appropriate clearances from aboveground powerlines.</p>	<p>DTS/DPF 4.1</p> <p>Commercial forestry plantations incorporating trees with an expected mature height of greater than 6m meet the clearance requirements listed in the following table:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">Voltage of transmission line</th> <th style="width: 33%;">Tower or Pole</th> <th style="width: 33%;">Minimum horizontal clearance distance between plantings and transmission lines</th> </tr> </thead> <tbody> <tr> <td>500 kV</td> <td>Tower</td> <td>38m</td> </tr> <tr> <td>275 kV</td> <td>Tower</td> <td>25m</td> </tr> <tr> <td>132 kV</td> <td>Tower</td> <td>30m</td> </tr> <tr> <td>132 kV</td> <td>Pole</td> <td>20m</td> </tr> <tr> <td>66 kV</td> <td>Pole</td> <td>20m</td> </tr> <tr> <td>Less than 66 kV</td> <td>Pole</td> <td>20m</td> </tr> </tbody> </table>	Voltage of transmission line	Tower or Pole	Minimum horizontal clearance distance between plantings and transmission lines	500 kV	Tower	38m	275 kV	Tower	25m	132 kV	Tower	30m	132 kV	Pole	20m	66 kV	Pole	20m	Less than 66 kV	Pole	20m
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Housing Renewal

Assessment Provisions (AP)

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

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

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1	DTS/DPF 1.1

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

<ul style="list-style-type: none"> (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours. 	<p>boundaries in accordance with the following:</p> <ul style="list-style-type: none"> (a) where the wall height does not exceed 3m - at least 900mm (b) for a wall that is not south facing and the wall height exceeds 3m - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings (c) for a wall that is south facing and the wall height exceeds 3m - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings.
<p>Rear Boundary Setback</p>	
<p>PO 7.1</p> <p>Buildings are set back from rear boundaries to provide:</p> <ul style="list-style-type: none"> (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours (c) private open space (d) space for landscaping and vegetation. 	<p>DTS/DPF 7.1</p> <p>Dwellings are set back from the rear boundary:</p> <ul style="list-style-type: none"> (a) 3m or more for the first building level (b) 5m or more for any subsequent building level.
<p>Buildings elevation design</p>	
<p>PO 8.1</p> <p>Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.</p>	<p>DTS/DPF 8.1</p> <p>Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:</p> <ul style="list-style-type: none"> (a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building elevation (c) a balcony projects from the building elevation (d) a verandah projects at least 1m from the building elevation (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm. (g) a minimum of two different materials or finishes are incorporated on the walls of the building elevation, with a maximum of 80% of the building elevation in a single material or finish.
<p>PO 8.2</p> <p>Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 8.2</p> <p>Each dwelling with a frontage to a public street:</p> <ul style="list-style-type: none"> (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m² facing the primary street
<p>PO 8.3</p> <p>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</p>	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>
<p>PO 8.4</p> <p>Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.</p>	<p>DTS/DPF 8.4</p> <p>None are applicable.</p>
<p>PO 8.5</p> <p>Entrances to multi-storey buildings are:</p> <ul style="list-style-type: none"> (a) oriented towards the street (b) visible and easily identifiable from the street (c) designed to include a common mail box structure. 	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>
<p>Outlook and amenity</p>	
<p>PO 9.1</p>	<p>DTS/DPF 9.1</p>

<p>Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>A living room of a dwelling incorporates a window with an external outlook towards the street frontage or private open space.</p>															
<p>PO 9.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.</p>	<p>DTS/DPF 9.2 None are applicable.</p>															
<p>Private Open Space</p>																
<p>PO 10.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.</p>	<p>DTS/DPF 10.1 Private open space is provided in accordance with the following table:</p> <table border="1" data-bbox="821 483 1536 1200"> <thead> <tr> <th data-bbox="821 483 1034 607">Dwelling Type</th> <th data-bbox="1034 483 1262 607">Dwelling / Site Configuration</th> <th data-bbox="1262 483 1536 607">Minimum Rate</th> </tr> </thead> <tbody> <tr> <td data-bbox="821 607 1034 813">Dwelling (at ground level)</td> <td data-bbox="1034 607 1262 813"></td> <td data-bbox="1262 607 1536 813">Total area: 24m² located behind the building line Minimum adjacent to a living room: 16m² with a minimum dimension 3m</td> </tr> <tr> <td data-bbox="821 813 1034 1200" rowspan="4">Dwelling (above ground level)</td> <td data-bbox="1034 813 1262 913">Studio</td> <td data-bbox="1262 813 1536 913">4m² / minimum dimension 1.8m</td> </tr> <tr> <td data-bbox="1034 913 1262 1003">One bedroom dwelling</td> <td data-bbox="1262 913 1536 1003">8m² / minimum dimension 2.1m</td> </tr> <tr> <td data-bbox="1034 1003 1262 1104">Two bedroom dwelling</td> <td data-bbox="1262 1003 1536 1104">11m² / minimum dimension 2.4m</td> </tr> <tr> <td data-bbox="1034 1104 1262 1200">Three + bedroom dwelling</td> <td data-bbox="1262 1104 1536 1200">15 m² / minimum dimension 2.6m</td> </tr> </tbody> </table>	Dwelling Type	Dwelling / Site Configuration	Minimum Rate	Dwelling (at ground level)		Total area: 24m ² located behind the building line Minimum adjacent to a living room: 16m ² with a minimum dimension 3m	Dwelling (above ground level)	Studio	4m ² / minimum dimension 1.8m	One bedroom dwelling	8m ² / minimum dimension 2.1m	Two bedroom dwelling	11m ² / minimum dimension 2.4m	Three + bedroom dwelling	15 m ² / minimum dimension 2.6m
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<p>PO 10.2 Private open space positioned to provide convenient access from internal living areas.</p>	<p>DTS/DPF 10.2 At least 50% of the required area of private open space is accessible from a habitable room.</p>															
<p>PO 10.3 Private open space is positioned and designed to:</p> <ul style="list-style-type: none"> (a) provide useable outdoor space that suits the needs of occupants; (b) take advantage of desirable orientation and vistas; and (c) adequately define public and private space. 	<p>DTS/DPF 10.3 None are applicable.</p>															
<p>Visual privacy</p>																
<p>PO 11.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.</p>	<p>DTS/DPF 11.1 Upper level windows facing side or rear boundaries shared with another residential allotment/site satisfy one of the following:</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 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5m above the finished floor. 															
<p>PO 11.2 Development mitigates direct overlooking from upper level balconies and</p>	<p>DTS/DPF 11.2 One of the following is satisfied:</p>															

<p>terraces to habitable rooms and private open space of adjoining residential uses.</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 nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
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Landscaping

<p>PO 12.1</p> <p>Soft landscaping is incorporated into development to:</p> <ul style="list-style-type: none"> (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes. 	<p>DTS/DPF 12.1</p> <p>Residential development incorporates pervious areas for 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" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th> <th style="text-align: left;">Minimum percentage of site</th> </tr> </thead> <tbody> <tr> <td><150</td> <td>10%</td> </tr> <tr> <td><200</td> <td>15%</td> </tr> <tr> <td>200-450</td> <td>20%</td> </tr> <tr> <td>>450</td> <td>25%</td> </tr> </tbody> </table> <ul style="list-style-type: none"> (b) at least 30% of land between the road boundary and the building line. 	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	<200	15%	200-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
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Water Sensitive Design

<p>PO 13.1</p> <p>Residential development is designed to capture and use stormwater to:</p> <ul style="list-style-type: none"> (a) maximise efficient use of water resources (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded (c) manage runoff quality to maintain, as close as practical, pre-development conditions. 	<p>DTS/DPF 13.1</p> <p>None are applicable.</p>
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Car Parking

<p>PO 14.1</p> <p>On-site car parking is provided to meet the anticipated demand of residents, with less on-site parking in areas in close proximity to public transport.</p>	<p>DTS/DPF 14.1</p> <p>On-site car parking is provided at the following rates per dwelling:</p> <ul style="list-style-type: none"> (a) 2 or fewer bedrooms - 1 car parking space (b) 3 or more bedrooms - 2 car parking spaces.
<p>PO 14.2</p> <p>Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 14.2</p> <p>Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area):</p> <ul style="list-style-type: none"> (a) single parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.5m (iii) minimum garage door width of 2.4m per space.
<p>PO 14.3</p> <p>Uncovered car parking spaces are of dimensions to be functional, accessible</p>	<p>DTS/DPF 14.3</p> <p>Uncovered car parking spaces have:</p>

and convenient.	<ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
PO 14.4 Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.	DTS/DPF 14.4 Visitor car parking for group and residential flat buildings incorporating 4 or more dwellings is provided on-site at a minimum ratio of 0.25 car parking spaces per dwelling.
PO 14.5 Residential flat buildings provide dedicated areas for bicycle parking.	DTS/DPF 14.5 Residential flat buildings provide one bicycle parking space per dwelling.
Overshadowing	
PO 15.1 Development minimises overshadowing of the private open spaces of adjoining land by ensuring that ground level open space associated with residential buildings receive direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.	DTS/DPF 15.1 None are applicable.
Waste	
PO 16.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 16.1 A waste bin storage area is provided behind the primary building line that: <ul style="list-style-type: none"> (a) has a minimum area of 2m² with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
PO 16.2 Residential flat buildings provide a dedicated area for the on-site storage of waste which is: <ul style="list-style-type: none"> (a) easily and safely accessible for residents and for collection vehicles (b) screened from adjoining land and public roads (c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection. 	DTS/DPF 16.2 None are applicable.
Vehicle Access	
PO 17.1 Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages and on-street parking.	DTS/DPF 17.1 None are applicable.
PO 17.2 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 17.2 Vehicle access to designated car parking spaces satisfy (a) or (b): <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.

<p>PO 17.3</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 17.3</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient 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 more 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 17.4</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street parking.</p>	<p>DTS/DPF 17.4</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> <ol style="list-style-type: none"> 1. minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) 2. Minimum car park length of 5.4m where a vehicle can enter or exit a space directly 3. minimum car park length of 6m for an intermediate space located between two other parking spaces.
<p>PO 17.5</p> <p>Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.</p>	<p>DTS/DPF 17.5</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.
<p>PO 17.6</p> <p>Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.</p>	<p>DTS/DPF 17.6</p> <p>Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre</p>
<p>PO 17.7</p> <p>Dwellings are adequately separated from common driveways and manoeuvring areas.</p>	<p>DTS/DPF 17.7</p> <p>Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.</p>
Storage	
<p>PO 18.1</p> <p>Dwellings are provided with sufficient and accessible space for storage to meet likely occupant needs.</p>	<p>DTS/DPF 18.1</p> <p>Dwellings are provided with storage at the following rates and 50% or more of the storage volume is provided within the dwelling:</p> <ul style="list-style-type: none"> (a) studio: not less than 6m³ (b) 1 bedroom dwelling / apartment: not less than 8m³ (c) 2 bedroom dwelling / apartment: not less than 10m³ (d) 3+ bedroom dwelling / apartment: not less than 12m³.
Earthworks	
<p>PO 19.1</p> <p>Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.</p>	<p>DTS/DPF 19.1</p> <p>The development does not involve:</p> <ul style="list-style-type: none"> (a) excavation exceeding a vertical height of 1 m or (b) filling exceeding a vertical height of 1 m or (c) a total combined excavation and filling vertical height exceeding 2m.

Service connections and infrastructure	
<p>PO 20.1</p> <p>Dwellings are provided with appropriate service connections and infrastructure.</p>	<p>DTS/DPF 20.1</p> <p>The site and building:</p> <ul style="list-style-type: none"> (a) have the ability to be connected to a permanent potable water supply (b) have the ability to be connected to a sewerage system, or a wastewater system approved under the <i>South Australian Public Health Act 2011</i> (c) have the ability to be connected to electricity supply (d) have the ability to be connected to an adequate water supply (and pressure) for fire-fighting purposes (e) would not be contrary to the Regulations prescribed for the purposes of Section 86 of the <i>Electricity Act 1996</i>.
Site contamination	
<p>PO 21.1</p> <p>Land that is suitable for sensitive land uses to provide a safe environment.</p>	<p>DTS/DPF 21.1</p> <p>Development satisfies (a), (b), (c) or (d):</p> <ul style="list-style-type: none"> (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a <u>more sensitive use</u> (c) involves a change in the use of land to a <u>more sensitive use</u> on land at which <u>site contamination</u> does not exist (as demonstrated in a <u>site contamination declaration form</u>) (d) involves a change in the use of land to a <u>more sensitive use</u> on land at which <u>site contamination</u> exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: <ul style="list-style-type: none"> (i) a <u>site contamination audit report</u> has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that <ul style="list-style-type: none"> A. <u>site contamination</u> does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further <u>remediation</u>) or C. where <u>remediation</u> is, or remains, necessary for the proposed use (or range of uses), <u>remediation work</u> has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other <u>class 1 activity</u> or <u>class 2 activity</u> has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a <u>site contamination declaration form</u>).

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.	DTS/DPF 1.1 None are applicable.
Visual Amenity	
PO 2.1 The visual impact of above-ground infrastructure networks and services (excluding high voltage transmission lines), renewable energy facilities (excluding wind farms), energy storage facilities and ancillary development is minimised from townships, scenic routes and public roads by: (a) utilising features of the natural landscape to obscure views where practicable (b) siting development below ridgelines where practicable (c) avoiding visually sensitive and significant landscapes (d) using materials and finishes with low-reflectivity and colours that complement the surroundings (e) using existing vegetation to screen buildings (f) incorporating landscaping or landscaped mounding around the perimeter of a site and between adjacent allotments accommodating or zoned to primarily accommodate sensitive receivers.	DTS/DPF 2.1 None are applicable.
PO 2.2 Pumping stations, battery storage facilities, maintenance sheds and other ancillary structures incorporate vegetation buffers to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.2 None are applicable.
PO 2.3 Surfaces exposed by earthworks associated with the installation of storage facilities, pipework, penstock, substations and other ancillary plant are reinstated and revegetated to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.3 None are applicable.
Rehabilitation	
PO 3.1 Progressive rehabilitation (incorporating revegetation) of disturbed areas, ahead of or upon decommissioning of areas used for renewable energy facilities and transmission corridors.	DTS/DPF 3.1 None are applicable.
Hazard Management	
PO 4.1 Infrastructure and renewable energy facilities and ancillary development located and operated to not adversely impact maritime or air transport safety, including the operation of ports, airfields and landing strips.	DTS/DPF 4.1 None are applicable.
PO 4.2 Facilities for energy generation, power storage and transmission are separated as far as practicable from dwellings, tourist accommodation and frequently visited public places (such as viewing platforms / lookouts) to reduce risks to public safety from fire or equipment malfunction.	DTS/DPF 4.2 None are applicable.
PO 4.3 Bushfire hazard risk is minimised for renewable energy facilities by providing appropriate access tracks, safety equipment and water tanks and establishing	DTS/DPF 4.3 None are applicable.

cleared areas around substations, battery storage and operations compounds.	
Electricity Infrastructure and Battery Storage Facilities	
PO 5.1 Electricity infrastructure is located to minimise visual impacts through techniques including: (a) siting utilities and services: (i) on areas already cleared of native vegetation (ii) where there is minimal interference or disturbance to existing native vegetation or biodiversity (b) grouping utility buildings and structures with non-residential development, where practicable.	DTS/DPF 5.1 None are applicable.
PO 5.2 Electricity supply (excluding transmission lines) serving new development in urban areas and townships installed underground, excluding lines having a capacity exceeding or equal to 33kV.	DTS/DPF 5.2 None are applicable.
PO 5.3 Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.	DTS/DPF 5.3 None are applicable.
Telecommunication Facilities	
PO 6.1 The proliferation of telecommunications facilities in the form of towers/monopoles in any one locality is managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.	DTS/DPF 6.1 None are applicable.
PO 6.2 Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.	DTS/DPF 6.2 None are applicable.
PO 6.3 Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods: (a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose or all of the following: (b) using existing buildings and landscape features to obscure or interrupt views of a facility from nearby public roads, residential areas and places of high public amenity to the extent practical without unduly hindering the effective provision of telecommunications services (c) using materials and finishes that complement the environment (d) screening using landscaping and vegetation, particularly for equipment shelters and huts.	DTS/DPF 6.3 None are applicable.
Renewable Energy Facilities	
PO 7.1 Renewable energy facilities are located as close as practicable to existing transmission infrastructure to facilitate connections and minimise environmental impacts as a result of extending transmission infrastructure.	DTS/DPF 7.1 None are applicable.
Renewable Energy Facilities (Wind Farm)	
PO 8.1 Visual impact of wind turbine generators on the amenity of residential and	DTS/DPF 8.1 Wind turbine generators are:

<p>tourist development is reduced through appropriate separation.</p>	<p>(a) set back at least 2000m from the base of a turbine to any of the following zones: (i) Rural Settlement Zone (ii) Township Zone (iii) Rural Living Zone (iv) Rural Neighbourhood Zone</p> <p>with an additional 10m setback per additional metre over 150m overall turbine height (measured from the base of the turbine).</p> <p>(b) set back at least 1500m from the base of the turbine to non-associated (non-stakeholder) dwellings and tourist accommodation</p>
<p>PO 8.2</p> <p>The visual impact of wind turbine generators on natural landscapes is managed by:</p> <p>(a) designing wind turbine generators to be uniform in colour, size and shape (b) coordinating blade rotation and direction (c) mounting wind turbine generators on tubular towers as opposed to lattice towers.</p>	<p>DTS/DPF 8.2</p> <p>None are applicable.</p>
<p>PO 8.3</p> <p>Wind turbine generators and ancillary development minimise potential for bird and bat strike.</p>	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>
<p>PO 8.4</p> <p>Wind turbine generators incorporate recognition systems or physical markers to minimise the risk to aircraft operations.</p>	<p>DTS/DPF 8.4</p> <p>No Commonwealth air safety (CASA / ASA) or Defence requirement is applicable.</p>
<p>PO 8.5</p> <p>Meteorological masts and guidewires are identifiable to aircraft through the use of colour bands, marker balls, high visibility sleeves or flashing strobes.</p>	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>

Renewable Energy Facilities (Solar Power)

<p>PO 9.1</p> <p>Ground mounted solar power facilities generating 5MW or more are not located on land requiring the clearance of areas of intact native vegetation or on land of high environmental, scenic or cultural value.</p>	<p>DTS/DPF 9.1</p> <p>None are applicable.</p>
<p>PO 9.2</p> <p>Ground mounted solar power facilities allow for movement of wildlife by:</p> <p>(a) incorporating wildlife corridors and habitat refuges (b) avoiding the use of extensive security or perimeter fencing or incorporating fencing that enables the passage of small animals without unreasonably compromising the security of the facility.</p>	<p>DTS/DPF 9.2</p> <p>None are applicable.</p>

<p>PO 9.3</p> <p>Amenity impacts of solar power facilities are minimised through separation from conservation areas and sensitive receivers in other ownership.</p>	<p>DTS/DPF 9.3</p> <p>Ground mounted solar power facilities are set back from land boundaries, conservation areas and relevant zones in accordance with the following criteria:</p> <table border="1" data-bbox="823 1733 1528 2128"> <thead> <tr> <th>Generation Capacity</th> <th>Approximate size of array</th> <th>Setback from adjoining land boundary</th> <th>Setback from conservation areas</th> <th>Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones¹</th> </tr> </thead> <tbody> <tr> <td>50MW></td> <td>80ha+</td> <td>30m</td> <td>500m</td> <td>2km</td> </tr> <tr> <td>10MW<50MW</td> <td>16ha-<80ha</td> <td>25m</td> <td>500m</td> <td>1.5km</td> </tr> </tbody> </table>	Generation Capacity	Approximate size of array	Setback from adjoining land boundary	Setback from conservation areas	Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones ¹	50MW>	80ha+	30m	500m	2km	10MW<50MW	16ha-<80ha	25m	500m	1.5km
Generation Capacity	Approximate size of array	Setback from adjoining land boundary	Setback from conservation areas	Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones ¹												
50MW>	80ha+	30m	500m	2km												
10MW<50MW	16ha-<80ha	25m	500m	1.5km												

	5MW<10MW	8ha to <16ha	20m	500m	1km
	1MW<5MW	1.6ha to <8ha	15m	500m	500m
	100kW<1MW	0.5ha<1.6ha	10m	500m	100m
	<100kW	<0.5ha	5m	500m	25m
	Notes: 1. Does not apply when the site of the proposed ground mounted solar power facility is located within one of these zones.				
PO 9.4 Ground mounted solar power facilities incorporate landscaping within setbacks from adjacent road frontages and boundaries of adjacent allotments accommodating non-host dwellings, where balanced with infrastructure access and bushfire safety considerations.	DTS/DPF 9.4 None are applicable.				
Hydropower / Pumped Hydropower Facilities					
PO 10.1 Hydropower / pumped hydropower facility storage is designed and operated to minimise the risk of storage dam failure.	DTS/DPF 10.1 None are applicable.				
PO 10.2 Hydropower / pumped hydropower facility storage is designed and operated to minimise water loss through increased evaporation or system leakage, with the incorporation of appropriate liners, dam covers, operational measures or detection systems.	DTS/DPF 10.2 None are applicable.				
PO 10.3 Hydropower / pumped hydropower facilities on existing or former mine sites minimise environmental impacts from site contamination, including from mine operations or water sources subject to such processes, now or in the future.	DTS/DPF 10.3 None are applicable.				
Water Supply					
PO 11.1 Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	DTS/DPF 11.1 Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.				
PO 11.2 Dwellings are connected to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the intended use. Where this is not available an appropriate rainwater tank or storage system for domestic use is provided.	DTS/DPF 11.2 A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is: (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.				
Wastewater Services					
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the	DTS/DPF 12.1 Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following:				

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

Intensive Animal Husbandry and Dairies

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Intensive animal husbandry, dairies and associated activities are sited, designed, constructed and managed to not unreasonably impact on the environment or amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Intensive animal husbandry, dairies and associated activities are sited, designed, constructed and managed to prevent the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.

PO 1.3 Intensive animal husbandry and associated activities such as wastewater lagoons and liquid/solid waste disposal areas are sited, designed, constructed and managed to not unreasonably impact on sensitive receivers in other ownership in terms of noise and air emissions.	DTS/DPF 1.3 None are applicable.
PO 1.4 Dairies and associated activities such as wastewater lagoons and liquid/solid waste disposal areas are sited, designed, constructed and managed to not unreasonably impact on sensitive receivers in other ownership in terms of noise and air emissions.	DTS/DPF 1.4 Dairies, associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities are located 500m or more from the nearest sensitive receiver in other ownership.
PO 1.5 Lagoons for the storage or treatment of milking shed effluent is adequately separated from roads to minimise impacts from odour on the general public.	DTS/DPF 1.5 Lagoons for the storage or treatment of milking shed effluent are set back 20m or more from public roads.
Waste	
PO 2.1 Storage of manure, used litter and other wastes (other than waste water lagoons) is sited, designed, constructed and managed to: (a) avoid attracting and harbouring vermin (b) avoid polluting water resources (c) be located outside 1% AEP flood event areas.	DTS/DPF 2.1 None are applicable.
Soil and Water Protection	
PO 3.1 To avoid environmental harm and adverse effects on water resources, intensive animal husbandry operations are appropriately set back from: (a) public water supply reservoirs (b) major watercourses (third order or higher stream) (c) any other watercourse, bore or well used for domestic or stock water supplies.	DTS/DPF 3.1 Intensive animal husbandry operations are set back: (a) 800m or more from a public water supply reservoir (b) 200m or more from a major watercourse (third order or higher stream) (c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.
PO 3.2 Intensive animal husbandry operations and dairies incorporate appropriately designed effluent and run-off facilities that: (a) have sufficient capacity to hold effluent and runoff from the operations on site (b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.	DTS/DPF 3.2 None are applicable.

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature											
General Land Use Compatibility												
<p>PO 1.1</p> <p>Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>											
<p>PO 1.2</p> <p>Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>											
Hours of Operation												
<p>PO 2.1</p> <p>Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the zone (d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land. 	<p>DTS/DPF 2.1</p> <p>Development operating within the following hours:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Class of Development</th> <th style="width: 50%;">Hours of operation</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Consulting room</td> <td>7am to 9pm, Monday to Friday</td> </tr> <tr> <td>8am to 5pm, Saturday</td> </tr> <tr> <td rowspan="2">Office</td> <td>7am to 9pm, Monday to Friday</td> </tr> <tr> <td>8am to 5pm, Saturday</td> </tr> <tr> <td rowspan="2">Shop, other than any one or combination of the following: <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone </td> <td>7am to 9pm, Monday to Friday</td> </tr> <tr> <td>8am to 5pm, Saturday and Sunday</td> </tr> </tbody> </table>	Class of Development	Hours of operation	Consulting room	7am to 9pm, Monday to Friday	8am to 5pm, Saturday	Office	7am to 9pm, Monday to Friday	8am to 5pm, Saturday	Shop, other than any one or combination of the following: <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone 	7am to 9pm, Monday to Friday	8am to 5pm, Saturday and Sunday
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Shop, other than any one or combination of the following: <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone 	7am to 9pm, Monday to Friday											
	8am to 5pm, Saturday and Sunday											
Overshadowing												
<p>PO 3.1</p> <p>Overshadowing of habitable room windows of adjacent residential land uses in:</p> <ul style="list-style-type: none"> a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight. 	<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> <ul style="list-style-type: none"> a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight. 	<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> <ul style="list-style-type: none"> a. for ground level private open space, the smaller of the following: <ul style="list-style-type: none"> i. half the existing ground level open space or ii. 35m² of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space. 											
<p>PO 3.3</p>	<p>DTS/DPF 3.3</p>											

<p>Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:</p> <ul style="list-style-type: none"> (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed. 	<p>None are applicable.</p>				
<p>PO 3.4 Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.</p>	<p>DTS/DPF 3.4 None are applicable.</p>				
<p>Activities Generating Noise or Vibration</p>					
<p>PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.</p>				
<p>PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:</p> <ul style="list-style-type: none"> (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone. 	<p>DTS/DPF 4.2 None are applicable.</p>				
<p>PO 4.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.3 The pump and/or filtration system ancillary to a dwelling erected on the same site is:</p> <ul style="list-style-type: none"> (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment. 				
<p>PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.</p>	<p>DTS/DPF 4.4 Adjacent land is used for residential purposes.</p>				
<p>PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.5 None are applicable.</p>				
<p>PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.</p>	<p>DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels:</p> <table border="1" data-bbox="823 1984 1495 2098"> <thead> <tr> <th data-bbox="823 1984 1098 2051">Assessment location</th> <th data-bbox="1098 1984 1495 2051">Music noise level</th> </tr> </thead> <tbody> <tr> <td data-bbox="823 2051 1098 2098">Externally at the nearest</td> <td data-bbox="1098 2051 1495 2098">Less than 8dB above the level of</td> </tr> </tbody> </table>	Assessment location	Music noise level	Externally at the nearest	Less than 8dB above the level of
Assessment location	Music noise level				
Externally at the nearest	Less than 8dB above the level of				

	existing or envisaged noise sensitive location	background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)
Air Quality		
PO 5.1 Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.	DTS/DPF 5.1 None are applicable.	
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.	
Light Spill		
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.	
PO 6.2 External lighting is not hazardous to motorists and cyclists.	DTS/DPF 6.2 None are applicable.	
Solar Reflectivity / Glare		
PO 7.1 Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.	DTS/DPF 7.1 None are applicable.	
Electrical Interference		
PO 8.1 Development in rural and remote areas does not unreasonably diminish or result in the loss of existing communication services due to electrical interference.	DTS/DPF 8.1 The building or structure: (a) is no greater than 10m in height, measured from existing ground level or (b) is not within a line of sight between a fixed transmitter and fixed receiver (antenna) other than where an alternative service is available via a different fixed transmitter or cable.	
Interface with Rural Activities		
PO 9.1 Sensitive receivers are located and designed to mitigate impacts from lawfully existing horticultural and farming activities (or lawfully approved horticultural and farming activities), including spray drift and noise and do not prejudice the continued operation of these activities.	DTS/DPF 9.1 None are applicable.	
PO 9.2 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing intensive animal husbandry activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.2 None are applicable.	
PO 9.3 Sensitive receivers are located and designed to mitigate potential impacts	DTS/DPF 9.3 Sensitive receivers are located at least 200m from the boundary of a site used	

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

Land Division

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	<p>Land division:</p> <ul style="list-style-type: none"> (a) creates allotments with the appropriate dimensions and shape for their intended use (b) allows efficient provision of new infrastructure and the optimum use of underutilised infrastructure (c) integrates and allocates adequate and suitable land for the preservation of site features of value, including significant vegetation, watercourses, water bodies and other environmental features (d) facilitates solar access through allotment orientation

	(e) creates a compact urban form that supports active travel, walkability and the use of public transport
	(f) avoids areas of high natural hazard risk.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All land division	
Allotment configuration	
PO 1.1 Land division creates allotments suitable for their intended use.	DTS/DPF 1.1 Division of land satisfies (a) or (b): (a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the <i>Development Act 1993</i> or <i>Planning, Development and Infrastructure Act 2016</i> where the allotments are used or are proposed to be used solely for residential purposes (b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments.
PO 1.2 Land division considers the physical characteristics of the land, preservation of environmental and cultural features of value and the prevailing context of the locality.	DTS/DPF 1.2 None are applicable.
Design and Layout	
PO 2.1 Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.	DTS/DPF 2.1 None are applicable.
PO 2.2 Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.	DTS/DPF 2.2 None are applicable.
PO 2.3 Land division maximises the number of allotments that face public open space and public streets.	DTS/DPF 2.3 None are applicable.
PO 2.4 Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.	DTS/DPF 2.4 None are applicable.
PO 2.5 Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.	DTS/DPF 2.5 None are applicable.
PO 2.6 Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.	DTS/DPF 2.6 None are applicable.
PO 2.7 Land division results in legible street patterns connected to the surrounding street network.	DTS/DPF 2.7 None are applicable.
PO 2.8 Land division is designed to preserve existing vegetation of value including native vegetation and regulated and significant trees.	DTS/DPF 2.8 None are applicable.
Roads and Access	
PO 3.1	DTS/DPF 3.1

Land division provides allotments with access to an all-weather public road.	None are applicable.
PO 3.2 Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Land division does not impede access to publicly owned open space and/or recreation facilities.	DTS/DPF 3.3 None are applicable.
PO 3.4 Road reserves provide for safe and convenient movement and parking of projected volumes of vehicles and allow for the efficient movement of service and emergency vehicles.	DTS/DPF 3.4 None are applicable.
PO 3.5 Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.	DTS/DPF 3.5 None are applicable.
PO 3.6 Road reserves accommodate stormwater drainage and public utilities.	DTS/DPF 3.6 None are applicable.
PO 3.7 Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.	DTS/DPF 3.7 None are applicable.
PO 3.8 Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	DTS/DPF 3.8 None are applicable.
PO 3.9 Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	DTS/DPF 3.9 None are applicable.
PO 3.10 Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	DTS/DPF 3.10 None are applicable.
Infrastructure	
PO 4.1 Land division incorporates public utility services within road reserves or dedicated easements.	DTS/DPF 4.1 None are applicable.
PO 4.2 Waste water, sewage and other effluent is capable of being disposed of from each allotment without risk to public health or the environment.	DTS/DPF 4.2 Each allotment can be connected to: (a) a waste water treatment plant that has the hydraulic volume and pollutant load treatment and disposal capacity for the maximum predicted wastewater volume generated by subsequent development of the proposed allotment or (b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.
PO 4.3 Septic tank effluent drainage fields and other waste water disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 4.3 Development is not built on, or encroaches within, an area that is or will be, required for a sewerage system or waste control system.
PO 4.4 Constructed wetland systems, including associated detention and retention basins, are sited and designed to ensure public health and safety is protected, including by minimising potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 4.4 None are applicable.

PO 4.5 Constructed wetland systems, including associated detention and retention basins, are sited and designed to allow sediments to settle prior to discharge into watercourses or the marine environment.	DTS/DPF 4.5 None are applicable.
PO 4.6 Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape feature.	DTS/DPF 4.6 None are applicable.
Minor Land Division (Under 20 Allotments)	
Open Space	
PO 5.1 Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.	DTS/DPF 5.1 None are applicable.
Solar Orientation	
PO 6.1 Land division for residential purposes facilitates solar access through allotment orientation.	DTS/DPF 6.1 None are applicable.
Water Sensitive Design	
PO 7.1 Land division creating a new road or common driveway includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 7.1 None are applicable.
PO 7.2 Land division designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 7.2 None are applicable.
Battle-Axe Development	
PO 8.1 Battle-axe development appropriately responds to the existing neighbourhood context.	DTS/DPF 8.1 Allotments are not in the form of a battle-axe arrangement.
PO 8.2 Battle-axe development designed to allow safe and convenient movement.	DTS/DPF 8.2 The handle of a battle-axe development: (a) has a minimum width of 4m or (b) where more than 3 allotments are proposed, a minimum width of 5.5m.
PO 8.3 Battle-axe allotments and/or common land are of a suitable size and dimension to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 8.3 Battle-axe development allows a B85 passenger vehicle to enter and exit parking spaces in no more than a three-point turn manoeuvre.
PO 8.4 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 8.4 Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Major Land Division (20+ Allotments)	
Open Space	
PO 9.1 Land division allocates or retains evenly distributed, high quality areas of open space to improve residential amenity and provide urban heat amelioration.	DTS/DPF 9.1 None are applicable.

PO 9.2 Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.	DTS/DPF 9.2 None are applicable.
PO 9.3 Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.	DTS/DPF 9.3 None are applicable.
Water Sensitive Design	
PO 10.1 Land division creating 20 or more allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.1 None are applicable.
PO 10.2 Land division creating 20 or more allotments includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 10.2 None are applicable.
Solar Orientation	
PO 11.1 Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.	DTS/DPF 11.1 None are applicable.

Marinas and On-Water Structures

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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

Open Space and Recreation

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Recreation facilities are compatible with surrounding land uses and activities.	DTS/DPF 1.1 None are applicable.
PO 1.2 Open space areas include natural or landscaped areas using locally indigenous plant species and large trees.	DTS/DPF 1.2 None are applicable.
Design and Siting	
PO 2.1 Open space and recreation facilities address adjacent public roads to optimise pedestrian access and visibility.	DTS/DPF 2.1 None are applicable.
PO 2.2	DTS/DPF 2.2

Open space and recreation facilities incorporate park furniture, shaded areas and resting places.	None are applicable.
PO 2.3 Open space and recreation facilities link habitats, wildlife corridors and existing open spaces and recreation facilities.	DTS/DPF 2.3 None are applicable.
Pedestrians and Cyclists	
PO 3.1 Open space incorporates: (a) pedestrian and cycle linkages to other open spaces, centres, schools and public transport nodes; (b) safe crossing points where pedestrian routes intersect the road network; (c) easily identified access points.	DTS/DPF 3.1 None are applicable.
Usability	
PO 4.1 Land allocated for open space is suitable for its intended active and passive recreational use taking into consideration its gradient and potential for inundation.	DTS/DPF 4.1 None are applicable.
Safety and Security	
PO 5.1 Open space is overlooked by housing, commercial or other development to provide casual surveillance where possible.	DTS/DPF 5.1 None are applicable.
PO 5.2 Play equipment is located to maximise opportunities for passive surveillance.	DTS/DPF 5.2 None are applicable.
PO 5.3 Landscaping provided in open space and recreation facilities maximises opportunities for casual surveillance throughout the park.	DTS/DPF 5.3 None are applicable.
PO 5.4 Fenced parks and playgrounds have more than one entrance or exit to minimise potential entrapment.	DTS/DPF 5.4 None are applicable.
PO 5.5 Adequate lighting is provided around toilets, telephones, seating, litter bins, bicycle storage, car parks and other such facilities.	DTS/DPF 5.5 None are applicable.
PO 5.6 Pedestrian and bicycle movement after dark is focused along clearly defined, adequately lit routes with observable entries and exits.	DTS/DPF 5.6 None are applicable.
Signage	
PO 6.1 Signage is provided at entrances to and within the open space and recreation facilities to provide clear orientation to major points of interest such as the location of public toilets, telephones, safe routes, park activities and the like.	DTS/DPF 6.1 None are applicable.
Buildings and Structures	
PO 7.1 Buildings and car parking areas in open space areas are designed, located and of a scale to be unobtrusive.	DTS/DPF 7.1 None are applicable.
PO 7.2 Buildings and structures in open space areas are clustered where practical to ensure that the majority of the site remains open.	DTS/DPF 7.2 None are applicable.
PO 7.3	DTS/DPF 7.3

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

Out of Activity Centre Development

Assessment Provisions (AP)

Desired Outcome (DO)

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

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

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

<p>(b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre.</p>	
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Resource Extraction

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Site Contamination

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Tourism Development

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Tourism development complements and contributes to local, natural, cultural or historical context where: <ul style="list-style-type: none"> (a) it supports immersive natural experiences (b) it showcases South Australia's landscapes and produce (c) its events and functions are connected to local food, wine and nature. 	DTS/DPF 1.1 None are applicable.
PO 1.2 Tourism development comprising multiple accommodation units (including any facilities and activities for use by guests and visitors) is clustered to minimise environmental and contextual impact.	DTS/DPF 1.2 None are applicable.
Caravan and Tourist Parks	
PO 2.1 Potential conflicts between long-term residents and short-term tourists are minimised through suitable siting and design measures.	DTS/DPF 2.1 None are applicable.
PO 2.2 Occupants are provided privacy and amenity through landscaping and fencing.	DTS/DPF 2.2 None are applicable.
PO 2.3 Communal open space and centrally located recreation facilities are provided for guests and visitors.	DTS/DPF 2.3 12.5% or more of a caravan park comprises clearly defined communal open space, landscaped areas and areas for recreation.
PO 2.4 Perimeter landscaping is used to enhance the amenity of the locality.	DTS/DPF 2.4 None are applicable.
PO 2.5 Amenity blocks (showers, toilets, laundry and kitchen facilities) are sufficient to serve the full occupancy of the development.	DTS/DPF 2.5 None are applicable.
PO 2.6 Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.	DTS/DPF 2.6 None are applicable.
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972	
PO 3.1 Tourist accommodation avoids delicate or environmentally sensitive areas such as sand dunes, cliff tops, estuaries, wetlands or substantially intact strata of native vegetation (including regenerated areas of native vegetation lost through bushfire).	DTS/DPF 3.1 None are applicable.
PO 3.2 Tourist accommodation is sited and designed in a manner that is subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	DTS/DPF 3.3 None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings through:	DTS/DPF 3.4 None are applicable.

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| <ul style="list-style-type: none"> (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling (d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling. | |
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Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome (DO)


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

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

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

<p>PO 3.1</p> <p>Safe and convenient access minimises impact or interruption on the operation of public roads.</p>	<p>DTS/DPF 3.1</p> <p>The access is:</p> <ul style="list-style-type: none"> (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
<p>PO 3.2</p> <p>Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
<p>PO 3.3</p> <p>Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>
<p>PO 3.4</p> <p>Access points are sited and designed to minimise any adverse impacts on neighbouring properties.</p>	<p>DTS/DPF 3.4</p> <p>None are applicable.</p>
<p>PO 3.5</p> <p>Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.</p>	<p>DTS/DPF 3.5</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 3.6</p> <p>Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).</p>	<p>DTS/DPF 3.6</p> <p>Driveways and access points:</p> <ul style="list-style-type: none"> (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: <ul style="list-style-type: none"> (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
<p>PO 3.7</p> <p>Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.</p>	<p>DTS/DPF 3.7</p> <p>Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing:</p> <ul style="list-style-type: none"> (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
<p>PO 3.8</p> <p>Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.</p>	<p>DTS/DPF 3.8</p> <p>None are applicable.</p>

PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.	DTS/DPF 6.7 None are applicable.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.

Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
<p>PO 8.1</p> <p>Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.</p>	<p>DTS/DPF 8.1</p> <p>None are applicable.</p>
<p>PO 8.2</p> <p>Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.</p>	<p>DTS/DPF 8.2</p> <p>None are applicable.</p>
Bicycle Parking in Designated Areas	
<p>PO 9.1</p> <p>The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.</p>	<p>DTS/DPF 9.1</p> <p>Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.</p>
<p>PO 9.2</p> <p>Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.</p>	<p>DTS/DPF 9.2</p> <p>None are applicable.</p>
<p>PO 9.3</p> <p>Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.</p>	<p>DTS/DPF 9.3</p> <p>None are applicable.</p>
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>  <p>The diagram illustrates a corner cut-off area at a road junction. A red hatched triangular area is shown at the corner, with a 4.5M setback from the road reserve. A dashed line indicates the allotment boundary, and another dashed line indicates the road reserve.</p>
Heavy Vehicle Parking	
<p>PO 11.1</p> <p>Heavy vehicle parking and access is designed and sited so that the activity does not result in nuisance to adjoining neighbours as a result of dust, fumes, vibration, odour or potentially hazardous loads.</p>	<p>DTS/DPF 11.1</p> <p>Heavy vehicle parking occurs in accordance with the following:</p> <ul style="list-style-type: none"> (a) the site is not located within a Neighbourhood-type zone (except a Rural Living Zone) (b) the site is a minimum of 0.4 ha (c) where the site is 2 ha or more, no more than 2 vehicles exceeding 3,000 kilograms each (and trailers) are to be parked on the allotment at any time (d) where the site is between 0.4 ha and 2 ha, only one vehicle exceeding 3,000 kilograms (and one trailer) are to be parking on the allotment at any time (e) the vehicle parking area achieves the following setbacks: <ul style="list-style-type: none"> (i) behind the building line or 30m, whichever is greater (ii) 20m from the secondary street if it is a State Maintained Road (iii) 10m from the secondary street if it is a local road (iv) 10m from side and rear boundaries (f) parking and access areas (including internal driveways) should be sealed or have a surface that can be treated and maintained to minimise dust and mud nuisance (g) does not include refrigerated trailers or vehicles

	<p>(h) vehicles only enter and exit the property in accordance with the following hours:</p> <ul style="list-style-type: none"> (i) Monday to Saturday 6:00am and 9:30pm (ii) Sunday and public holidays between 9:30 am and 7:00 pm <p>(i) the handling or trans-shipment of freight is not carried out on the property.</p>
<p>PO 11.2</p> <p>Heavy vehicle parking ensures that vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.</p>	<p>DTS/DPF 11.2</p> <p>Heavy vehicles:</p> <ul style="list-style-type: none"> (a) can enter and exit the site in a forward direction; and (b) operate within the statutory mass and dimension limited for General Access Vehicles (as prescribed by the National Heavy Vehicle Regulator).
<p>PO 11.3</p> <p>Heavy vehicle parking is screened through siting behind buildings, screening, landscaping or the like to obscure views from adjoining properties and public roads.</p>	<p>DTS/DPF 11.3</p> <p>None are applicable.</p>

Table 1 - General Off-Street Car Parking Requirements

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

Class of Development	Car Parking Rate (unless varied by Table 2 onwards)
<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	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
Residential Flat Building	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
Row Dwelling where vehicle access is from the primary street	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p>

	Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement facility	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan and tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation other than a caravan and tourist park	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m ² of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Motor repair station	3 spaces per service bay.
Office	For a call centre, 8 spaces per 100m ² of gross leasable floor area In all other cases, 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	

Community facility	<p>For a library, 4 spaces per 100m² of total floor area.</p> <p>For a hall/meeting hall, 0.2 spaces per seat.</p> <p>In all other cases, 10 spaces per 100m² of total floor area.</p>
Educational facility	<p>For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.</p> <p>For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.</p> <p>For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.</p>
Place of worship	1 space for every 3 visitor seats.
Child care facility	<p>For a child care centre, 0.25 spaces per child</p> <p>In all other cases, 1 per employee plus 0.25 per child (drop off/pick up bays).</p>
Health Related Uses	
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Hospital	<p>4.5 spaces per bed for a public hospital.</p> <p>1.5 spaces per bed for a private hospital.</p>
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 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	<p>1.5 spaces per 100m² of total floor area</p> <p>1 space per 100m² of outdoor area used for display purposes.</p>
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.

Class of Development	Car Parking Rate		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
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>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>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>
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 (except for Bowden)</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 in the City of Burnside, City of Marion or City of Mitcham</p> <p>Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area</p> <p>Suburban Activity Centre Zone when the site is also in a high frequency public transit area</p> <p>Suburban Business Zone when the site is also in a high frequency public transit area</p>

			<p>Business Neighbourhood Zone in the City of Adelaide</p> <p>Business Neighbourhood Zone outside of the City of Adelaide when the site is also in a high frequency public transit area</p> <p>Suburban Main Street Zone when the site is also in a high frequency public transit area</p> <p>Urban Activity Centre Zone</p>
Non-residential development excluding tourist accommodation	<p>3 spaces per 100 square metres of gross leasable floor area</p> <p>1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop</p>	3 spaces per 100 square metres of gross leasable floor area	Urban Neighbourhood Zone in Bowden
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	<p>City Living Zone</p> <p>Urban Activity Centre Zone when the site is also in a high frequency public transit area</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street) Zone</p> <p>Urban Neighbourhood Zone (except for Bowden)</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> <p>3 or more bedroom dwelling - 1.25 spaces per dwelling</p> <p>0.25 spaces per dwelling for visitor parking.</p>	None specified.	<p>City Living Zone</p> <p>Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham</p> <p>Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area</p> <p>Urban Activity Centre Zone when the site is also in a high frequency public transit area</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street) Zone</p> <p>Urban Neighbourhood Zone (except for Bowden)</p>
Residential component of a multi-storey building	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling	None specified.	City Living Zone

	1 bedroom dwelling - 0.75 spaces per dwelling 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.		Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden)
Residential flat building	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Row dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Semi-detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden

Table 3 - Off-Street Bicycle Parking Requirements

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

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

	Business Neighbourhood Zone Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Suburban Main Street Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone	Metropolitan Adelaide
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Waste Treatment and Management Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as: <ul style="list-style-type: none"> (a) containing potential groundwater and surface water contaminants within waste operations areas (b) diverting clean stormwater away from waste operations areas and potentially contaminated areas (c) providing a leachate barrier between waste operations areas and underlying soil and groundwater. 	DTS/DPF 2.1 None are applicable.
PO 2.2	DTS/DPF 2.2

Wastewater lagoons are set back from watercourses to minimise environmental harm and adverse effects on water resources.	Wastewater lagoons are set back 50m or more from watercourse banks.
PO 2.3 Wastewater lagoons are designed and sited to: (a) avoid intersecting underground waters; (b) avoid inundation by flood waters; (c) ensure lagoon contents do not overflow; (d) include a liner designed to prevent leakage.	DTS/DPF 2.3 None are applicable.
PO 2.4 Waste operations areas of landfills and organic waste processing facilities are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.4 Waste operations areas are set back 100m or more from watercourse banks.
Amenity	
PO 3.1 Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Access routes to waste treatment and management facilities via residential streets is avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Litter control measures minimise the incidence of windblown litter.	DTS/DPF 3.3 None are applicable.
PO 3.4 Waste treatment and management facilities are designed to minimise adverse impacts on both the site and surrounding areas from weed and vermin infestation.	DTS/DPF 3.4 None are applicable.
Access	
PO 4.1 Traffic circulation movements within any waste treatment or management site are designed to enable vehicles to enter and exit the site in a forward direction.	DTS/DPF 4.1 None are applicable.
PO 4.2 Suitable access for emergency vehicles is provided to and within waste treatment or management sites.	DTS/DPF 4.2 None are applicable.
Fencing and Security	
PO 5.1 Security fencing provided around waste treatment and management facilities prevents unauthorised access to operations and potential hazard to the public.	DTS/DPF 5.1 Chain wire mesh or pre-coated painted metal fencing 2m or more in height is erected along the perimeter of the waste treatment or waste management facility site.
Landfill	
PO 6.1 Landfill gas emissions are managed in an environmentally acceptable manner.	DTS/DPF 6.1 None are applicable.
PO 6.2 Landfill facilities are separated from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 6.2 Landfill facilities are set back 250m or more from a public open space reserve, forest reserve, national park or Conservation Zone.
PO 6.3 Landfill facilities are located on land that is not subject to land slip.	DTS/DPF 6.3 None are applicable.
PO 6.4 Landfill facilities are separated from areas subject to flooding.	DTS/DPF 6.4 Landfill facilities are set back 500m or more from land inundated in a 1% AEP flood event.

Organic Waste Processing Facilities	
PO 7.1 Organic waste processing facilities are separated from the coast to avoid potential environment harm.	DTS/DPF 7.1 Organic waste processing facilities are set back 500m or more from the coastal high water mark.
PO 7.2 Organic waste processing facilities are located on land where the engineered liner and underlying seasonal water table cannot intersect.	DTS/DPF 7.2 None are applicable.
PO 7.3 Organic waste processing facilities are sited away from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 7.3 Organic waste processing facilities are set back 250m or more from a public open space reserve, forest reserve, national park or a Conservation Zone.
PO 7.4 Organic waste processing facilities are located on land that is not subject to land slip.	DTS/DPF 7.4 None are applicable.
PO 7.5 Organic waste processing facilities separated from areas subject to flooding.	DTS/DPF 7.5 Organic waste processing facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Major Wastewater Treatment Facilities	
PO 8.1 Major wastewater treatment and disposal systems, including lagoons, are designed to minimise potential adverse odour impacts on sensitive receivers, minimise public and environmental health risks and protect water quality.	DTS/DPF 8.1 None are applicable.
PO 8.2 Artificial wetland systems for the storage of treated wastewater are designed and sited to minimise potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 8.2 None are applicable.

Workers' accommodation and Settlements

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Workers' accommodation and settlements are obscured from scenic routes, tourist destinations and areas of conservation significance or otherwise designed to complement the surrounding landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2	DTS/DPF 1.2

Workers' accommodation and settlements are sited and designed to minimise nuisance impacts on the amenity of adjacent users of land.	None are applicable.
PO 1.3 Workers' accommodation and settlements are built with materials and colours that blend with the landscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Workers' accommodation and settlements are supplied with service infrastructure such as power, water and effluent disposal sufficient to satisfy the living requirements of workers.	DTS/DPF 1.4 None are applicable.

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