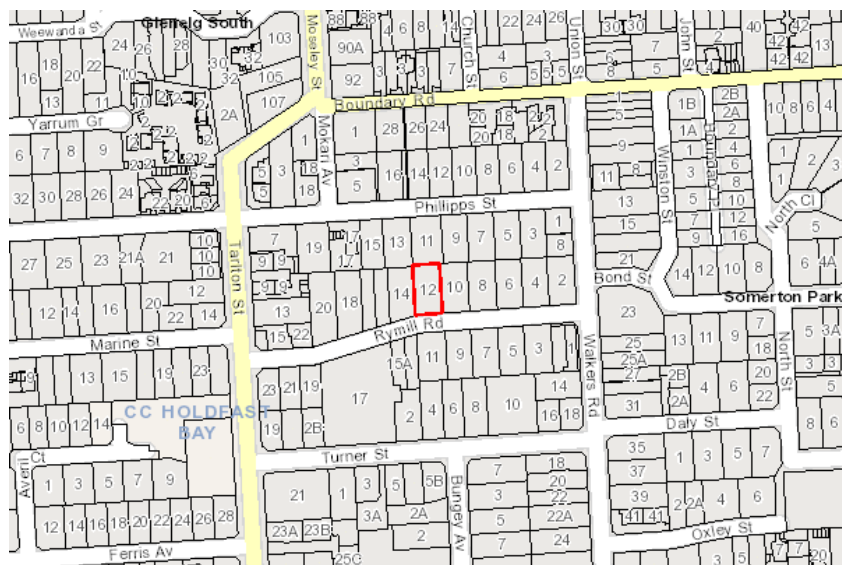


12 RYMILL RD SOMERTON PARK SA 5044

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

General Neighbourhood

#### Overlay

Airport Building Heights (Regulated) (*All structures over 15 metres*)  
 Affordable Housing  
 Building Near Airfields  
 Prescribed Wells Area  
 Regulated and Significant Tree  
 Stormwater Management  
 Urban Tree Canopy

### Selected Development(s)

Detached dwelling

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

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

### Property Policy Information for above selection

## Detached dwelling - Code Assessed - Deemed to Satisfy

## Part 2 - Zones and Sub Zones

### General Neighbourhood Zone

## Assessment Provisions (AP)

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

### Deemed to Satisfy

#### Site Dimensions and Land Division

DTS/DPF 2.1

Development will not result in more than 1 dwelling on an existing allotment

or

Allotments/sites for residential purposes accord with the following:

Dwelling Type	Minimum site/allotment area per dwelling	Minimum site/allotment frontage
Detached dwelling (not in a terrace arrangement)	300m <sup>2</sup> (exclusive of any battle-axe allotment 'handle')	9m where not on a battle-axe site 5m where on a battle-axe site
Semi-detached dwelling	300m <sup>2</sup>	9m
Row dwelling (or detached dwelling in a terrace arrangement)	250m <sup>2</sup>	7m (averaged)
Group dwelling	300m <sup>2</sup> (average, including common areas)	15m (total)
Dwelling within a residential flat building	300m <sup>2</sup> (average, including common areas)	15m (total)

DTS/DPF 2.2

Where the site of a dwelling does not comprise an entire allotment:

- (a) the balance of the allotment accords with site area and frontage requirements specified in General Neighbourhood Zone DTS/DPF 2.1
- (b) if there is an existing dwelling on the allotment that will remain on the allotment after completion of the development, it will not contravene:
  - (i) Private open space requirements specified in Design in Urban Areas Table 1 - Private Open Space
  - (ii) off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number.

#### Site Coverage

DTS/DPF 3.1

The development does not result in site coverage exceeding 60%.

#### Building Height

DTS/DPF 4.1

Building height (excluding garages, carports and outbuildings) no greater than:

- (a) 2 building levels and 9m  
and
- (b) wall height that is no greater than 7m except in the case of a gable end.

#### Primary Street Setback

DTS/DPF 5.1

The building line of a building set back from the primary street boundary:

- (a) no more than 1m in front of the average setback to the building line of existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road or a vacant allotment)
- (b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), no more than 1m in front of the setback to the building line of that building  
or
- (c) not less than 5m where no building exists on an adjoining site with the same primary street frontage.

#### Secondary Street Setback

DTS/DPF 6.1

Building walls are set back from the boundary of the allotment with a secondary street frontage:

- (a) at least 900mm  
or
- (b) if a dwelling on any adjoining allotment is closer to the secondary street than 900mm, at least the distance of that dwelling from the boundary with the secondary street.

#### Boundary Walls

DTS/DPF 7.1

Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, side boundary walls occur only on one side boundary and satisfy (a) or (b) below:

- (a) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height
- (b) side boundary walls do not:
  - (i) exceed 3m in height from the top of footings
  - (ii) exceed 11.5m in length
  - (iii) when combined with other walls on the boundary of the subject development site, exceed a maximum 45% of the length of the boundary
  - (iv) encroach within 3m of any other existing or proposed boundary walls on the subject land.

DTS/DPF 7.2

Dwelling walls in a semi-detached, row or terrace arrangement are setback at least 900mm from side boundaries shared with allotments outside the development site.

#### Side boundary setback

DTS/DPF 8.1

Other than walls located on a side boundary, building walls are set back from side boundaries:

- (a) at least 900mm where the wall height is up to 3m
- (b) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m  
and
- (c) at least 1900mm plus 1/3 of the wall height above 3m for walls facing a southern side boundary.

#### Rear boundary setback

DTS/DPF 9.1

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

- (a) if the size of the site is less than 301m<sup>2</sup>—
  - (i) 3m in relation to the ground floor of the dwelling
  - (ii) 5m in relation to any other building level of the dwelling

- (b) if the size of the site is 301m<sup>2</sup> or more—
  - (i) 4m in relation to the ground floor of the dwelling
  - (ii) 6m in relation to any other building level of the dwelling.

## Part 3 - Overlays

### Affordable Housing Overlay

#### Assessment Provisions (AP)

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

Deemed to Satisfy	
	Land Division
DTS/DPF 1.1 Development results in 0-19 additional allotments / dwellings.	

### Airport Building Heights (Regulated) Overlay

#### Assessment Provisions (AP)

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

Deemed to Satisfy	
	Built Form
DTS/DPF 1.1 Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas.  In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.	

### Building Near Airfields Overlay

#### Assessment Provisions (AP)

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

Deemed to Satisfy	
DTS/DPF 1.3	

The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.

## Stormwater Management Overlay

### Assessment Provisions (AP)

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

## Deemed to Satisfy

DTS/DPF 1.1

Residential development comprising detached, semi-detached or row dwellings, or less than 5 group dwellings or dwellings within a residential flat building:

- (a) includes rainwater tank storage:
  - (i) connected to at least:
    - A. in relation to a detached dwelling (not in a battle-axe arrangement), semi-detached dwelling or row dwelling, 60% of the roof area
    - B. in all other cases, 80% of the roof area
  - (ii) connected to either a toilet, laundry cold water outlets or hot water service for sites less than 200m<sup>2</sup>
  - (iii) connected to one toilet and either the laundry cold water outlets or hot water service for sites of 200m<sup>2</sup> or greater
  - (iv) with a minimum total capacity in accordance with Table 1
  - (v) where detention is required, includes a 20-25 mm diameter slow release orifice at the bottom of the detention component of the tank
- (b) incorporates dwelling roof area comprising at least 80% of the site's impervious area

Table 1: Rainwater Tank

Site size (m <sup>2</sup> )	Minimum retention volume (Litres)	Minimum detention volume (Litres)
<200	1000	1000
200-400	2000	Site perviousness <30%: 1000 Site perviousness ≥30%: N/A
>401	4000	Site perviousness <35%: 1000 Site perviousness ≥35%: N/A

## Urban Tree Canopy Overlay

### Assessment Provisions (AP)

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

## Deemed to Satisfy

DTS/DPF 1.1

Tree planting is provided in accordance with the following:

Site size per dwelling (m <sup>2</sup> )	Tree size* and number required per dwelling
<450	1 small tree
450-800	1 medium tree or 2 small trees
>800	1 large tree or 2 medium trees or 4 small trees

\*refer Table 1 Tree Size

Table 1 Tree Size			
Tree size	Mature height (minimum)	Mature spread (minimum)	Soil area around tree within development site (minimum)
Small	4 m	2m	10m <sup>2</sup> and min. dimension of 1.5m
Medium	6 m	4 m	30m <sup>2</sup> and min. dimension of 2m
Large	12 m	8m	60m <sup>2</sup> and min. dimension of 4m

The discount in Column D of Table 2 discounts the number of trees required to be planted in DTS/DPF 1.1 where existing tree(s) are retained on the subject land that meet the criteria in Columns A, B and C of Table 2, and are not a species identified in Regulation 3F(4)(b) of the Planning Development and Infrastructure (General) Regulations 2017.

Table 2 Tree Discounts			
Retained tree height (Column A)	Retained tree spread (Column B)	Retained soil area around tree within development site (Column C)	Discount applied (Column D)
4-6m	2-4m	10m <sup>2</sup> and min. dimension of 1.5m	2 small trees (or 1 medium tree)

6-12m	4-8m	30m <sup>2</sup> and min. dimension of 3m	2 medium trees (or 4 small trees)
>12m	>8m	60m <sup>2</sup> and min. dimension of 6m	2 large trees (or 4 medium trees, or 8 small trees)

Note: In order to satisfy DTS/DPF 1.1, payment may be made in accordance with a relevant off-set scheme established by the Minister under section 197 of the Planning, Development and Infrastructure Act 2016, provided the provisions and requirements of that scheme are satisfied. For the purposes of section 102(4) of the Planning, Development and Infrastructure Act 2016, an applicant may elect for any of the matters in DTS/DPF 1.1 to be reserved.

## Part 4 - General Development Policies

### Clearance from Overhead Powerlines

#### Assessment Provisions (AP)

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

### Deemed to Satisfy

DTS/DPF 1.1

One of the following is satisfied:

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

### Design in Urban Areas

#### Assessment Provisions (AP)

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

### Deemed to Satisfy

All Development

On-site Waste Treatment Systems

DTS/DPF 6.1

Effluent disposal drainage areas do not:

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

## Earthworks and sloping land

DTS/DPF 8.1

Development does not involve any of the following:

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

DTS/DPF 8.2

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

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

## Overlooking / Visual Privacy (low rise buildings)

DTS/DPF 10.1

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

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

DTS/DPF 10.2

One of the following is satisfied:

- (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace
- or
- (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of:
  - (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land
  - or
  - (ii) 1.7m above finished floor level in all other cases

## All residential development

## Front elevations and passive surveillance

DTS/DPF 17.1

Each dwelling with a frontage to a public street:

- (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m
- (b) has an aggregate window area of at least 2m<sup>2</sup> facing the primary street.

DTS/DPF 17.2

Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.

## Outlook and Amenity

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.

#### Residential Development - Low Rise

#### External appearance

DTS/DPF 20.1

Garages and carports facing a street:

- (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.

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:

- (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line
- (b) a porch or portico projects at least 1m from the building wall
- (c) a balcony projects from the building wall
- (d) a verandah projects at least 1m from the building wall
- (e) eaves of a minimum 400mm width extend along the width of the front elevation
- (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm
- (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a single material or finish.

#### Private Open Space

DTS/DPF 21.1

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

DTS/DPF 21.2

Private open space is directly accessible from a habitable room.

#### Landscaping

DTS/DPF 22.1

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

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

Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )	Minimum percentage of site
<150	10%

150-200	15%
>200-450	20%
>450	25%

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

#### Car parking, access and manoeuvrability

##### DTS/DPF 23.1

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

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

##### DTS/DPF 23.2

Uncovered car parking spaces have:

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

##### DTS/DPF 23.3

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

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

##### DTS/DPF 23.4

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

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

DTS/DPF 23.5

Driveways are designed and sited so that:

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

DTS/DPF 23.6

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

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

#### Waste storage

DTS/DPF 24.1

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

- (a) has a minimum area of 2m<sup>2</sup> with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and
- (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.

#### Design of Transportable Buildings

DTS/DPF 25.1

Buildings satisfy (a) or (b):

- (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.

#### Group Dwellings, Residential Flat Buildings and Battle axe Development

#### Amenity

DTS/DPF 31.4

Dwelling sites/allotments are not in the form of a battle-axe arrangement.

#### Laneway Development

#### Infrastructure and Access

DTS/DPF 44.1

Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

**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> <p>(a) Site area &lt;301m<sup>2</sup>: 24m<sup>2</sup> located behind the building line.</p> <p>(b) Site area ≥ 301m<sup>2</sup>: 60m<sup>2</sup> located behind the building line.</p> <p>Minimum directly accessible from a living room: 16m<sup>2</sup> / 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 <sup>2</sup> , which may be used as second car parking space, provided on each site intended for residential occupation.
Dwelling in a residential flat building or mixed use building which incorporate above ground level dwellings	Dwellings at ground level:	15m <sup>2</sup> / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m <sup>2</sup> / minimum dimension 1.8m
	One bedroom dwelling	8m <sup>2</sup> / minimum dimension 2.1m
	Two bedroom dwelling	11m <sup>2</sup> / minimum dimension 2.4m
	Three + bedroom dwelling	15 m <sup>2</sup> / minimum dimension 2.6m

## Infrastructure and Renewable Energy Facilities

### Assessment Provisions (AP)

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

Deemed to Satisfy	
Water Supply	
DTS/DPF 11.2	<p>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:</p> <p>(a) exclusively for domestic use</p> <p>(b) connected to the roof drainage system of the dwelling.</p>
Wastewater Services	
DTS/DPF 12.1	<p>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:</p>

- (a) the system is wholly located and contained within the allotment of development it will service; and
- (b) the system will comply with the requirements of the South Australian Public Health Act 2011.

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.

## Site Contamination

### Assessment Provisions (AP)

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

## Deemed to Satisfy

DTS/DPF 1.1

Development satisfies (a), (b), (c) or (d):

- (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:
  - (i) a site contamination audit report has been prepared under Part 10A of the *Environment Protection Act 1993* in relation to the land within the previous 5 years which states that-
    - 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).

## Transport, Access and Parking

### Assessment Provisions (AP)

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

## Deemed to Satisfy

Vehicle Parking Rates

DTS/DPF 5.1

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

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

#### Corner Cut-Offs

DTS/DPF 10.1

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

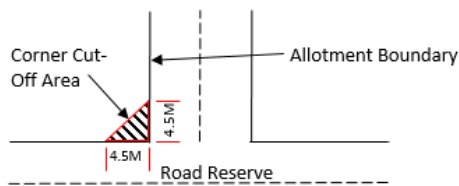


Table 1 - General Off-Street Car Parking Requirements

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

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

Class of Development	Car Parking Rate		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.			
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:  1 space for each dwelling with a total floor area less than 75 square metres  2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres  3 spaces for each dwelling with a total floor area greater than 150 square metres.  Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone  City Main Street Zone  City Riverbank Zone  Adelaide Park Lands Zone  Business Neighbourhood Zone (within the City of Adelaide)  The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone

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

Criteria	Exceptions
The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:	<p>(a) All zones in the City of Adelaide</p> <p>(b) Strategic Innovation Zone in the following locations:</p> <p>(i) City of Burnside</p> <p>(ii) City of Marion</p> <p>(iii) City of Mitcham</p>

<p>(a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service<sup>(2)</sup></p> <p>(b) is within 400 metres of a bus interchange<sup>(1)</sup></p> <p>(c) is within 400 metres of an O-Bahn interchange<sup>(1)</sup></p> <p>(d) is within 400 metres of a passenger rail station<sup>(1)</sup></p> <p>(e) is within 400 metres of a passenger tram station<sup>(1)</sup></p> <p>(f) is within 400 metres of the Adelaide Parklands.</p>	<p>(c) Urban Corridor (Boulevard) Zone</p> <p>(d) Urban Corridor (Business) Zone</p> <p>(e) Urban Corridor (Living) Zone</p> <p>(f) Urban Corridor (Main Street ) Zone</p> <p>(g) Urban Neighbourhood Zone</p>
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[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

## Detached dwelling - Code Assessed - Performance Assessed

### Part 2 - Zones and Sub Zones

#### General Neighbourhood Zone

#### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Predominantly residential development with complementary	DTS/DPF 1.1 Development comprises one or more of the following:



non-residential uses that support an active, convenient, and walkable neighbourhood.

- (a) Ancillary accommodation
- (b) Community facility
- (c) Consulting room
- (d) Dwelling
- (e) Educational establishment
- (f) Office
- (g) Place of Worship
- (h) Pre-school
- (i) Recreation area
- (j) Residential flat building
- (k) Retirement facility
- (l) Shop
- (m) Student accommodation
- (n) Supported accommodation

#### Site Dimensions and Land Division

##### PO 2.1

Allotments/sites created for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and remain compatible with the pattern of development in a low-rise and predominantly low-density neighbourhood, with higher densities closer to public open space, public transport stations and activity centres.

##### DTS/DPF 2.1

Development will not result in more than 1 dwelling on an existing allotment

or

Allotments/sites for residential purposes accord with the following:

Dwelling Type	Minimum site/allotment area per dwelling	Minimum site/allotment frontage
Detached dwelling (not in a terrace arrangement)	300m <sup>2</sup> (exclusive of any battle-axe allotment 'handle')	9m where not on a battle-axe site 5m where on a battle-axe site
Semi-detached dwelling	300m <sup>2</sup>	9m
Row dwelling (or detached dwelling in a terrace arrangement)	250m <sup>2</sup>	7m (averaged)
Group dwelling	300m <sup>2</sup> (average, including common areas)	15m (total)
Dwelling within a residential flat building	300m <sup>2</sup> (average, including common areas)	15m (total)

##### PO 2.2

Development creating new allotments/sites in conjunction with retention of an existing dwelling ensures the site of the existing dwelling remains fit for purpose.

##### DTS/DPF 2.2

Where the site of a dwelling does not comprise an entire allotment:

- (a) the balance of the allotment accords with site area and frontage requirements specified in General Neighbourhood Zone DTS/DPF 2.1
- (b) if there is an existing dwelling on the allotment that will remain on the allotment after completion of the development, it will not contravene:
  - (i) Private open space requirements specified in Design in Urban Areas Table 1 - Private Open Space

	(ii) off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number.
<p>PO 2.3</p> <p>Land division results in sites that are accessible and suitable for their intended purpose.</p>	<p>DTS/DPF 2.3</p> <p>Division of land satisfies (a), (b) or (c):</p> <p>(a) reflects the site boundaries illustrated and approved in an existing development authorisation under the Development Act 1993 or Planning, Development and Infrastructure Act 2016 where the allotments are used or are proposed to be used solely for residential purposes</p> <p>(b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments</p> <p>(c) satisfies all of the following:</p> <ul style="list-style-type: none"> <li>(i) No more than 5 additional allotments are created</li> <li>(ii) Each proposed allotment has a minimum site area of 300m<sup>2</sup> and frontage of 9m</li> <li>(iii) Each proposed allotment has a slope less than 12.5% (1-in-8)</li> <li>(iv) There are no regulated trees on or within 20m of the subject land, with the distance measured from the base of the trunk of the tree (or the nearest trunk of the tree) to the subject land</li> <li>(v) The division does not involve creation of a public road</li> <li>(vi) Vehicle access from a public road can be provided to all proposed allotments which satisfies Design in Urban Areas DTS/DPF 23.3, 23.4 and 23.6, and would be located wholly on one side of the allotment, or located no more than 1m from the side boundary alignment</li> <li>(vii) No allotments are in a battle-axe configuration and</li> <li>(viii) Each proposed allotment is of a size and dimension capable of containing a rectangle 9m in width and 15m in depth.</li> </ul>
Site Coverage	
<p>PO 3.1</p> <p>Building footprints allow sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.</p>	<p>DTS/DPF 3.1</p> <p>The development does not result in site coverage exceeding 60%.</p>
Building Height	
<p>PO 4.1</p> <p>Buildings contribute to a low-rise suburban character.</p>	<p>DTS/DPF 4.1</p> <p>Building height (excluding garages, carports and outbuildings) no greater than:</p>

	<ul style="list-style-type: none"> <li>(a) 2 building levels and 9m and</li> <li>(b) wall height that is no greater than 7m except in the case of a gable end.</li> </ul>
Primary Street Setback	
<p>PO 5.1</p> <p>Buildings are setback from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape.</p>	<p>DTS/DPF 5.1</p> <p>The building line of a building set back from the primary street boundary:</p> <ul style="list-style-type: none"> <li>(a) no more than 1m in front of the average setback to the building line of existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road or a vacant allotment)</li> <li>(b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), no more than 1m in front of the setback to the building line of that building or</li> <li>(c) not less than 5m where no building exists on an adjoining site with the same primary street frontage.</li> </ul>
Secondary Street Setback	
<p>PO 6.1</p> <p>Buildings are set back from secondary street boundaries to achieve separation between building walls and public streets and contribute to a suburban streetscape character.</p>	<p>DTS/DPF 6.1</p> <p>Building walls are set back from the boundary of the allotment with a secondary street frontage:</p> <ul style="list-style-type: none"> <li>(a) at least 900mm or</li> <li>(b) if a dwelling on any adjoining allotment is closer to the secondary street than 900mm, at least the distance of that dwelling from the boundary with the secondary street.</li> </ul>
Boundary Walls	
<p>PO 7.1</p> <p>Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining properties.</p>	<p>DTS/DPF 7.1</p> <p>Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, side boundary walls occur only on one side boundary and satisfy (a) or (b) below:</p> <ul style="list-style-type: none"> <li>(a) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height</li> <li>(b) side boundary walls do not: <ul style="list-style-type: none"> <li>(i) exceed 3m in height from the top of footings</li> <li>(ii) exceed 11.5m in length</li> <li>(iii) when combined with other walls on the boundary of the subject development site, exceed a maximum 45% of the length of the boundary</li> <li>(iv) encroach within 3m of any other existing or proposed boundary walls on the subject land.</li> </ul> </li> </ul>
PO 7.2	DTS/DPF 7.2

Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	Dwelling walls in a semi-detached, row or terrace arrangement are setback at least 900mm from side boundaries shared with allotments outside the development site.
Side boundary setback	
<p>PO 8.1</p> <p>Building walls are set back from side boundaries to provide:</p> <ul style="list-style-type: none"> <li>(a) separation between dwellings in a way that contributes to a suburban character</li> <li>and</li> <li>(b) access to natural light and ventilation for neighbours.</li> </ul>	<p>DTS/DPF 8.1</p> <p>Other than walls located on a side boundary, building walls are set back from side boundaries:</p> <ul style="list-style-type: none"> <li>(a) at least 900mm where the wall height is up to 3m</li> <li>(b) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m</li> <li>and</li> <li>(c) at least 1900mm plus 1/3 of the wall height above 3m for walls facing a southern side boundary.</li> </ul>
Rear boundary setback	
<p>PO 9.1</p> <p>Dwelling walls are set back from rear boundaries to provide:</p> <ul style="list-style-type: none"> <li>(a) separation between dwellings in a way that contributes to a suburban character</li> <li>(b) access to natural light and ventilation for neighbours</li> <li>(c) private open space</li> <li>(d) space for landscaping and vegetation.</li> </ul>	<p>DTS/DPF 9.1</p> <p>Dwelling walls are set back from the rear boundary at least:</p> <ul style="list-style-type: none"> <li>(a) if the size of the site is less than 301m<sup>2</sup>— <ul style="list-style-type: none"> <li>(i) 3m in relation to the ground floor of the dwelling</li> <li>(ii) 5m in relation to any other building level of the dwelling</li> </ul> </li> <li>(b) if the size of the site is 301m<sup>2</sup> or more— <ul style="list-style-type: none"> <li>(i) 4m in relation to the ground floor of the dwelling</li> <li>(ii) 6m in relation to any other building level of the dwelling.</li> </ul> </li> </ul>

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

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

### Interpretation

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

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

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

Class of Development (Column A)	Exceptions (Column B)
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<p>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.</p>	<p>None specified.</p>
<p>2. All development undertaken by:</p> <ul style="list-style-type: none"> <li>(a) the South Australian Housing Trust either individually or jointly with other persons or bodies or</li> <li>(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.</li> </ul>	<p>Except development involving any of the following:</p> <ul style="list-style-type: none"> <li>1. residential flat building(s) of 3 or more building levels</li> <li>2. the demolition of a State or Local Heritage Place</li> <li>3. the demolition of a building (except an ancillary building) in a Historic Area Overlay.</li> </ul>
<p>3. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) air handling unit, air conditioning system or exhaust fan</li> <li>(b) ancillary accommodation</li> <li>(c) building work on railway land</li> <li>(d) carport</li> <li>(e) deck</li> <li>(f) dwelling</li> <li>(g) dwelling addition</li> <li>(h) fence</li> <li>(i) outbuilding</li> <li>(j) pergola</li> <li>(k) private bushfire shelter</li> <li>(l) residential flat building</li> <li>(m) retaining wall</li> <li>(n) retirement facility</li> <li>(o) shade sail</li> <li>(p) solar photovoltaic panels (roof mounted)</li> <li>(q) student accommodation</li> <li>(r) supported accommodation</li> <li>(s) swimming pool or spa pool</li> <li>(t) verandah</li> <li>(u) water tank.</li> </ul>	<p>Except development that:</p> <ul style="list-style-type: none"> <li>1. does not satisfy General Neighbourhood Zone DTS/DPF 4.1 or</li> <li>2. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: <ul style="list-style-type: none"> <li>(a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or</li> <li>(b) the height of the proposed wall (or post height) exceeds 3m measured from the top of footings (other than where the proposed wall (or post) abuts an existing wall or structure of greater height on the adjoining allotment).</li> </ul> </li> </ul>
<p>4. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) consulting room</li> <li>(b) office</li> <li>(c) shop.</li> </ul>	<p>Except development that:</p> <ul style="list-style-type: none"> <li>1. does not satisfy any of the following: <ul style="list-style-type: none"> <li>(a) General Neighbourhood Zone DTS/DPF 1.4</li> <li>(b) General Neighbourhood Zone DTS/DPF 4.1</li> </ul> or</li> <li>2. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and:</li> </ul>

	<ul style="list-style-type: none"> <li>(a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or</li> <li>(b) the height of the proposed wall (or post height) exceeds 3m measured from the top of footings (other than where the proposed wall (or post) abuts an existing wall or structure of greater height on the adjoining allotment).</li> </ul>
<p>5. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) internal building works</li> <li>(b) land division</li> <li>(c) recreation area</li> <li>(d) replacement building</li> <li>(e) temporary accommodation in an area affected by bushfire</li> <li>(f) tree damaging activity.</li> </ul>	None specified.
<p>6. Alteration of or addition to any development involving the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) community facility</li> <li>(b) educational establishment</li> <li>(c) pre-school.</li> </ul>	Except development that does not satisfy General Neighbourhood Zone DTS/DPF 1.5.
7. Demolition.	<p>Except any of the following:</p> <ul style="list-style-type: none"> <li>1. the demolition of a State or Local Heritage Place</li> <li>2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.</li> </ul>

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

None specified.

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

None specified.

## Part 3 - Overlays

### Affordable Housing Overlay

#### Assessment Provisions (AP)

## Desired Outcome (DO)

Desired Outcome	
DO 1	Affordable housing is integrated with residential and mixed use development.
DO 2	Affordable housing caters for a variety of household structures.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 1.1 Development comprising 20 or more dwellings / allotments incorporates affordable housing.	DTS/DPF 1.1 Development results in 0-19 additional allotments / dwellings.
PO 1.2 Development comprising 20 or more dwellings or residential allotments provides housing suited to a range of incomes including households with low to moderate incomes.	DTS/DPF 1.2 Development comprising 20 or more dwellings / or residential allotments includes a minimum of 15% affordable housing except where: <ul style="list-style-type: none"> <li>(a) it can be demonstrated that any shortfall in affordable housing has been provided in a previous stage of development</li> <li>or</li> <li>(b) it can be demonstrated that any shortfall in affordable housing will be accommodated in a subsequent stage or stages of development.</li> </ul>
PO 1.3 Affordable housing is distributed throughout the development to avoid an overconcentration.	DTS/DPF 1.3 None are applicable.
Built Form and Character	
PO 2.1 Affordable housing is designed to complement the design and character of residential development within the locality.	DTS/DPF 2.1 None are applicable.
Affordable Housing Incentives	
PO 3.1 To support the provision of affordable housing, minimum allotment sizes may be reduced below the minimum allotment size specified in a zone while providing allotments of a suitable size and dimension to accommodate dwellings with a high standard of occupant amenity.	DTS/DPF 3.1 The minimum site area specified for a dwelling can be reduced by up to 20%, or the maximum density per hectare increased by up to 20%, where it is to be used to accommodate affordable housing except where the development is located within the Character Area Overlay or Historic Area Overlay.
PO 3.2	DTS/DPF 3.2

<p>To support the provision of affordable housing, building heights may be increased above the maximum specified in a zone.</p>	<p>Where a building incorporates dwellings above ground level and includes at least 15% affordable housing, the maximum building height specified in any relevant zone policy can be increased by 1 building level in the:</p> <ul style="list-style-type: none"> <li>(a) Business Neighbourhood Zone</li> <li>(b) City Living Zone</li> <li>(c) Established Neighbourhood Zone</li> <li>(d) General Neighbourhood Zone</li> <li>(e) Hills Neighbourhood Zone</li> <li>(f) Housing Diversity Neighbourhood Zone</li> <li>(g) Neighbourhood Zone</li> <li>(h) Master Planned Neighbourhood Zone</li> <li>(i) Master Planned Renewal Zone</li> <li>(j) Master Planned Township Zone</li> <li>(k) Rural Neighbourhood Zone</li> <li>(l) Suburban Business Zone</li> <li>(m) Suburban Neighbourhood Zone</li> <li>(n) Township Neighbourhood Zone</li> <li>(o) Township Zone</li> <li>(p) Urban Renewal Neighbourhood Zone</li> <li>(q) Waterfront Neighbourhood Zone</li> </ul> <p>and up to 30% in any other zone, except where:</p> <ul style="list-style-type: none"> <li>(a) the development is located within the Character Area Overlay or Historic Area Overlay or</li> <li>(b) other height incentives already apply to the development.</li> </ul>
Movement and Car Parking	
<p>PO 4.1</p> <p>Sufficient car parking is provided to meet the needs of occupants of affordable housing.</p>	<p>DTS/DPF 4.1</p> <p>Dwellings constituting affordable housing are provided with car parking in accordance with the following:</p> <ul style="list-style-type: none"> <li>(a) 0.3 carpark per dwelling within a building which incorporates dwellings located above ground level within either: <ul style="list-style-type: none"> <li>(i) 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service<sup>(2)</sup></li> <li>(ii) is within 400 metres of a bus interchange<sup>(1)</sup></li> <li>(iii) is within 400 metres of an O-Bahn interchange<sup>(1)</sup></li> <li>(iv) is within 400 metres of a passenger rail station<sup>(1)</sup></li> <li>(v) is within 400 metres of a passenger tram station<sup>(1)</sup></li> <li>(vi) is within 400 metres of the Adelaide Parklands.</li> </ul> </li> <li>or</li> <li>(b) 1 carpark per dwelling for any other dwelling.</li> </ul>



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

## 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 for the purposes of the provision of affordable housing (applying the criteria determined under regulation 4 of the <i>South Australian Housing Trust Regulations 2010</i> ).	Minister responsible for administering the <i>South Australian Housing Trust Act 1995</i> .	To provide direction on the conditions required to secure the provision of dwellings or allotments for affordable housing.	Development of a class to which Schedule 9 clause 3 item 20 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

## Airport Building Heights (Regulated) Overlay

### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

### 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
Any of the following classes of development:  (a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the <i>Airport Building Heights (Regulated) Overlay</i>  (b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the <i>Airport Building Heights (Regulated) Overlay</i> .	The airport-operator company for the relevant airport within the meaning of the <i>Airports Act 1996</i> of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the <i>Airports Act 1996</i> of the Commonwealth.	To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities.	Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

### Building Near Airfields Overlay

#### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.3 Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.	DTS/DPF 1.3 The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.

**Procedural Matters (PM) - Referrals**

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

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

**Stormwater Management Overlay****Assessment Provisions (AP)**

Desired Outcome (DO)

Desired Outcome	
DO 1	Development incorporates water sensitive urban design techniques to capture and re-use stormwater.

## 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 Residential development is designed to capture and re-use stormwater to:	DTS/DPF 1.1 Residential development comprising detached, semi-detached or row dwellings, or less than 5 group dwellings or dwellings

### 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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Policy24		P&D Code (in effect) Version 2023.6 27/04/2023	
None	None	None	None

## Urban Tree Canopy Overlay

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Residential development preserves and enhances urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.

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>Trees are planted or retained to contribute to an urban tree canopy.</p>	<p>DTS/DPF 1.1</p> <p>Tree planting is provided in accordance with the following:</p> <table><tr><th>Site size per dwelling (m<sup>2</sup>)</th><th>Tree size* and number required per dwelling</th></tr><tr><td>&lt;450</td><td>1 small tree</td></tr><tr><td>450-800</td><td>1 medium tree or 2 small trees</td></tr><tr><td>&gt;800</td><td>1 large tree or 2 medium trees or 4 small trees</td></tr></table> <p>*refer Table 1 Tree Size</p> <table><tr><th colspan="4">Table 1 Tree Size</th></tr><tr><th>Tree size</th><th>Mature height (minimum)</th><th>Mature spread (minimum)</th><th>Soil area around tree within development site (minimum)</th></tr><tr><td>Small</td><td>4 m</td><td>2m</td><td>10m<sup>2</sup> and min. dimension of 1.5m</td></tr><tr><td>Medium</td><td>6 m</td><td>4 m</td><td>30m<sup>2</sup> and min.</td></tr></table>	Site size per dwelling (m <sup>2</sup> )	Tree size* and number required per dwelling	<450	1 small tree	450-800	1 medium tree or 2 small trees	>800	1 large tree or 2 medium trees or 4 small trees	Table 1 Tree Size				Tree size	Mature height (minimum)	Mature spread (minimum)	Soil area around tree within development site (minimum)	Small	4 m	2m	10m <sup>2</sup> and min. dimension of 1.5m	Medium	6 m	4 m	30m <sup>2</sup> and min.
Site size per dwelling (m <sup>2</sup> )	Tree size* and number required per dwelling																								
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Table 1 Tree Size																									
Tree size	Mature height (minimum)	Mature spread (minimum)	Soil area around tree within development site (minimum)																						
Small	4 m	2m	10m <sup>2</sup> and min. dimension of 1.5m																						
Medium	6 m	4 m	30m <sup>2</sup> and min.																						

			dimension of 2m
Large	12 m	8m	60m <sup>2</sup> and min. dimension of 4m

The discount in Column D of Table 2 discounts the number of trees required to be planted in DTS/DPF 1.1 where existing tree(s) are retained on the subject land that meet the criteria in Columns A, B and C of Table 2, and are not a species identified in Regulation 3F(4)(b) of the Planning Development and Infrastructure (General) Regulations 2017.

Table 2 Tree Discounts			
Retained tree height (Column A)	Retained tree spread (Column B)	Retained soil area around tree within development site (Column C)	Discount applied (Column D)
4-6m	2-4m	10m <sup>2</sup> and min. dimension of 1.5m	2 small trees (or 1 medium tree)
6-12m	4-8m	30m <sup>2</sup> and min. dimension of 3m	2 medium trees (or 4 small trees)
>12m	>8m	60m <sup>2</sup> and min. dimension of 6m	2 large trees (or 4 medium trees, or 8 small trees)

Note: In order to satisfy DTS/DPF 1.1, payment may be made in accordance with a relevant off-set scheme established by the Minister under section 197 of the Planning, Development and Infrastructure Act 2016, provided the provisions and requirements of that scheme are satisfied. For the purposes of section 102(4) of the Planning, Development and Infrastructure Act 2016, an applicant may elect for any of the matters in DTS/DPF 1.1 to be reserved.

### 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.

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Policy24		P&D Code (in effect) Version 2023.6 27/04/2023	
Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

## Part 4 - General Development Policies

### Clearance from Overhead Powerlines

#### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

### Design in Urban Areas

#### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is:

	<ul style="list-style-type: none"> <li>(a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality</li> <li>(b) durable - fit for purpose, adaptable and long lasting</li> <li>(c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors</li> <li>(d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.</li> </ul>
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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	
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: <ul style="list-style-type: none"> <li>(a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space</li> <li>(b) use an area also used as a driveway</li> <li>(c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.</li> </ul>
Car parking appearance	
PO 7.1  Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: <ul style="list-style-type: none"> <li>(a) limiting protrusion above finished ground level</li> <li>(b) screening through appropriate planting, fencing and mounding</li> <li>(c) limiting the width of openings and integrating them into the building structure.</li> </ul>	DTS/DPF 7.1  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: <ul style="list-style-type: none"> <li>(a) excavation exceeding a vertical height of 1m</li> <li>(b) filling exceeding a vertical height of 1m</li> <li>(c) a total combined excavation and filling vertical height of 2m or more.</li> </ul>
PO 8.2	DTS/DPF 8.2



Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): <ul style="list-style-type: none"> <li>(a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway</li> <li>(b) are constructed with an all-weather trafficable surface.</li> </ul>
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): <ul style="list-style-type: none"> <li>(a) do not contribute to the instability of embankments and cuttings</li> <li>(b) provide level transition areas for the safe movement of people and goods to and from the development</li> <li>(c) are designed to integrate with the natural topography of the land.</li> </ul>	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslide or increase the potential for landslide or land surface instability.	DTS/DPF 8.5 None are applicable.
Overlooking / Visual Privacy (low rise buildings)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: <ul style="list-style-type: none"> <li>(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</li> <li>(b) have sill heights greater than or equal to 1.5m above finished floor level</li> <li>(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.</li> </ul>
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: <ul style="list-style-type: none"> <li>(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</li> <li>or</li> <li>(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"> <li>(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</li> </ul> </li> </ul>

	<p>or</p> <p>(ii) 1.7m above finished floor level in all other cases</p>
All residential development	
Front elevations and passive surveillance	
<p>PO 17.1</p> <p>Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 17.1</p> <p>Each dwelling with a frontage to a public street:</p> <ul style="list-style-type: none"> <li>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</li> <li>(b) has an aggregate window area of at least 2m<sup>2</sup> facing the primary street.</li> </ul>
<p>PO 17.2</p> <p>Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.</p>	<p>DTS/DPF 17.2</p> <p>Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.</p>
Outlook and Amenity	
<p>PO 18.1</p> <p>Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 18.1</p> <p>A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.</p>
Residential Development - Low Rise	
External appearance	
<p>PO 20.1</p> <p>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>	<p>DTS/DPF 20.1</p> <p>Garages and carports facing a street:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) are set back at least 5.5m from the boundary of the primary street</li> <li>(c) have a garage door / opening width not exceeding 7m</li> <li>(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.</li> </ul>
<p>PO 20.2</p> <p>Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.</p>	<p>DTS/DPF 20.2</p> <p>Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:</p> <ul style="list-style-type: none"> <li>(a) a minimum of 30% of the building wall is set back an additional 300mm from the building line</li> <li>(b) a porch or portico projects at least 1m from the building wall</li> <li>(c) a balcony projects from the building wall</li> </ul>

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

## Car parking, access and manoeuvrability

<p>PO 23.1</p> <p>Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 23.1</p> <p>Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):</p> <ul style="list-style-type: none"> <li>(a) single width car parking spaces: <ul style="list-style-type: none"> <li>(i) a minimum length of 5.4m per space</li> <li>(ii) a minimum width of 3.0m</li> <li>(iii) a minimum garage door width of 2.4m</li> </ul> </li> <li>(b) double width car parking spaces (side by side): <ul style="list-style-type: none"> <li>(i) a minimum length of 5.4m</li> <li>(ii) a minimum width of 5.4m</li> <li>(iii) minimum garage door width of 2.4m per space.</li> </ul> </li> </ul>
<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"> <li>(a) a minimum length of 5.4m</li> <li>(b) a minimum width of 2.4m</li> <li>(c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.</li> </ul>
<p>PO 23.3</p> <p>Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.</p>	<p>DTS/DPF 23.3</p> <p>Driveways and access points satisfy (a) or (b):</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) sites with a frontage to a public road greater than 10m: <ul style="list-style-type: none"> <li>(i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site;</li> <li>(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.</li> </ul> </li> </ul>
<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"> <li>(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land</li> <li>(b) where newly proposed, is set back: <ul style="list-style-type: none"> <li>(i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>(ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance</li> <li>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</li> <li>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</li> </ul>
<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"> <li>(a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average</li> <li>(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.</li> <li>(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</li> </ul>
<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"> <li>(a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</li> <li>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</li> <li>(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.</li> </ul>
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"> <li>(a) has a minimum area of 2m<sup>2</sup> with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and</li> <li>(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.</li> </ul>
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"> <li>(a) are not transportable</li> </ul>

	(b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Group Dwellings, Residential Flat Buildings and Battle axe Development	
Amenity	
PO 31.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 31.2 None are applicable.
PO 31.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 31.3 None are applicable.
PO 31.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 31.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.
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 33.4 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 34.2 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).

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"> <li>(a) existing utility infrastructure and services are capable of accommodating the development</li> <li>(b) the primary street can support access by emergency and regular service vehicles (such as waste collection)</li> <li>(c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems)</li> <li>(d) safety of pedestrians or vehicle movement is maintained</li> <li>(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.</li> </ul>	<p>DTS/DPF 44.1</p> <p>Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.</p>

Table 1 - Private Open Space

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

Three + bedroom dwelling

15 m<sup>2</sup> / minimum dimension 2.6m

## Infrastructure and Renewable Energy Facilities

### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Supply	
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: <ul style="list-style-type: none"> <li>(a) exclusively for domestic use</li> <li>(b) connected to the roof drainage system of the dwelling.</li> </ul>
Wastewater Services	
PO 12.1  Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following: <ul style="list-style-type: none"> <li>(a) it is wholly located and contained within the allotment of the development it will service</li> <li>(b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources</li> </ul>	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: <ul style="list-style-type: none"> <li>(a) the system is wholly located and contained within the allotment of development it will service; and</li> <li>(b) the system will comply with the requirements of the South Australian Public Health Act 2011.</li> </ul>



(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.

## 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
Overshadowing	
PO 3.1  Overshadowing of habitable room windows of adjacent residential land uses in:  a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1  North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.
PO 3.2  Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:  a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.2  Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:  a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m <sup>2</sup> 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>Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:</p> <ul style="list-style-type: none"> <li>(a) the form of development contemplated in the zone</li> <li>(b) the orientation of the solar energy facilities</li> <li>(c) the extent to which the solar energy facilities are already overshadowed.</li> </ul>	<p>DTS/DPF 3.3</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
<p>PO 1.1</p> <p>Ensure land is suitable for use when land use changes to a more sensitive use.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies (a), (b), (c) or (d):</p> <ul style="list-style-type: none"> <li>(a) does not involve a change in the use of land</li> <li>(b) involves a change in the use of land that does not constitute a change to a more sensitive use</li> <li>(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)</li> <li>(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"> <li>(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"> <li>A. site contamination does not exist (or no longer exists) at the land</li> </ul> </li> </ul> </li> </ul>

	<p>or</p> <p>B. the land is suitable for the proposed use or range of uses (without the need for any further remediation)</p> <p>or</p> <p>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)</p> <p>and</p> <p>(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).</p>
--	---

## Transport, Access and Parking

### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Vehicle Parking Rates	
<p>PO 5.1</p> <p>Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that</p>	<p>DTS/DPF 5.1</p> <p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</p>

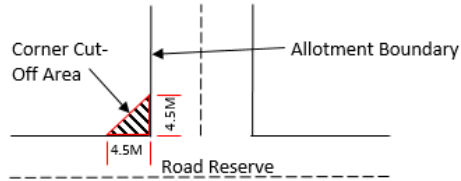
<p>may support a reduced on-site rate such as:</p> <ul style="list-style-type: none"> <li>(a) availability of on-street car parking</li> <li>(b) shared use of other parking areas</li> <li>(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared</li> <li>(d) the adaptive reuse of a State or Local Heritage Place.</li> </ul>	<ul style="list-style-type: none"> <li>(a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements</li> <li>(b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas</li> <li>(c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.</li> </ul>
Corner Cut-Offs	
<p>PO 10.1</p> <p>Development is located and designed to ensure drivers can safely turn into and out of public road junctions.</p>	<p>DTS/DPF 10.1</p> <p>Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:</p> 

Table 1 - General Off-Street Car Parking Requirements

Class of Development	<p>Car Parking Rate (unless varied by Table 2 onwards)</p> <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>

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

Class of Development	Car Parking Rate		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.			
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:  1 space for each dwelling with a total floor area less than 75 square metres  2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres  3 spaces for each dwelling with a total floor area greater than 150 square metres.  Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone  City Main Street Zone  City Riverbank Zone  Adelaide Park Lands Zone  Business Neighbourhood Zone (within the City of Adelaide)  The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone

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

Criteria	Exceptions
The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:	<p>(a) All zones in the City of Adelaide</p> <p>(b) Strategic Innovation Zone in the following locations:</p> <p>(i) City of Burnside</p> <p>(ii) City of Marion</p> <p>(iii) City of Mitcham</p>

<ul style="list-style-type: none"><li>(a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service<sup>(2)</sup></li><li>(b) is within 400 metres of a bus interchange<sup>(1)</sup></li><li>(c) is within 400 metres of an O-Bahn interchange<sup>(1)</sup></li><li>(d) is within 400 metres of a passenger rail station<sup>(1)</sup></li><li>(e) is within 400 metres of a passenger tram station<sup>(1)</sup></li><li>(f) is within 400 metres of the Adelaide Parklands.</li></ul>	<ul style="list-style-type: none"><li>(c) Urban Corridor (Boulevard) Zone</li><li>(d) Urban Corridor (Business) Zone</li><li>(e) Urban Corridor (Living) Zone</li><li>(f) Urban Corridor (Main Street ) Zone</li><li>(g) Urban Neighbourhood Zone</li></ul>
---	---

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



LUCY HARGRAVES RESIDENCE

12 RYMILL ROAD, SOMERTON PARK

CITY OF HOLDFAST BAY  
AMENDED PLAN  
27/04/2023



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**AMENDED PLAN**  
**27/04/2023**



### SITE AREAS (WEST)

**MEASURED AREA (m<sup>2</sup>)**

### SITE AREAS (EAST)

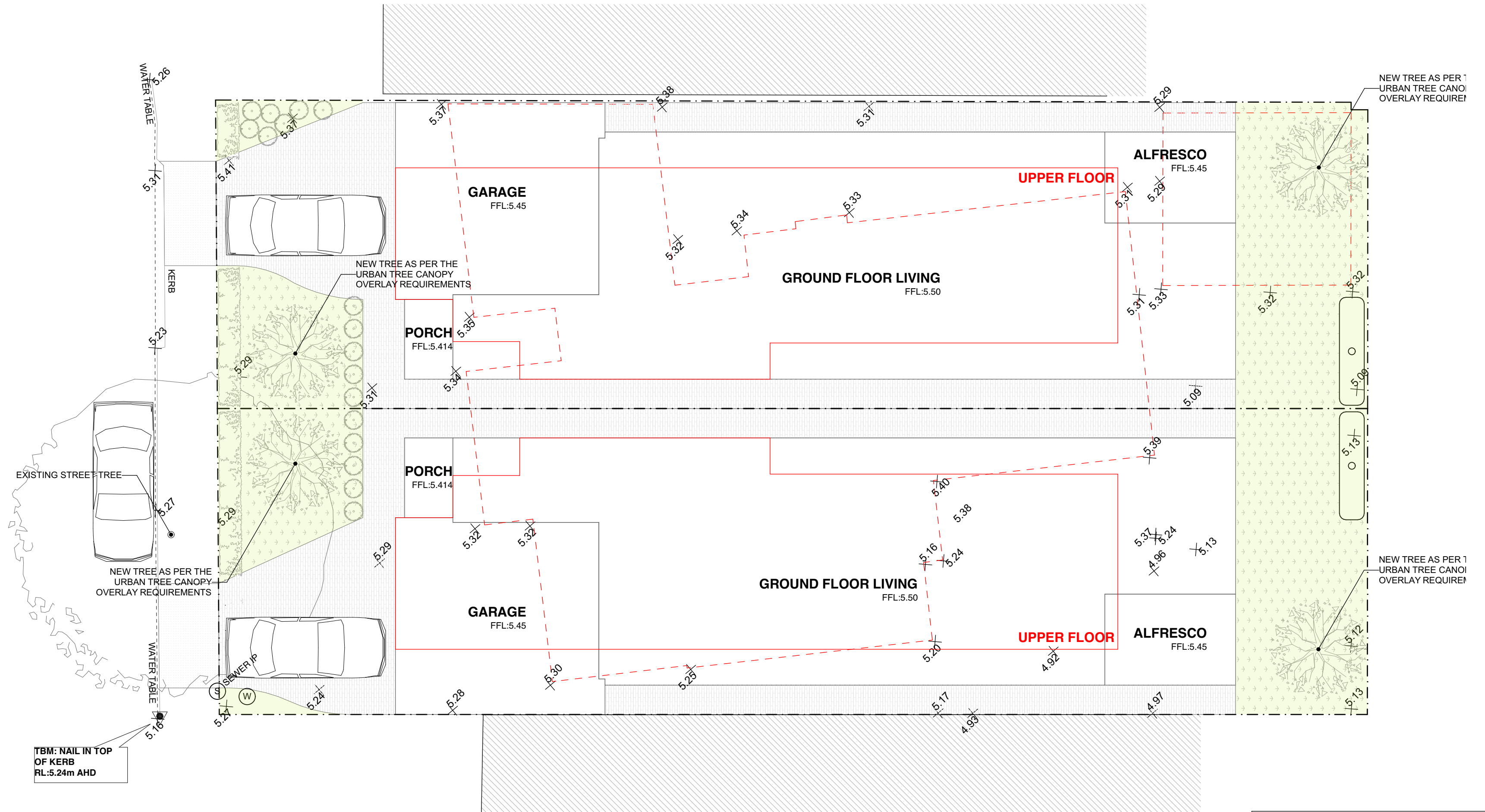
**MEASURED AREA (m<sup>2</sup>)**

SITE PLAN  
1:100



## Attachment 1.2

**CITY OF HOLDFAST BAY**  
**AMENDED PLAN**  
**27/04/2023**



## LANDSCAPING



ACACIA COGNATA "BOWER BEAUTY"



EXISTING TREE



MAGNOLIA GRANDIFLORA 'LITTLE GEM'



WESTRINGIA 'WYNYABBIE GEM' (HEDGING)

SOFT LANDSCAPING (WEST)	MEASURED AREA (m²)		SOFT LANDSCAPING (EAST)	MEASURED AREA (m²)	
TOTAL SITE AREA (WEST)	332.47		TOTAL SITE AREA (EAST)	330.45	
SOFT LANDSCAPING (WEST) (GREEN S...	59.73	17.96%	SOFT LANDSCAPING (EAST) (GREEN SH...	59.09	17.88%



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CLIENT  
LUCY HARGRAVES

SITE ADDRESS  
12 RYMILL ROAD, SOMERTON PARK

REVISION NO.  
04/PLANNING

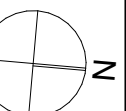
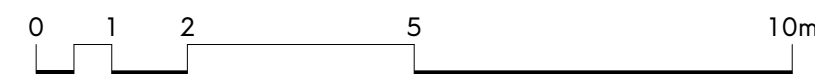
REVISION DATE  
14/02/2023

DRAWN BY  
ND  
CHECKED BY

DRAWING TITLE	LANDSCAPING PLAN
PROJECT DESCRIPTION	TWO STOREY DWELLING

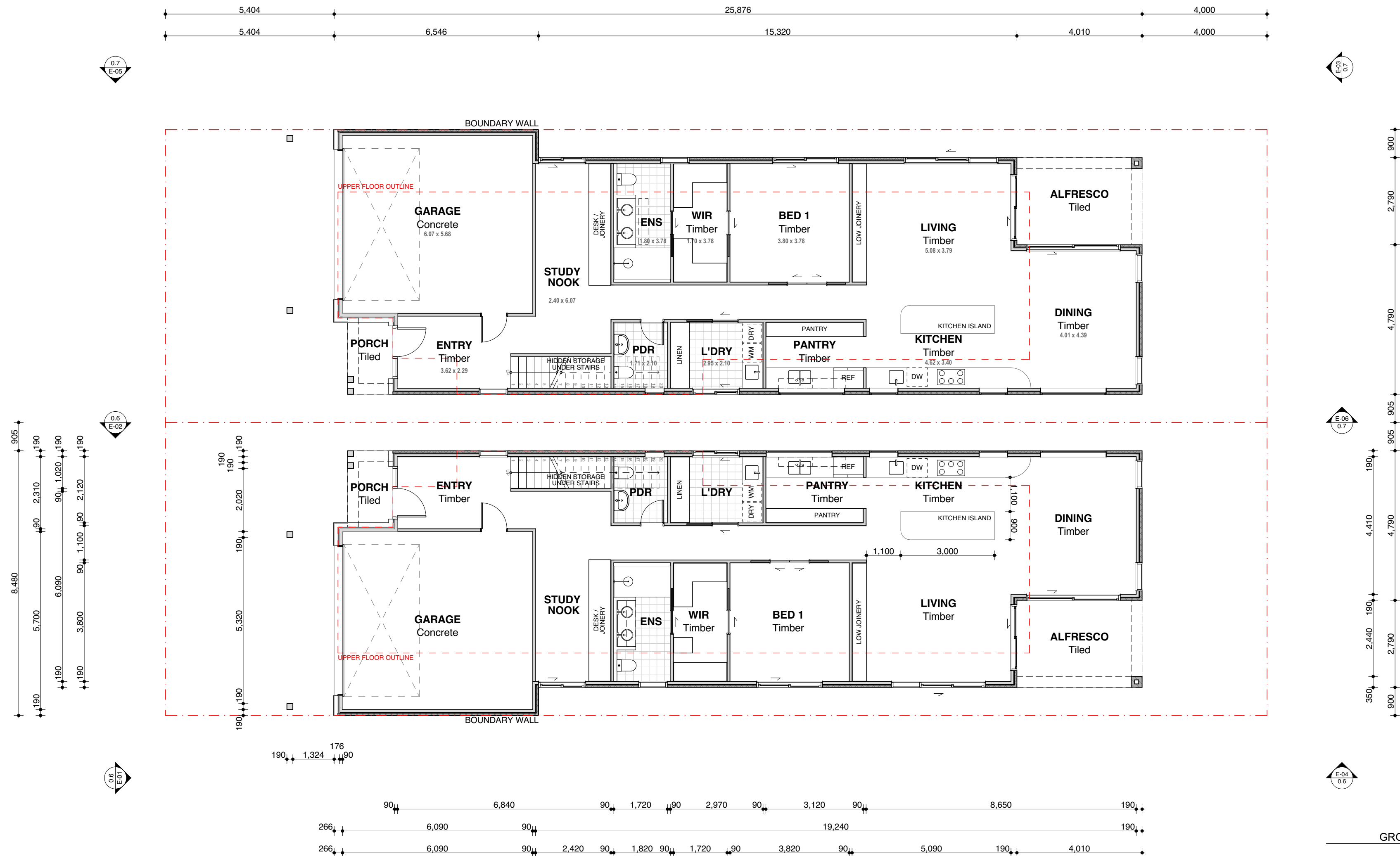
SHEET  
3/7

1:100 @ A2

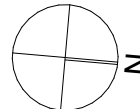


Attachment 1.3

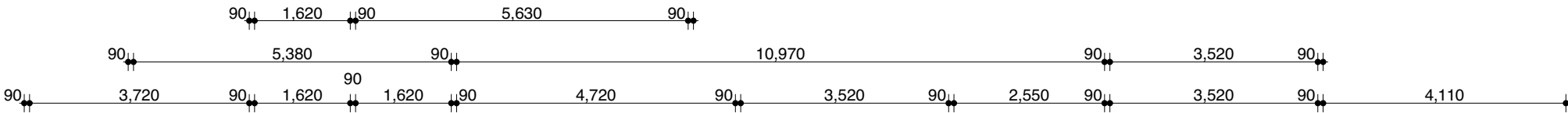
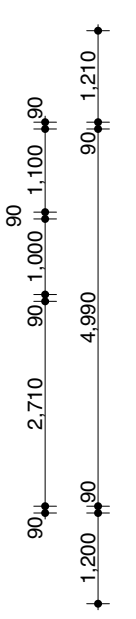
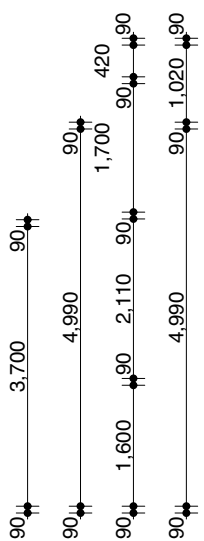
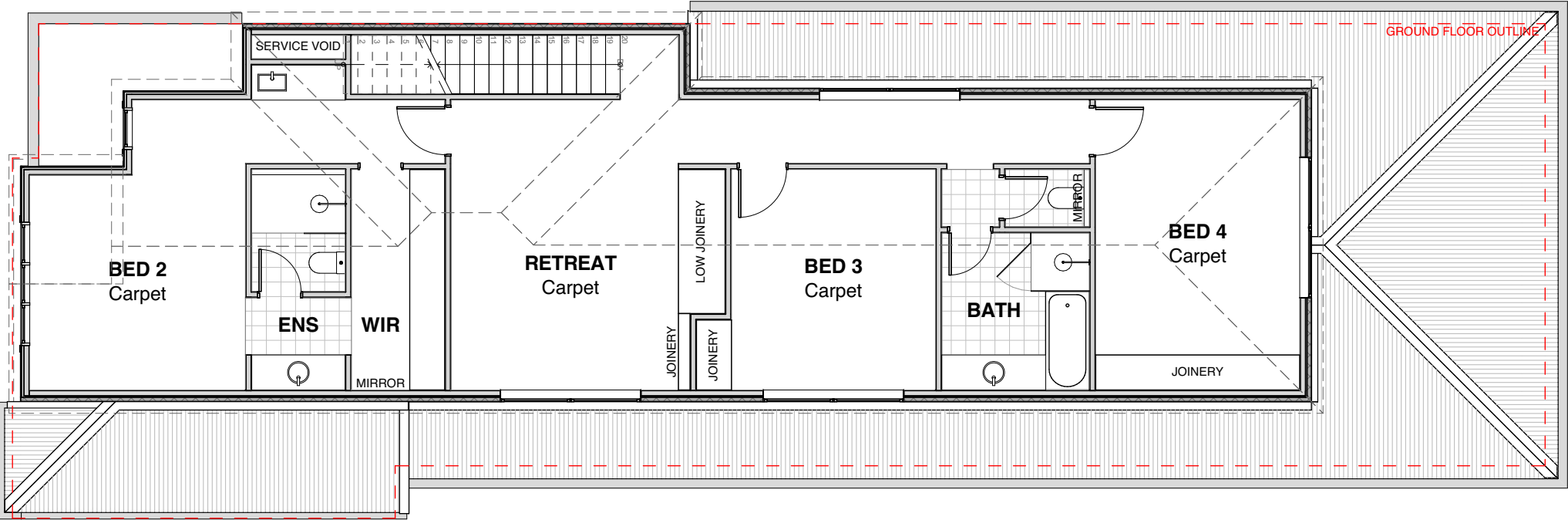
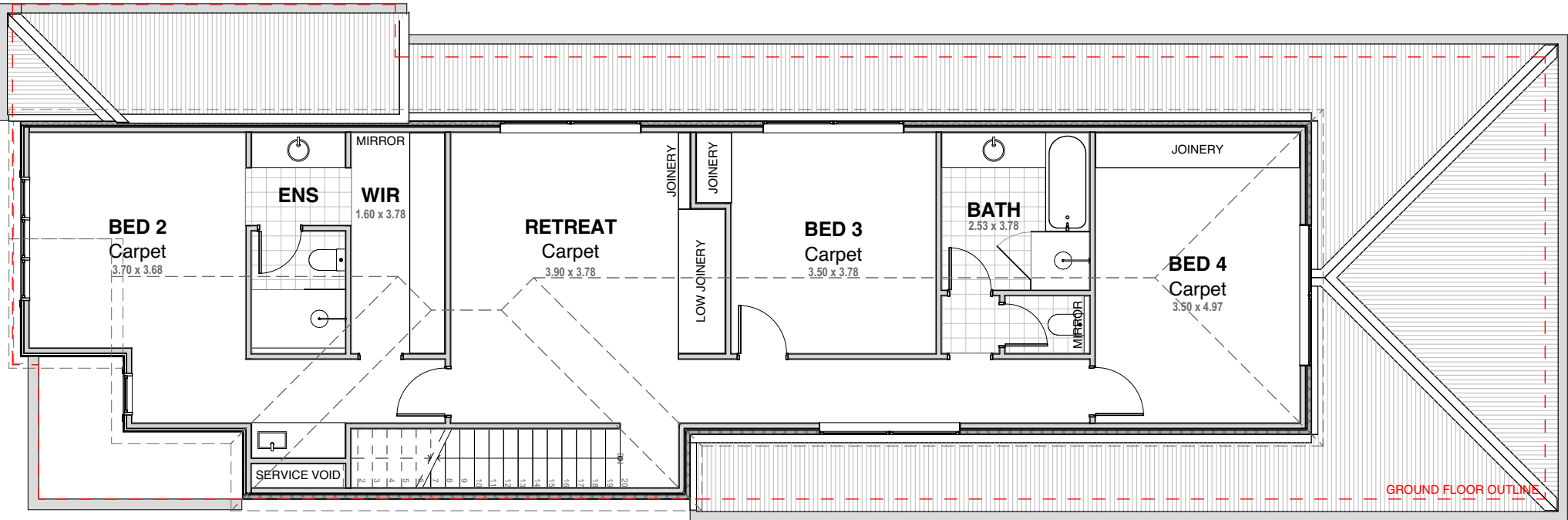
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GROUND FLOOR  
1:100



CITY OF HOLDFAST BAY  
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FIRST FLOOR  
1:100



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Attachment 1.5



CITY OF HOLDFAST BAY  
AMENDED PLAN  
27/04/2023

FINISHES SCHEDULE

WALLS

RENDERED HEBEL & TIMBER FRAMED WALL CONSTRUCTION TO SIDES & REAR ELEVATIONS OF DWELLING. FRONT ELEVATION TO FEATURE SANDSTONE PLINTH WITH SYCON LINEA EXTERNAL WALL CLADDING ABOVE WITH PAINTED FINISH (COLOUR: DULUX NATURAL WHITE).

ROOF

COLOURBOND CUSTOM ORB ROOF SHEETING TO ALL MAIN PITCHED ROOF FORMS, FLASHINGS AND CAPPINGS (COLOUR: COLOURBOND SHALE GREY).

WINDOWS

WRC WINDOWS TO FRONT ELEVATION IN WHITE. DOMESTIC FRAME ALUMINIUM AWNING WINDOWS IN BLACK TO REMAINDER. CLEAR GLAZING THROUGHOUT EXCLUDING AREAS DENOTED 'OBSCURED'.

NOTE

ALL COLOURS & MATERIALS TO BE CONFIRMED BY OWNER PRIOR TO CONSTRUCTION & ARE TO BE CONSIDERED INDICATIVE.



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LUCY HARGRAVES  
  
SITE ADDRESS  
12 RYMILL ROAD, SOMERTON PARK

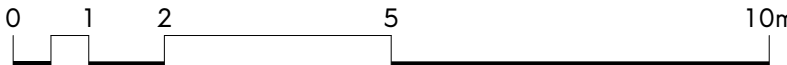
REVISION NO.  
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REVISION DATE  
14/02/2023

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DRAWING TITLE  
ELEVATIONS  
  
PROJECT DESCRIPTION  
TWO STOREY DWELLING

SHEET  
6/7

1:100 @ A2





Attachment 1.6



CITY OF HOLDFAST BAY  
AMENDED PLAN  
27/04/2023

**FINISHES SCHEDULE**

**WALLS**  
RENDERED HEBEL & TIMBER FRAMED WALL CONSTRUCTION TO SIDES & REAR ELEVATIONS OF DWELLING. FRONT ELEVATION TO FEATURE SANDSTONE PLINTH WITH SYCON LINEA EXTERNAL WALL CLADDING ABOVE WITH PAINTED FINISH (COLOUR: DULUX NATURAL WHITE).

**ROOF**  
COLOURBOND CUSTOM ORB ROOF SHEETING TO ALL MAIN PITCHED ROOF FORMS, FLASHINGS AND CAPPINGS (COLOUR: COLORBOND SHALE GREY).

**WINDOWS**  
WRC WINDOWS TO FRONT ELEVATION IN WHITE. DOMESTIC FRAME ALUMINIUM AWNING WINDOWS IN BLACK TO REMAINDER. CLEAR GLAZING THROUGHOUT EXCLUDING AREAS DENOTED 'OBSCURED'.

**NOTE**  
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E-06 ELEVATION  
1:100



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# Details of Representations

## Attachment 2

### Application Summary

Application ID	23001283
Proposal	2 x Two storey detached dwellings
Location	12 RYMILL RD SOMERTON PARK SA 5044

### Representations

#### Representor 1 - Daniela Zmegac

Name	Daniela Zmegac
Address	7 RYMILL ROAD SOMERTON PARK SA, 5044 Australia
Submission Date	14/03/2023 09:12 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	

### Attached Documents

RepresentationFromDZmegacAndGWhite-5073258.jpg



Dani Z <007.danniz@gmail.com>

☐ DALodgement

Application ID: 23001283

Sun 9:19 AM

# Attachment 2.1

Good Morning,

In relation to Application ID: 23001283 @ 12 Rymill Road Somerton Park 5044

I have gone online to view the application and am unable to locate the proposed dwellings plan, can you please post these out to me.

I also have an Objection in relation to density and having 2x 2 story townhouses built on this block, It will add further congestion long term for parking and driving in the street and being so built up will further take away the aesthetic of Somerton Park and the feel of Rymill Rd.

This was one of the many reasons we purchased this street because it was majority single dwellings homes on property, We already have enough development in Rymill Rd with this we already see an increase of traffic and use in the street and this will only be increased as families move in and kids grow up etc.

This also impacts all residents during the build process with trucks and excessive noise so we won't live in peace while construction occurs.

Thankyou

Daniela Zmegac & Georg White

7 Rymill Rd Somerton Park 5044

Representations

Attachment 2.2

Representor 2 - Georg White

Name	Georg White
Address	12 RYMILL ROAD SOMERTON PARK SA, 5044 Australia
Submission Date	14/03/2023 09:15 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 support the development
Reasons	

Attached Documents

RepresentationFromDZmegacAndGWhite-5073343.jpg
--





Dani Z <007.danniz@gmail.com>

☐ DALodgement

Application ID: 23001283

Sun 9:19 AM

## Attachment 2.3

Good Morning,

In relation to Application ID: 23001283 @ 12 Rymill Road Somerton Park 5044

I have gone online to view the application and am unable to locate the proposed dwellings plan, can you please post these out to me.

I also have an Objection in relation to density and having 2x 2 story townhouses built on this block, It will add further congestion long term for parking and driving in the street and being so built up will further take away the aesthetic of Somerton Park and the feel of Rymill Rd.

This was one of the many reasons we purchased this street because it was majority single dwellings homes on property, We already have enough development in Rymill Rd with this we already see an increase of traffic and use in the street and this will only be increased as families move in and kids grow up etc.

This also impacts all residents during the build process with trucks and excessive noise so we won't live in peace while construction occurs.

Thankyou

Daniela Zmegac & Georg White

7 Rymill Rd Somerton Park 5044

## Representations

## Attachment 2.4

**Representor 3** - Darren Buick

Name	Darren Buick
Address	10 Rymill Road SOMERTON PARK SA, 5044 Australia
Submission Date	20/03/2023 09:10 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 meet a number of performance criteria and should be revised. The main concerns are that the development adjoins our boundary wall and extends toward the street frontage and with the two levels to 9m height, will present a significant overshadowing, and visually unappealing aspect from our property and the street. My position is that PO 7.1 is not met specifically that 'Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining properties'. As presented the plans for 12 Rymill Road show a building boundary wall which extends 3m further towards the street frontage than our existing boundary wall at 10 Rymill Road. The extension of the adjoining wall and the building which extends to 9m above it, will present a significant visual and overshadowing impact to our street frontage, and will detract from the visual appeal of the street and particularly of our property. Further, the plans are in direct contradiction to PO 20.3 'The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets. The proposed plans are directly opposed to PO 20.3, and will have a significant visual mass observed from our allotment which adjoins the development site. It is our view that the proposed dwellings are in a row arrangement and should have a 900mm setback from the adjoining property boundaries as per PO7.2. This development should be re-considered with a 900mm separation from allotments outside the development site. Setback of the proposed development by 900mm from the boundary to our property would greatly reduce the visual and overshadowing impact of the proposed development. A 900mm setback from adjoining properties would also be consistent with all other property developments on our street and in the local area. Another matter is that the shown plans outline the building line of adjoining properties which are incorrect. The building at 14 Rymill Road is presented in the proposed plans, which shows roof line (labelled neighbouring dwelling) rather than the building line. The roof at 14 Rymill Road has a large overhang with eaves that extend for ~900mm (estimated). This puts the building line for 14 Rymill Road ~900mm further north from the street. This needs to be accounted for and as such the front of the development needs to be moved further north from the street. The additional benefit of moving the proposed development further from the street is that it will marginally reduce the visual and overshadowing impact, and also will allow for sufficient off street car parking. Car parking is becoming a major issue on Rymill Road, given the significant subdivision and development activity which has already occurred, and for which a large number of subdivision and development activities are planned. Adequate on and off street car parking needs to be allowed for. Car parking is a major issue for residents of Rymill Road given the amount of development activity on the street. Moving the development frontage further north from the street will allow for the minimum uncovered car park length of 5.4m which is currently not met (currently 5.0m) in the proposed development. In addition, the minimum set back of the garage from the street of 5.5m is not met with the proposed plans. Adequate car parking should also be accounted for in the street parking, as the current plans only allow sufficient space for 1 car park between the two properties. Adequate space for 2 on street car parks needs to be accounted for in this proposed development.

## Attached Documents

## **Attachment 2.5**

## Attachment 2.6

**Extended submission to comment on public notification for proposed development on 12 Rymill Road Somerton Park (application ID 23001283).**

**Submitted by Darren Buick of 10 Rymill Road Somerton Park SA 5044.**

The proposed development does not meet a number of performance criteria and should be revised. The main concerns are that the development adjoins our boundary wall and extends toward the street frontage and with the two levels to 9m height, will present a significant overshadowing, and visually unappealing aspect from our property and the street. My position is that PO 7.1 is not met specifically that 'Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining properties'. As presented the plans for 12 Rymill Road show a building boundary wall which extends 3m further towards the street frontage than our existing boundary wall at 10 Rymill Road. The extension of the adjoining wall and the building which extends to 9m above it, will present a significant visual and overshadowing impact to our street frontage, and will detract from the visual appeal of the street and particularly of our property. Further, the plans are in direct contradiction to PO 20.3 'The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets. The proposed plans are directly opposed to PO 20.3, and will have a significant visual mass observed from our allotment which adjoins the development site.

It is our view that the proposed dwellings are in a row arrangement and should have a 900mm setback from the adjoining property boundaries as per PO7.2. This development should be re-considered with a 900mm separation from allotments outside the development site. Setback of the proposed development by 900mm from the boundary to our property would greatly reduce the visual and overshadowing impact of the proposed development. A 900mm setback from adjoining properties would also be consistent with all other property developments on our street and in the local area.

Another matter is that the shown plans outline the building line of adjoining properties which are incorrect. The building at 14 Rymill Road is presented in the proposed plans, which shows roof line (labelled neighbouring dwelling) rather than the building line. The roof at 14 Rymill Road has a large overhang with eaves that extend for ~900mm (estimated). This puts the building line for 14 Rymill Road ~900mm further north from the street. This needs to be accounted for and as such the front of the development needs to be moved further north from the street.

The additional benefit of moving the proposed development further from the street is that it will marginally reduce the visual and overshadowing impact, and also will allow for sufficient off street car parking. Car parking is becoming a major issue on Rymill Road, given the significant subdivision and development activity which has already occurred, and for which a large number of subdivision and development activities are planned. Adequate on and off street car parking needs to be allowed for. Car parking is a major issue for residents of Rymill Road given the amount of development activity on the street.

Moving the development frontage further north from the street will allow for the minimum uncovered car park length of 5.4m which is currently not met (currently 5.0m) in the proposed development. In addition, the minimum set back of the garage from the street of 5.5m is not met with the proposed plans. Adequate car parking should also be accounted for in the street parking, as the current plans only allow sufficient space for 1 car park between the two properties. Adequate space for 2 on street car parks needs to be accounted for in this proposed development.

Another issue which needs to be addressed is the direct overlooking from second storey windows into our private rear yard property. The plans outline that windows are adequately 1.5m above the

## Attachment 2.7

floor level, however screening is not shown on the plans and hence abidance by PO 10.1 is not demonstrated. In order to retain our privacy, we request that upper level windows on the eastern side should include screening or opaque glass such that views into our northern rear yard are fully obscured and our privacy is maintained.

Whilst the number of development currently ongoing and planned in the street are a significant disturbance and annoyance I am not opposed to any development being undertaken on the proposed site. I am concerned that the visual appeal of our property and of the street will be negatively impacted by the proposed development as presented. Further I want to ensure that privacy to our rear yard is preserved, and that the impact to on street parking is minimized. Whilst not strictly part of the performance objectives, personally I find the traditional design as shown is in contrast to modern properties on the street and the change in character of the house detracts from the appeal of the street. A more modern look would be more suitable to the character of the street, particularly with the number of recent developments.



Photo above looking west from 10 Rymill Road to the proposed development at 12 Rymill Road. The proposed development has a garage boundary wall extending 3m toward the street (and 3 m high) from our building line. The second story of the proposed dwelling extends to 9m posing a significant overshadowing and visually unappealing aspect from our property.

## Representations

## Attachment 2.8

**Representor 4** - Kira Bayliss

Name	Kira Bayliss
Address	4 Turner street SOMERTON PARK SA, 5044 Australia
Submission Date	21/03/2023 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 support the development with some concerns
<b>Reasons</b> The rear of the 2 buildings face directly into my backyard. The development is raised looking down into our kitchen and laundry. Our request is that any south facing upper storey windows on the development be obscured to preserve our privacy.	

## Attached Documents

17361844-533F-410E-B9F2-834B9F81850D-1200438.jpeg
D2C1646B-7DF8-4859-8588-60A0903FE0C8-1200439.jpeg
0BCBB313-8D73-4464-8016-F5ECD327588B-1200440.jpeg



## Attachment 2.9





Attachment 2.10





## Attachment 2.11





## Representations

## Attachment 2.12

**Representor 5** - Janna Schneebichler

Name	Janna Schneebichler
Address	11 Phillipps Street SOMERTON PARK SA, 5044 Australia
Submission Date	29/03/2023 10:26 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
<b>Reasons</b> We support the development, our only concern is ensuring that the north-facing windows on the upper level, at the rear of each dwelling, will look directly into our pool, backyard and internal living space. We would like to ensure that these windows have obscure glazing, to protect our privacy and that of our 2 young children.	

## Attached Documents

# Attachment 3

24 April 2023

City of Holdfast Bay  
Attention: Mr Alex Stamatopoulos, *Development Officer Planning*  
24 Jetty Road  
BRIGHTON SA 5048

*via PlanSA Portal*

Dear Alex

## RESPONSE TO REPRESENTATIONS

**DA Number:** DA 23001283  
**Applicant:** Heritage Building Group – Lucy Hargraves  
**Location:** 12 Rymill Road, Somerton Park  
**Proposal:** 2 x Two storey detached dwellings

### 1.0 INTRODUCTION

I refer to the recent correspondence advising of the representations received during the public notification period for the above application.

We acknowledge that 4 submissions were received in relation to the proposed development, 2 of which were from the same address.

Of the 4 submissions we note 2 are in opposition, whilst 1 is in support, and 1 is in support with concerns.

The following outlines the issues raised in the representations and provides a response where warranted.

This correspondence is to be considered together with accompanying amended plans from Heritage Building Group, issued 20 April 2023.

### 2.0 CONSIDERATION OF THE REPRESENTATIONS

All Representors are identified as being situated within the locality, and it is evident that there is a degree of commonality in some of the matters raised.

The Representors are identified in the following table, and the map below illustrates the location of those in support (green dot); those opposed (red dot); and those in support with concerns (green/yellow dot).

# Attachment 3.1



Representor	Name	Support	To Be Heard
1	Daniela Zmegac	No	No
2	Georg White	Yes	No
3	Darren Buick	No	Yes
4	Kira Bayliss	Yes, with some concerns	No



The Representors raise a number of concerns and points for clarification. The comments are summarised as follows:

1. Density – concerns with 2 x 2 storey homes on the allotment as there is already enough development in Rymill Road.
2. Traffic - Increased density will result in increased traffic.
3. Noise – All residents will be impacted during the construction process by trucks and excessive noise.
4. Boundary Wall – Walls are proposed to extend towards the street which will present significant overshadowing and visually unappealing aspect from the adjoining neighbour. A setback of 900mm should be provided.
5. Overshadowing – The proposal will overshadow the driveway of the property to the east.
6. Front Setback – Setback distances are incorrect and identify the roof setback as opposed to that of the building. The front setback needs to be increased to provide for off-street car parking.



7. Car Parking – Adequate on and off-street car parking is required. The plans only allow sufficient space for 1 car park between the two properties, and 2 on-street car parks are required.
8. Overlooking – There will be direct overlooking from second storey windows into private rear yards. The plans illustrate upper sill heights of 1.5m however screening is not shown. The concerns relate to the eastern side, and to the north.
9. Design – The traditional design contrasts with modern properties in the street and the change in character of the house detracts from the appeal of the street. A more modern look would be more suitable to the character of the street, particularly with the number of recent developments.

A response to the issues raised is provided below.

## 2.1 Density

It is reaffirmed that the subject land is located within the General Neighborhood Zone of the Planning and Design Code (the Code), which encourages allotments/sites to be created for residential purposes of a suitable size and dimension to accommodate the anticipated dwelling form and remain compatible with the pattern of development in a low-rise and predominantly low-density neighbourhood, with higher densities closer to public open space, public transport stations and activity centres (PO 2.1).

The 'standard outcome' sought by DPF 2.1 encourages detached dwellings on allotments/sites of 300m<sup>2</sup> with a frontage to a public road of 9 metres.

The proposed development achieves both the minimum site area and frontage requirements:

- West Dwelling – Site Area: 332.47m<sup>2</sup> / Frontage: 9.458 metres.
- East Dwelling – Site Area: 330.45m<sup>2</sup> / Frontage 9.380 metres.

The proposed development is in accordance with the requirements of the Code in this regard.

## 2.2 Traffic

As the development results in a '2 for 1' dwelling replacement it is anticipated that traffic movements are likely to increase. Any increase however is considered to be marginal given the proposal readily achieves the anticipated densities within the General Neighbourhood Zone.

Rymill Road is a lower order suburban road, and visually in good condition. It can reasonably be suggested that the road and surrounding network can safely cater for the slight increase in use as a result of the proposed development.

## 2.3 Noise

Construction will occur within the tolerances of the *Environment Protection (Noise) Policy 2007* (the Noise EPP). The Builder will take reasonable steps to limit noise activities between 7am to 7pm, Monday to Saturday. Although these are the permitted times within the Noise EPP, there is a greater likelihood of works occurring Monday to Friday and finishing late afternoon, i.e. 4pm.

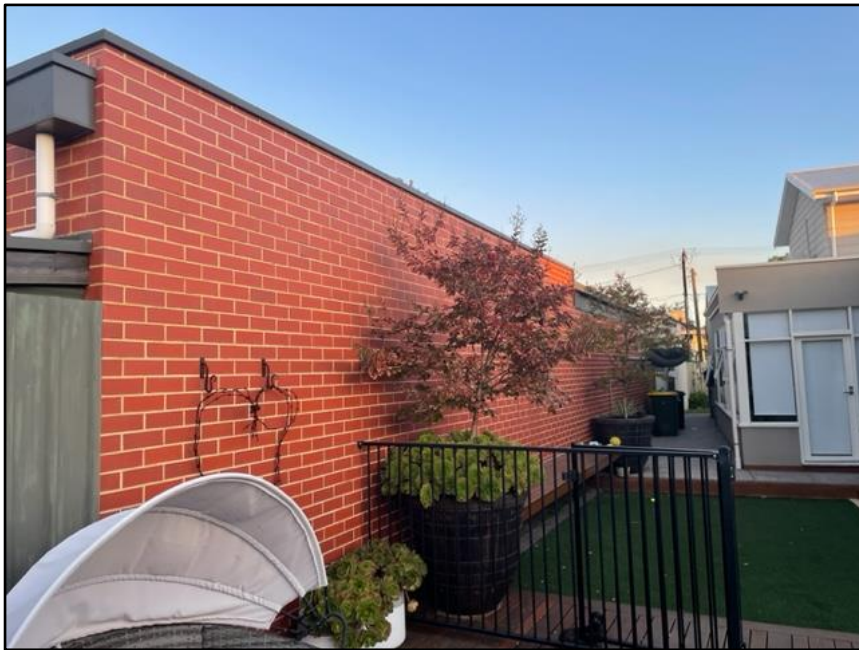
# Attachment 3.3



## 2.4 Boundary Wall

The neighbour to the east (10 Rymill Road) is concerned with the extent of boundary wall on that side, given it will ‘...*present a significant overshadowing, and visually unappealing aspect...*’ from their property.

This is contradictory to the neighbours dwelling which has a boundary wall constructed which exceeds 70% of the boundary length, with relief only provided at the driveway and the very northern end of the property. Below are images of the wall from the rear and front yards of the subject land. The wall in parts in up to 3.7 metres high, and is approximately 24.7 metres in length.



# Attachment 3.4



Both garages are proposed to be constructed on the outer boundaries, resulting in boundary walls measuring 6.45 metres long and 3.36 metres high.

Boundary walls of this nature are generally anticipated by the Code, Performance Outcome 7.1 of the General Neighbourhood Zone states:

*PO 7.1 Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining properties.*

The 'standard outcome' identified by the corresponding Designated Performance Feature (DPF) suggests side boundary walls should either adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height OR, do not exceed 3 metres in height; 11.5 metres in length; 45% of the total boundary length when combined with other walls on the subject land; or encroach within 3m of any existing proposed boundary wall on the subject land.

The proposed boundary wall is almost  $\frac{1}{4}$  of the length of the neighbours existing boundary wall, and of comparable height (slightly less) than the neighbours' garage. The wall is of a scale that is reasonably contemplated by PO 7.1.

There are no windows or areas of private open space in close proximity to the eastern wall. The wall will not result in '*significant overshadowing*' given it is located on the representors western boundary, thereby partially sheltering the driveway from the late afternoon sun. The wall will protrude less than 3 metres forward of the neighbours existing wall of considerable length.

The suggestion that the boundary wall providing a '*visually unappealing aspect*' is unsubstantiated. The wall is proposed to have a rendered finish in Dulux 'natural white', and its visibility will be similar to that of the neighbours garage wall from within the subject land presently.

## 2.5 Overshadowing

Provisions of the Code relating to overshadowing are contained within the Interface between land Uses module. These state:

*PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in:*  
*a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight*  
*b. other zones is managed to enable access to direct winter sunlight.*

*PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:*  
*a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight*  
*b. other zones is managed to enable access to direct winter sunlight.*

(underline my emphasis)

As above, the garage walls are unlikely to result in unnecessary overshadowing given the location of neighbouring windows and the location of neighbouring areas or private open space.

In addition, the north-south orientation of the subject land is noted, meaning the extent of overshadowing on neighbouring allotments to the east and west is minimal. The upper level-built form is centralised meaning there is relief on either side enabling sufficient sunlight to the eastern and western neighbours.



# Attachment 3.5



## 2.6 Front Setback

Concern was expressed regarding the proposed front setback on the premise that there was not sufficient area for a visitor car parking. The proposal has since been amended to comply which will be discussed in further detail below.

In relation to the primary street setback generally, it is noted that Zone PO 5.1 states: *'buildings are setback from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape.'*

Setbacks within the street vary due to the age of dwelling stock (newer properties are generally sit forward compared to the dwellings they replace) and there is a notable 'kink' in the road alignment to the west of the subject land which leads to an attractive 'staggered' setback through the streetscape.

The setback proposed continues this 'staggered' notion and provides a suitable transition between the buildings on either side.

## 2.7 Car Parking

Some Representors were concerned with the lack of car parking associated with the proposed development.

The Transport, Access and Parking module of the Code encourages sufficient on-site vehicle parking, generally in accordance with *Table 1 – General Off-Street Car Parking Requirements*.

For a detached dwelling with 2 or more bedrooms, the Table seeks a minimum of 2 car spaces per dwelling, 1 of which is to be covered. The proposed dwellings comply with this requirement by providing a double garage and sufficient area for an uncovered parking space in the driveway in front of the garage door.

The dwellings were reduced in size and setback an additional 400mm following the public notification period to comply with Design in Urban Areas module DPF 23.2, which suggests:

*DPF 23.2 Uncovered car parking spaces have:*

- (a) A minimum dimension 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 1.5m*

On the basis 2 covered and 1 uncovered car parking space is provided, the proposal exceeds the requirements of the Code.

In addition to this, Design in Urban Areas module PO 23.6 encourages: *Driveways and access points are designed and distributed to optimize the provision of on-street visitor parking*. The associated DPF seeks to retain at least 0.33 on-street parking spaces to be retained per dwelling.

The amended plans show adequate room for a B85 vehicle to be parked between the two driveway crossovers, adjacent to the existing street tree which is to be retained.

The proposal complies with the requirements of the Code in this regard.



# Attachment 3.6



## 2.8 Overlooking

Neighbours to the east and north expressed concern regarding overlooking from upper-level windows.

As encouraged by DPF 10.1 (b) of the Design in Urban Areas module, all side and rear windows have a sill height of 1.5 metres, thereby satisfying the corresponding Performance Outcome:

*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.*

*DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone:*

*(a)...*

*(b) have sill heights greater than or equal to 1.5m above finished floor level*

*(c) ...*

The extent of overlooking is considered tolerable given the proposal satisfies the relevant provisions of the Code.

## 2.9 Design

The neighbour to the east suggests that the traditional design of the dwellings is in contrast to modern properties in the street and that the change of character detracts from the street appeal. This could equally be argued the other way.

The Desired Outcome of the Zone encourages a diverse range of housing the supports a range of needs and lifestyles. The land is not located within an Established Neighbourhood Zone, Character Area or Historic Area Overlay where the form may be more heavily scrutinized, and the 'test' (the assessment) in this case is whether the proposal satisfies the relevant assessment criteria to a degree that consent is warranted, which in our opinion it is.

The traditional design is viewed by some to be a relief to the plethora of more modern designs, and we note the Code in this instance envisages an appropriate mix of housing types and designs.

# Attachment 3.7



## 3.0 CONCLUSION

After consideration of the issues raised within the representations, it is our view that the application is not 'seriously at variance' with the relevant assessment provisions of the Planning and Design Code.

In our view the proposed development exhibits sufficient merit to warrant the issuing of Planning Consent.

I confirm that I will be in attendance at the Council Assessment Panel to respond to any verbal submissions or questions from Panel members.

Yours faithfully

Ben Green & Associates



**Tom Gregory, RPIA**

**Senior Associate**

[tomgregory@bengreen.com.au](mailto:tomgregory@bengreen.com.au)

cc Lucy Hargraves  
encl Amended Plans – Heritage Building Group (issued 20 April 2023)