

**Department of Planning, Transport and Infrastructure**

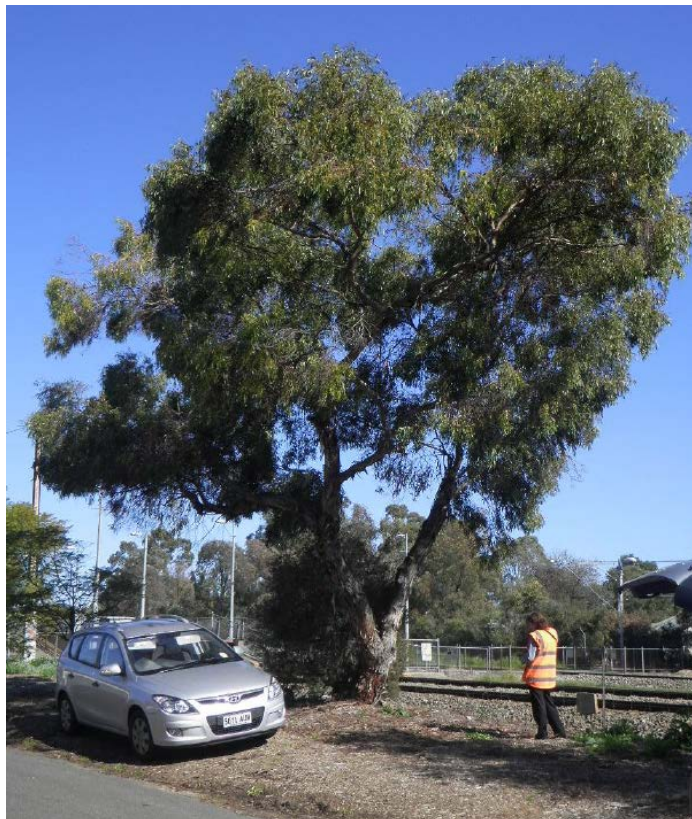
Tree Damaging Activity – Removal and pruning of Regulated trees

**Road Reserve, Devonport Terrace: Ovingham & Prospect**

DA 050/V002/19

**TABLE OF CONTENTS**

	<b>PAGE NO</b>
<b>AGENDA REPORT</b>	<a href="#">2-14</a>
<b>ATTACHMENTS</b>	
1: PLANS	<a href="#">15-22</a>
2: APPLICATION DOCUMENTS	<a href="#">23-34</a>
3: COUNCIL COMMENTS	<a href="#">35-41</a>
4: RESPONSE TO COUNCIL COMMENTS	<a href="#">42-43</a>
5: FURTHER INFORMATION	<a href="#">44-50</a>
6: DEVELOPMENT PLAN PROVISIONS	<a href="#">51-115</a>



## OVERVIEW

<b>Application No</b>	050/V002/19
<b>KNET ID</b>	2019/04844/01
<b>Applicant</b>	Department of Planning, Transport and Infrastructure (on behalf of the Rail Commissioner)
<b>Proposal</b>	<i>Tree damaging activity</i> in association with the Gawler Rail Electrification Project: removal of four 'regulated' trees (one significant and three regulated) and the major pruning of four 'regulated' trees (including one significant and three regulated) with the Devonport Terrace Road Reserve.
<b>Subject Land</b>	Road Reserve, Devonport Terrace: Ovingham & Prospect
<b>Zone/Policy Area</b>	Urban Corridor Zone: Boulevard Policy Area
<b>Relevant Authority</b>	Minister for Planning
<b>Lodgement Date</b>	15 April 2019
<b>Council</b>	Prospect Council
<b>Development Plan</b>	13 February 2018
<b>Type of Development</b>	Merit
<b>Public Notification</b>	Not required – works do not exceed \$4m
<b>Representations</b>	Not applicable
<b>Referral Agencies</b>	Council
<b>Report Author</b>	Simon Neldner

---

## EXECUTIVE SUMMARY

The application seeks to undertake tree damaging activities (removal or pruning) to a total of eight trees situated within a landscaped verge along Development Terrace. The proposed works are to facilitate the construction of the \$615m Gawler Rail Electrification Project – primarily through the installation of both above ground and sub-surface infrastructure and to ensure sufficient clearances are maintained from these components.

The development application was lodged in April 2019, and has been the subject of on-going discussions with the Prospect Council in terms of both the numbers of trees involved and the rationale for removal and/or pruning. Amendments have been made to the proposal (to reduce the number of impacted trees), but the Council have formally objected to the removal of three of the four regulated trees. The pruning works, subject to an appropriate works methodology (i.e. Australian standard) have generated no objection.

No public notification of the proposal was required, as the tree damaging activities (subject of this application) did not exceed a development cost of \$4m. No other statutory referrals were required under Schedule 8 of the *Development Regulations 2008*.

Whilst planning policies seek the retention of mature trees (of a certain size and dimension, such that they are classified as 'regulated'), there are a number of site and operational constraints which need to be taken into account, along with the status and characteristics of the nominated trees. On balance, the proposed tree removal and pruning works are considered to be reasonable for an infrastructure project whose public purpose is to upgrade and electrify the existing Adelaide to Gawler railway line.

The applicant will use its best endeavors to limit impacts – noting the successful adoption of similar construction protocols on the Northern Connector and O-Bahn City Access Project (where approvals were initially granted, but due to further design and investigative work, were not acted upon with trees retained and/or pruned but not removed). The proposal is therefore supported, subject to appropriate conditions of approval.

## **ASSESSMENT REPORT**

### **1. BACKGROUND**

#### **1.1 Strategic Context**

*The 30-Year Plan for Greater Adelaide* was first prepared in 2010 and then updated in 2017 (along with an implementation plan). The Plan prioritised the revitalisation of existing neighbourhoods, concentrated new development around transit corridors, and proposed new mixed-use precincts to bring jobs, services and public transport closer to where people will live.

In respect to public transport projects, the plan sought to reinforce:

- A compact and carbon neutral city
- A transit focused and connected city
- Economic growth and competitiveness

New investment in public transport – including expanded rail, tram and bus services - would provide the physical infrastructure needed to increase travel options and help service a more compact Adelaide (consistent with ITLUP). An additional focus was placed on coordinating the delivery of key transport infrastructure across Greater Adelaide to ensure it meets the needs of a growing population with a changing demographic profile and supported a more productive economy.

The 30-Year Plan also sought the creation of greenways along transport corridors and support for additional tree planting and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods and access to nature and to increase local biodiversity.

#### **1.2 Gawler Rail Electrification Project**

The \$615 million Gawler Rail Electrification Project seeks to upgrade and electrify the passenger rail network from Adelaide to Gawler.

The overall scope of works includes:

- electrification of the Gawler rail line and Dry Creek Railcar Depot;
- pedestrian level crossing enhancements;
- acquisition of 12 additional three-car electric trains;
- replacement of the signaling system provision); and
- fencing of the rail corridor for improved safety.

DPTI has identified that the key project benefits will include the use of cleaner, more sustainable, high performance trains delivering an improved customer experience; better reliability and safety; and encourage more people to take public transport and leave their cars at home.

Lendlease was appointed as the head contractor for the design and construction of the Adelaide and Gawler line, with detailed design works commencing in early 2018 for the Adelaide to Salisbury section (with the project now being extended to Gawler).

The project delivery model will adhere to the South Australian Industry Participation Policy which supports local jobs and local contractors. A funding agreement has been reached between the Commonwealth Government (\$395m) and the State Government (\$220m). The project completion date is 2021.

A number of development applications have been lodged by DPTI to remove and/or prune both regulated and significant trees along the Gawler to Adelaide rail corridor: 020/V024/19 (approved); 252/V017/19 (approved); 040/V024/19 (approved); and 361/V003/19 (under assessment).

## **2. DESCRIPTION OF PROPOSAL**

To undertake *tree damaging activity* in association with the Gawler Rail Electrification Project: removal of four 'regulated' trees (one significant and three regulated) and the major pruning of four 'regulated' trees (including one significant and three regulated). A site plan and locality photographs are contained in Figures 1-2 below.

A summary of the proposal is as follows:

<b>Tree</b>	<b>Size</b>	<b>Type</b>	<b>Action</b>
131	Regulated	<i>Eucalyptus sp</i>	Remove
132	Regulated	<i>Eucalyptus leucoxylon</i>	Remove
145	Regulated	<i>Melaleuca armillaris</i>	Remove
150	Significant	<i>Agonis flexuosa</i>	Remove
152	Regulated	<i>Eucalyptus camaldulensis</i> var <i>camaldulensis</i>	Pruning
152A	Regulated	<i>Eucalyptus camaldulensis</i>	Pruning
152B	Regulated	<i>Eucalyptus camaldulensis</i>	Pruning
152C	Significant	<i>Eucalyptus cladoclyx nana</i>	Pruning

Note: The original application was amended during the assessment process, such that previously proposed impacts to Regulated Trees 118 (prune), 121 (remove), and 122 (remove) could be mitigated through further design work. Council raised the status of Tree 175, but this does not form part of the proposal being within Port Adelaide Enfield.

A copy of the applicant's amended application is contained in the ATTACHMENTS.

## **3. SITE AND LOCALITY**

### **3.1 Site Description**

The adjacent rail corridor land is defined as follows:

<b>Lot No</b>	<b>Street</b>	<b>Suburb</b>	<b>Hundred</b>	<b>Title Reference</b>
Q100	Devonport	Prospect	Yalata	CT 6223/64
Q101	Devonport	Ovingham & Prospect	Yalata	CT 6223/64

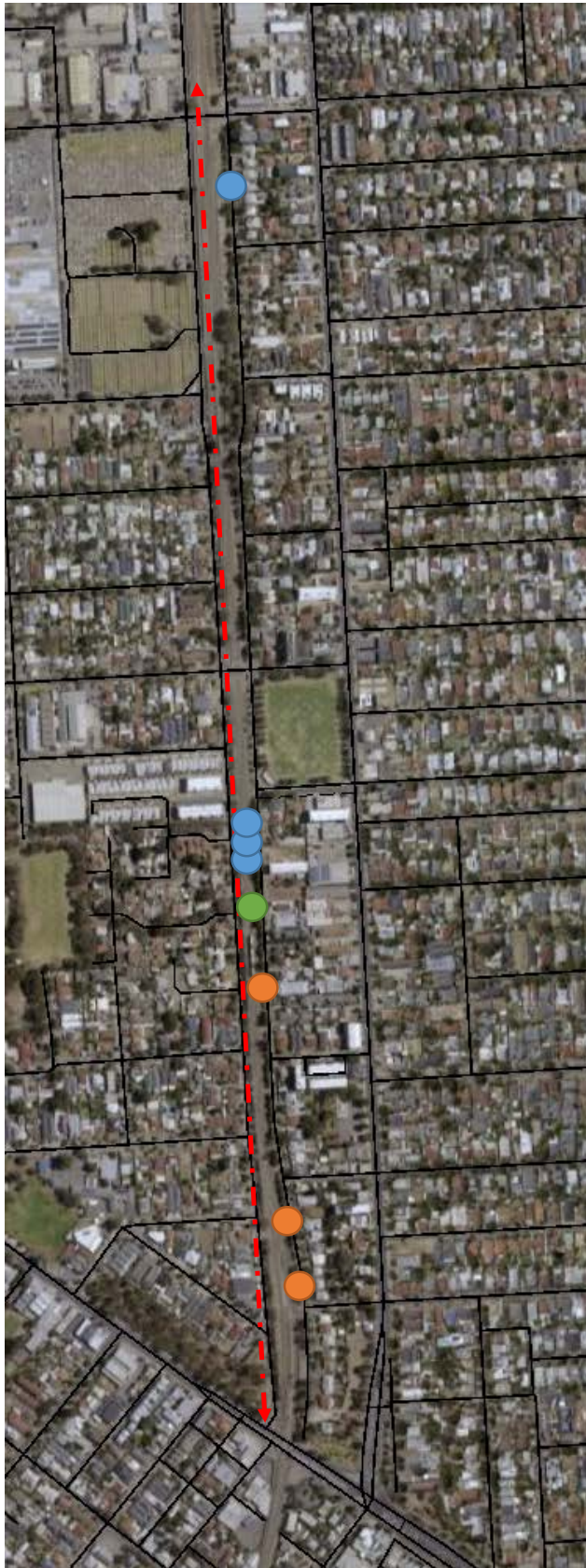
The subject land comprises the undeveloped road reserve of Devonport Terrace, within the suburbs of Ovingham and Prospect, directly adjacent the Adelaide to Gawler Railway corridor, situated between the Ovingham and Dudley Park Stations.

Devonport Terrace extends northwards from Torrens Road to a location 290m south of Regency Road, where it re-joins Kilburn Road to the east. Tree locations are delineated by the formed road of Devonport Terrace and the fenced property line of the railway corridor.

The width of the unformed road reserve is approximately 3-4m. During a recent site inspection, it was noted that the clearance of non-regulated, amenity plantings had already occurred, and that a tree limb from Tree no 131 (which had extended over the fence line into the rail corridor) had already been removed, subject to a regulatory exemption.



Figure 1: Aerial Photo



Legend:

- Regulated Tree removal
- Significant Tree removal
- Regulated Tree pruning
- - - > Rail corridor

Note: Tree numbers are in sequence, so the southern-most tree is no.131 and the northern most 152C

**Figure 2: Site Photos**



Tree 131 – to be removed.



Tree 132 – to be removed.



Tree 145 – to be removed



Tree 150 – to be removed





Tree 152 – to be pruned.



Trees 152A&B – to be pruned.



Tree 152C – to be pruned.

### **3.2 Locality**

The locality is characterised by low scale, predominately detached, single storey residential dwellings to the east of Devonport Terrace, although some redevelopment has occurred, with new two-storey townhouses and apartment buildings, reflective of the general uplift / increased densities now available within current planning policies. The western edge of the development area is delineated by the Adelaide to Gawler passenger lines and ARTC freight line, with the residential suburb of Renown Park beyond. The rail corridor is generally devoid of vegetation due to infrastructure clearance and safety requirements.

## **4. COUNCIL COMMENTS or TECHNICAL ADVICE**

### **4.1 Prospect Council**

The Council's Assessment Panel considered the application at its meetings held on 3 June 2019 (deferred) and 16 March 2020. The panel resolved not to support the removal of Tree No's 131, 145 and 150, having reviewed the application documentation (and its adequacy), relevant planning policies, and justification. The removal of Tree No. 132 was supported. The pruning of the remaining trees – subject to the works being conducted in accordance with the Australian Standard – was also supported.

### **4.2 Applicant's response**

The applicant provided a written response on 27 March 2020 summarised below:

- Extensive discussions have been undertaken with the Council and the Department's lead contractor, Lend Lease to discuss the application.
- Information has been provided on potential trunk and canopy impacts.
- The extent of sub-surface tree impacts can only be fully investigated during the construction / mobilisation period, as new fencing, services and infrastructure must be installed (along with poles and wires).
- The Department is supportive of a collaborative approach with Council, including the observation by an arborist from Council of any excavations of structural root zones and the adoption of appropriate mitigation measures.
- The approach adopted – to seek the removal of regulated trees based on the worst-case scenario where mitigation measures cannot be applied based on further underground investigations – has maximised contractor flexibility, reduced construction costs and facilitated retention of trees where possible. This has been demonstrated in many other DPTI projects, such as the O-Bahn City Access and Northern Connector Project.

The Department also agreed to previously trial a visual impact assessment process for this project. The impact assessment was undertaken along Devonport Terrace, by DPTI Landscape Architects from the Office of Design and Architecture, in consultation with the project team and Council. This assessment considered the sensitivity of receptors (i.e. predominantly local residents in this case), considered the potential amenity vegetation removal impact, and then identified areas of High and Medium visual impact

A financial offset amount was applied to those areas, which was calculated based on the approximate cost of reinstating vegetation commensurate to the vegetation impacted. This offset has already been agreed with the City of Prospect.

A set of more detailed works plans and rationale were also provided.

A copy of the Council's agenda (planning) report, minutes of meeting, applicant's response and additional plans are contained in the ATTACHMENTS.

## **5. STATUTORY REFERRAL BODY COMMENTS**

No Schedule 8 referrals under the *Development Regulations 2008* were required.

## **6. PUBLIC NOTIFICATION**

Not required. As the development cost of the lodged application does not exceed \$4m, there is no requirement to undertake public notification of the proposal in accordance with Section 49(7d) of the *Development Act 1993*.

## **7. POLICY OVERVIEW**

The subject site is within the Urban Corridor Zone: Boulevard Policy Area as described within the Prospect (City) Development Plan (Consolidated 13 February 2018).

Relevant planning policies are contained in Appendix One and summarised below.

### **7.1 Policy Area**

The Boulevard Policy Area seeks medium and high-rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above. Landscaping and 'green facades' are encouraged, but in the context of built form enhancement that contributes to a pleasant pedestrian environment and provides an attractive transition between the public and private realms (but exclusive of on-site services).

### **7.2 Zone**

The Urban Corridor Zone seeks a range of compatible non- residential and medium and high-density residential land uses orientated towards a high frequency public transport corridor. The development of a mixed-use urban environment that contributes to the economic and community vitality of the City by increasing the density and diversity of housing, businesses and other services offered to residents and the wider community is a primary elements of the zone's Desired Character.

### **7.3 Council Wide**

#### Regulated Trees

- The conservation of regulated trees that provide important aesthetic and/or environmental benefit (OB42).
- Development in balance with preserving regulated trees that demonstrate one or more of the following attributes: significantly contributes to the character or visual amenity of the locality; indigenous to the locality; a rare or endangered species; an important habitat for native fauna (OB43).
- Development should have minimum adverse effects on regulated trees (CW: PDC358).
- A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply: (a) the tree is diseased and its life expectancy is short; (b) the tree represents a material risk to public or private safety; (c) the tree is causing damage to a building; (d) development that is reasonable and expected would not otherwise be possible; (e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree (CW: 359).
- Tree damaging activity other than removal should seek to maintain the health, aesthetic appearance and structural integrity of the tree (CW: PDC360).



### Significant Trees

- The conservation of significant trees in Metropolitan Adelaide which provide important aesthetic and environmental benefit (CW: OB44).
- Where a significant tree: (a) makes an important contribution to the character or amenity of the local area; or (b) is indigenous to the local area and its species is listed under the National Parks and Wildlife Act as a rare or endangered native species; or (c) represents an important habitat for native fauna; or (d) is part of a wildlife corridor or a remnant area of native vegetation; or (e) is important to the maintenance of biodiversity in the local environment; or (f) forms a notable visual element to the landscape of the local area; development should preserve these attributes (CW: PDC361).
- Development should be undertaken with the minimum adverse effect on the health of a significant tree (CW: PDC363).
- Significant trees should be preserved and tree-damaging activity should not be undertaken unless (refer CW: PDC364):
  - (a) in the case of tree removal;
    - (1) (i) the tree is diseased and its life expectancy is short; or
    - (ii) the tree represents an unacceptable risk to public or private safety; or
    - (iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Prone Area; or
    - (iv) the tree is shown to be causing or threatening to cause substantial damage to a substantial building or structure of value; and all other reasonable remedial treatments and measures have been determined to be ineffective.
    - (2) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.
  - (b) in any other case;
    - (i) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree; or
    - (ii) the work is required due to unacceptable risk to public or private safety; or
    - (iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Prone Area; or
    - (iv) the tree is shown to be causing, or threatening to cause damage to a substantial building or structure of value; or
    - (v) the aesthetic appearance and structural integrity of the tree is maintained; or
    - (vi) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activities occurring.
- Development involving ground work activities such as excavation, filling, and sealing of surrounding surfaces (whether such work takes place on the site of a significant tree or otherwise) should only be undertaken where the aesthetic appearance, health and integrity of a significant tree, including its root system, will not be adversely affected (CW PDC365).

Other Council-Wide provisions related to the assessment of the development application, include:

- Orderly and economic development of land (MA: OB1; CW: PDC2)
- Safe, pleasant, convenient and efficient residential zones (MA: OB8).

- A comprehensive, integrated, and efficient, public and private transport system that provides access to adequate transport services for all people, at an acceptable cost; that effectively supports the economic development of metropolitan Adelaide and the State; ensures a high level of safety; and maintain the options for the introduction of suitable new transport technologies (MA: OB10).
- A compatible arrangement between land uses and the transport system which will ensure minimal noise and air pollution; protect amenity of existing and future land uses; provide adequate access; and ensure maximum safety. (MA: OB13).
- The retention of native vegetation for amenity purposes, for livestock shade and shelter and for the movement of native wildlife (MA: OB25).
- The amenity of localities not impaired by the appearance of land, buildings and objects (MA:OB27, PDC9; CW PDC315)
- Creation and maintenance of a safe and attractive living environment (CW: OB2).

#### 7.4 Overlays

No directly applicable overlay, however the development area does fall within the Structure Plan (Mixed Use – Medium-High Density), Affordable Housing (Overlay 3), Noise and Air Emissions (Overlay 5) overlay maps.

### 8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Prospect Development Plan, which are contained in Appendix One.

#### 8.1 Land Use and Character

There is no change to the current use of the subject land – either the existing road reserve of Devonport Terrace or the Adelaide to Gawler rail corridor.

#### 8.2 Regulated and Significant Tree Impacts

The intent of planning policy (as reflected through previous Ministerial amendments to metropolitan and peri-urban Development Plans), is to identify and protect more substantial (mature) trees that provide a natural benefit, either through their appearance, habitat, amenity, landscape and biodiversity values.

The policy states that ‘while indiscriminate and inappropriate significant tree removal should be generally prevented, the conservation of significant trees should occur in balance with achieving appropriate development’.

For new development, where removal or pruning is required, a number of ‘tests’ were introduced, such that the individual values of each tree, and the rationale for any tree damaging activities must be carefully considered by the planning authority. This is particularly important at a time when suburban tree coverage has been declining, and where state and local policies are promoting both retention and new plantings.

The applicant has provided both visual and tabular information on the characteristics of each affected regulated and significant tree (subject of this application). In a general sense, the affected trees do not appear to be visually significant or discernible from distance (such that they would individually or collectively form a notable element within the immediate locality – refer to site photographs within agenda report).

None of the trees are considered to be remnant vegetation, nor are they considered rare, endangered or unique specimens (e.g. two are Western Australian species, others are found widely across several states). It is noted that they have an inherently, but not considered significant, biodiversity and habitat value within an existing landscape corridor. All trees were rated to be in fair to good health.

In respect to *potential* tree damaging impacts that may be required on larger (public) infrastructure projects, current policies in relation to either regulated or significant trees do not generally apply or take account of the scope of works required. For this reason, tree damaging activities within both DPTI controlled road and rail corridors are generally exempted by regulation, to account for critical infrastructure works on strategic road and rail projects.

The Gawler to Adelaide railway corridor and associated infrastructure are fixed – the railway line cannot be realistically moved or realigned – whilst the electrification infrastructure (and associated excavation), fencing and the clearance requirements to above ground poles and wires, will often extend beyond the corridor and result in additional potential impacts, both to existing structures and natural vegetation.

A set of more detailed works plans were provided to inform this assessment, which more clearly indicate the locations of new perimeter fencing, clearance zones, underground services and canopy encroachments (Refer to the ATTACHMENTS).

Further design work and modifications to an engineered specification can be made, but there are limitations to these options – particularly when mature plantings are situated along an extended corridor (i.e. one pole or service conduit can be moved, but that affects other spacings, and may result in additional impacts). In addition, the variable width of the rail corridor and the 3-4m width of the adjoining unformed road reserve or verge (that contains the existing mature screen of plantings along Devonport Terrace), does not allow significant opportunities to reposition infrastructure.

These existing ‘constraints’ are important to consider, as both regulated and significant tree removal policies provide a qualification, that if it can be demonstrated that *all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activities occurring*, then a tree may be removed.

It is noted that the estimated Tree Protection Zone for each of the subject trees ranges from 4.2m to 15.8m, which is beyond the width of the landscaped verge, where restricting any impacts to their critical root zones are neither practical nor feasible. The applicant has undertaken – prior to construction – to carefully excavate and remove soil within the structural root zone utilising low pressure air or hydro vacuum techniques. This will determine whether below ground infrastructure can be suitably positioned and the identified trees be retained without undue impact.

These measures will be overseen by the project arborist (with Council staff invited to observe and liaise with the contractor), allowing impacted roots to be clean sawed in accordance with industry best practices and to ensure longer term stability and health.

Based on the above, the applicant has reasonably demonstrated – based on the above constraints and information provided – that the existing characteristics of the trees, the design option proposed and pre-construction investigation measures to be adopted, can actively limit the overall impact to existing vegetation along the extent of the rail corridor (for a total of four regulated trees contained within a narrow verge area along Devonport Terrace of approximately 1.4km between Tree 131 and 152C).

The proposal is not considered to not unduly depart from Development Plan provisions that seek the preservation and maintenance of regulated and significant trees, noting the future work methodology to limit impacts to only those necessary to complete a

critical infrastructure upgrade to the state's transport network. DPTI has worked cooperatively with a number of other metropolitan councils along the corridor to limit vegetation impacts, with a number of applications already approved with their support.

Conditions requiring both the pre-construction investigative work and that all other reasonable and practical mitigation measures are adopted to avoid the unnecessary removal of any approved regulated or significant tree is recommended. This is consistent with other approvals granted by the Minister and/or SCAP.

### **8.3 Orderly and Economic Development**

Planning policies reference the importance of providing an efficient, safe and accessible public transport network. As stated previously, the \$615 million Gawler Rail Electrification Project seeks to upgrade and electrify the passenger rail network from Adelaide to Gawler. This is a significant, long-term state investment.

These works include electrification of the line, new pedestrian crossings, new rail cars, replacement of the signaling system provision and new perimeter fencing of the rail corridor for improved safety. The key sustainability measure – with regional and citywide benefits – is to encourage more people to take public transport and leave their cars at home. A net environmental 'win'.

The rail authority must also ensure that the risk to contractors, maintenance workers, rail staff and passengers that work along and/or use the rail corridor have a safe environment to do so, where service relocations, vegetation trimming and removal allow other works to occur that are necessary to enable both the construction and on-going operation of both passenger and freight services without undue or unacceptable risk within an electrified environment.

More extensive but less often pruning also ensures that the extent and frequency of maintenance work is limited (and the potential for service interruptions reduced) – again being a reasonable rationale for this based on both operational and locational constraints given the proximity of the landscaped verge to the rail corridor.

The development is seen to be consistent with those policies in the local Development Plan that seek to ensure the orderly and economic development of land, and the provision, maintenance and periodic upgrade of the public transport network.

### **8.4 Landscape Remediation**

The proposed works will remove existing, mature vegetation from the Devonport Terrace road reserve / landscaped verge. The applicant has undertaken to pay the statutory offset (9 replacement trees @ \$94 = \$846) into the Planning and Development Fund, and an additional (substantial) amount for replacement amenity plantings of non-regulated trees along the rail corridor paid directly to the Council.

The proposed electrification works (and offset payments) will also provide an opportunity to consider the appropriateness of future plantings along Devonport Terrace, in terms of species selections, mature height levels, planting widths, maintenance requirements and habitat values, and provide the necessary amenity and landscaping screening values that can provide an effective buffer to both existing and new development that directly views the rail corridor.

## 9. CONCLUSION

The proposal seeks to undertake tree damaging activities to a number of regulated and significant trees (either for removal or major pruning) on land adjacent to the rail corridor.

As a long-term rail revitalisation project, and in recognising a range of site-specific constraints, the best endeavours of the applicant to limit impacts - in terms of both the initial design and pre-construction works – the application can be recommended for approval subject to appropriate conditions.

If no further information is required, and all relevant assessment matters have been considered, this planning report can be endorsed by the State Commission Assessment Panel pursuant to Section 49 (7e) of the *Development Act 1993*, and a formal recommendation provided to the Minister for Planning for his further review and decision.



**SIMON NELDNER**  
**TEAM LEADER – CROWN AND MAJOR DEVELOPMENT**  
**PLANNING AND LAND USE SERVICES (DPTI)**





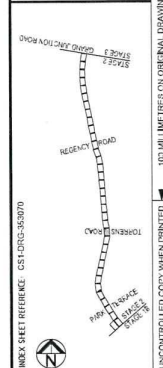
**FINAL DESIGN**

WSP PROJECT DOCUMENT REFERENCE  
107647-WSP-S02-XX-DR-CV-2112

CS	CS	APPROVER:	ACCEPTANCE SHEET No.	DRAWING No.	PROJECT DOCUMENT REFERENCE:	APPEND No.
GJH	CHCKD.	TITLE:	CS1-DRG-353129			
RC	ASB	DATE:	IN ACCORDANCE WITH (QF1)			



**Government  
of South Australia**  
Department of Planning,  
Transport and Infrastructure



	CS	SC	BC	DATE
A	ISSUED FOR FINAL DESIGN REVIEW	CS	BC	16/09/79
B	ISSUED FOR FINAL DESIGN REVIEW	CS	SC	09/11/78
C	ISSUED FOR FINAL DESIGN REVIEW	CS	SC	25/07/78
D	ISSUED FOR INFORMATION	CS	SC	05/07/78
E	ISSUED FOR INFORMATION	CS	SC	05/07/78
F	ISSUED FOR INFORMATION	CS	SC	05/07/78
G	ISSUED FOR INFORMATION	CS	SC	05/07/78
H	ISSUED FOR INFORMATION	CS	SC	05/07/78
I	ISSUED FOR INFORMATION	CS	SC	05/07/78
J	ISSUED FOR INFORMATION	CS	SC	05/07/78
K	ISSUED FOR INFORMATION	CS	SC	05/07/78
L	ISSUED FOR INFORMATION	CS	SC	05/07/78
M	ISSUED FOR INFORMATION	CS	SC	05/07/78
N	ISSUED FOR INFORMATION	CS	SC	05/07/78
O	ISSUED FOR INFORMATION	CS	SC	05/07/78
P	ISSUED FOR INFORMATION	CS	SC	05/07/78
Q	ISSUED FOR INFORMATION	CS	SC	05/07/78
R	ISSUED FOR INFORMATION	CS	SC	05/07/78
S	ISSUED FOR INFORMATION	CS	SC	05/07/78
T	ISSUED FOR INFORMATION	CS	SC	05/07/78
U	ISSUED FOR INFORMATION	CS	SC	05/07/78
V	ISSUED FOR INFORMATION	CS	SC	05/07/78
W	ISSUED FOR INFORMATION	CS	SC	05/07/78
X	ISSUED FOR INFORMATION	CS	SC	05/07/78
Y	ISSUED FOR INFORMATION	CS	SC	05/07/78
Z	ISSUED FOR INFORMATION	CS	SC	05/07/78

1. FOR LEGEND REFER TO DRG. No. CS1-DRG-353071.
2. FOR NOTES REFER TO DRG. No. CS1-DRG-353191.
3. FOR VEGETATION REMOVAL CROSS SECTION REFER TO DRG. No. CS1-DRG-353257.





NOTE  
THE SERVICES SHOWN ON THE DRAWING HAVE  
BEEN COMPILED FROM MULTIPLE SOURCES AND  
ARE NOT GUARANTEED TO BE ACCURATE  
PRIOR TO CONSTRUCTION

FINAL DESIGN

- NOTES:
1. FOR LEGEND REFER TO DRG. NO. CS-HRG-353071.
  2. FOR NOTES REFER TO DRG. NO. CS1-DRG-353191.
  3. FOR VEGETATION REMOVAL CROSS SECTION REFER TO DRG. NO. CS-HRG-353291.

PROJECT NAME 20235		FILE NO. 2018/05052	GAWLER RAIL CORRIDOR STAGE 2 - 0.906KM TO 8.430KM CH.3760 - CH.3980 - SHEET 14 OF 35 VEGETATION REMOVAL	
DESIGN NO. N/A		SURVEY NO. 2017/01010	AMEND NO. E	
SIZE A1 ORIGINAL		SCALE 1:300	ACCEPTANCE (FORM 1001) DRAWING NO. PROJECT DOCUMENT REFERENCE	
DATE 13/09/18		SCALE ENDS 6 3 3 3 3 3	DESIGNED GJH	APPROVED CS
CHECKED GJH		DATE 13/09/18	IN ACCORDANCE WITH (P10)	CS1-DRG-353130
GOVERNMENT OF SOUTH AUSTRALIA Department of Planning, Transport and Infrastructure		ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE		
INDEX SHEET REFERENCES: CS1-HRG-353070		100 MILLIMETRES ON ORIGINAL DRAWING		
132		RT		
DOWN GAWLER		UP GAWLER		
TO ADELAIDE YARD		TO GAWLER STATION		
NAPIER STREET		EXETER TERRACE		
DEVONPORT TERRACE		GOSPORT STREET		
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				
UP GAWLER				
TO ADELAIDE YARD				
TO GAWLER STATION				
NAPIER STREET				
EXETER TERRACE				
DEVONPORT TERRACE				
CLIFTON STREET				
SC 3821.771		3920		
TS 3871.743		3900		
ST 3851		3880		
CS 3800		3800		
ARTC				
DOWN GAWLER				









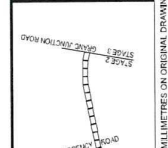
NOTE  
THE SERVICES SHOWN ON THE DRAWINGS HAVE  
BEEN COMPILED FROM MULTIPLE SOURCES AND  
REQUIRE VERIFICATION ON SITE  
BEFORE CONSTRUCTION.

FINAL DESIGN

PROJECT DOCUMENT REFERENCE  
107847-WSP-SUP-2008-02-115

GAWLER RAIL CORRIDOR GAWLER RAIL ELECTRIFICATION PROJECT STAGE 2 - 0.906KM TO 8.430KM CH.4200 - CH.4420 - SHEET 16 OF 35 VEGETATION REMOVAL			
DESIGNED	DATE	APPROVED	DATE
QJH	CS	CS	CS
RC	ASB	RC	ASB

PROJECT NO.	201805052
REVISION	N/A
DATE	2017/01/10
SCALE	1:500
SCALE BAR	0 1 2 3 4 5



INDEX SHEET REFERENCE: CS-DRG-032070

1000/15	RC	BY	CHECK	ACCEPTANCE	DATE
2007/15	CS	CS	CS	CS	10/03/15
05/04/15	CS	CS	CS	CS	10/03/15

CS	RC	BY	CHECK	ACCEPTANCE	DATE
CS	CS	CS	CS	CS	10/03/15
CS	CS	CS	CS	CS	10/03/15

CS	RC	BY	CHECK	ACCEPTANCE	DATE
CS	CS	CS	CS	CS	10/03/15
CS	CS	CS	CS	CS	10/03/15

CS	RC	BY	CHECK	ACCEPTANCE	DATE
CS	CS	CS	CS	CS	10/03/15
CS	CS	CS	CS	CS	10/03/15

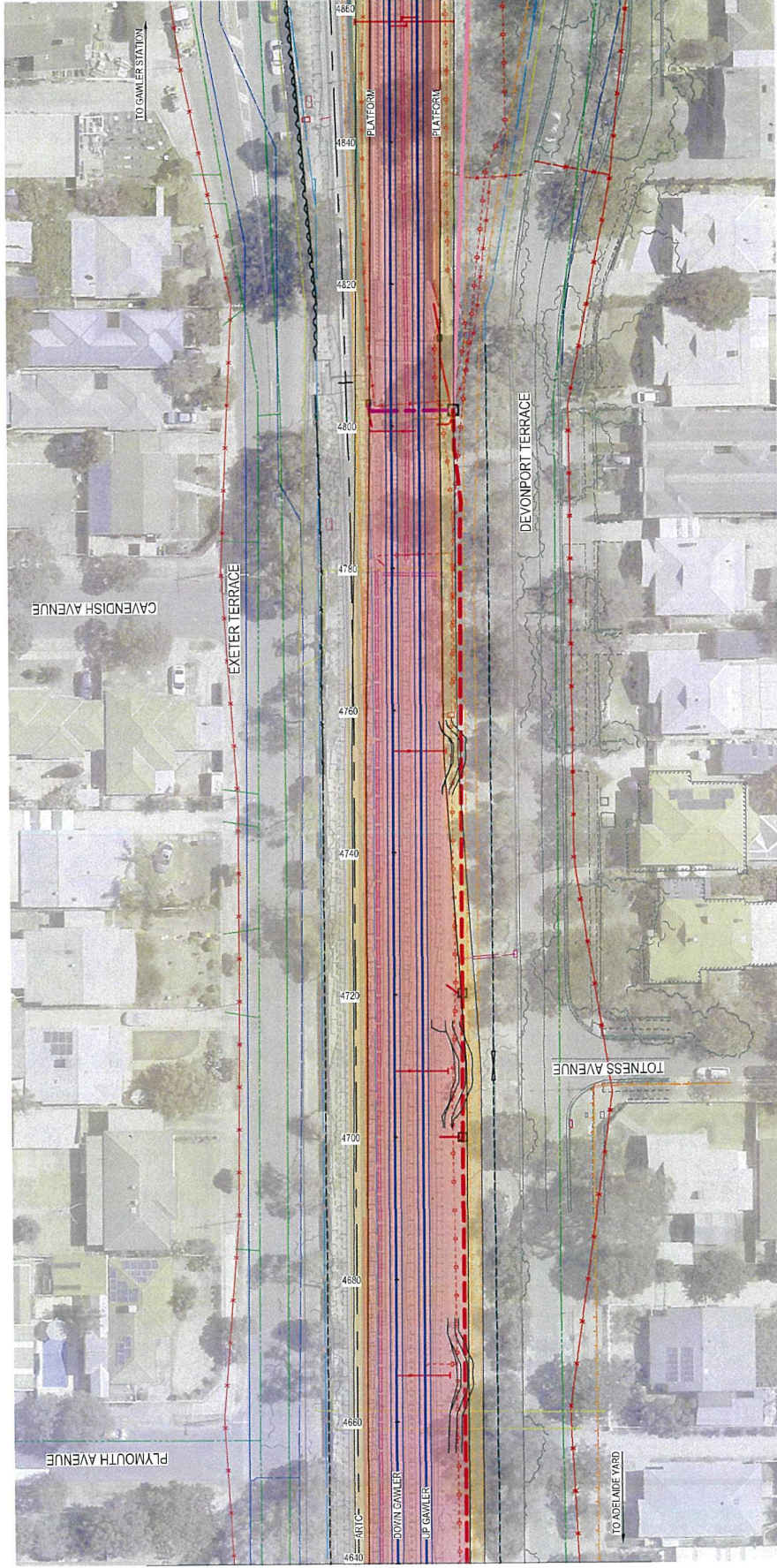
- NOTES:
- FOR LEGEND REFER TO DRG. No. CS-DRG-353071.
  - FOR NOTES REFER TO DRG. No. CS-DRG-353191.
  - FOR VEGETATION REMOVAL CROSS SECTION REFER TO DRG. No. CS-DRG-353291.

CS	RC	BY	CHECK	ACCEPTANCE	DATE
CS	CS	CS	CS	CS	10/03/15
CS	CS	CS	CS	CS	10/03/15









NOTE  
THE SERVICES SHOWN ON THE DRAWINGS HAVE BEEN VERIFIED BY THE DESIGNER AND ARE SHOWN AS EXISTING PRIOR TO CONSTRUCTION.

FINAL DESIGN

- NOTES:
1. FOR LEGEND REFER TO DRG. No. CS-HRG-353071.
  2. FOR NOTES REFER TO DRG. No. CS-HRG-353191.
  3. FOR VEGETATION REMOVAL CROSS SECTION REFER TO DRG. No. CS-HRG-353297.

PROJECT No. 20535 DESIGN No. N/A SIZE A1 US SCALE 1:300		FILE No. 201805052 SURVEY No. 201701010 DATE ORIGINAL 1/3/2018		GAWLER RAIL CORRIDOR GAWLER RAIL ELECTRIFICATION PROJECT STAGE 2 - 0.906KM TO 8.430KM CH.4640 - CH.4860 - SHEET 18 OF 35 VEGETATION REMOVAL		PROJECT No. CS1-DRG-353134 DATE 18/05/2018	
GOVERNMENT OF SOUTH AUSTRALIA Department of Planning, Transport and Infrastructure		DESIGNED BY GJH CHECKED BY GJH APPROVED BY CS DATE 18/05/2018		ACCEPTANCE (SUPP. SHEET No.) DATE 18/05/2018		PROJECT No. CS1-DRG-353134	
INDEX SHEET REFERENCES: CS-HRG-353070		100 MILLIMETRE COPY WHEN PRINTED		ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE		UNCONTROLLED COPY WHEN PRINTED	
ISSUED FOR FINAL DESIGN REVIEW DATE 18/05/2018 BY CS		CHECKED BY CS		DATE 18/05/2018		BY CS	
ISSUED FOR 30% DESIGN REVIEW DATE 22/07/18 BY CS		CHECKED BY CS		DATE 22/07/18		BY CS	
ISSUED FOR 50% DESIGN REVIEW DATE 22/07/18 BY CS		CHECKED BY CS		DATE 22/07/18		BY CS	
ISSUED FOR 70% DESIGN REVIEW DATE 22/07/18 BY CS		CHECKED BY CS		DATE 22/07/18		BY CS	
ISSUED FOR 90% DESIGN REVIEW DATE 22/07/18 BY CS		CHECKED BY CS		DATE 22/07/18		BY CS	
ISSUED FOR 100% DESIGN REVIEW DATE 22/07/18 BY CS		CHECKED BY CS		DATE 22/07/18		BY CS	
AMENDMENT DESCRIPTION		BY		DATE		DATE	











**SECTION 49 & 49A – CROWN DEVELOPMENT  
DEVELOPMENT APPLICATION FORM**

PLEASE USE BLOCK LETTERS

COUNCIL: CITY OF PROSPECT  
APPLICANT: RAIL COMMISSIONER  
ADDRESS: 77 GRENFELL ST, ADELAIDE, SA, 5000  
CROWN AGENCY: DEPARTMENT OF PLANNING,  
TRANSPORT AND INFRASTRUCTURE

FOR OFFICE USE

DEVELOPMENT No: \_\_\_\_\_  
PREVIOUS DEVELOPMENT No: \_\_\_\_\_  
DATE RECEIVED:        /        /

CONTACT PERSON FOR FURTHER INFORMATION

Name: CATHERINE GRAY  
Telephone: 8402 1874 [work] \_\_\_\_\_ [Ah]  
Fax \_\_\_\_\_ [work] \_\_\_\_\_ [Ah]  
Email: catherine.gray@sa.gov.au

☐ Complying

Decision: \_\_\_\_\_

☐ Merit

Type \_\_\_\_\_

☐ Public Notification

Finalised:        /        /

☐ Referrals

NOTE TO APPLICANTS:

(1) All sections of this form must be completed. The site of the Development must be accurately identified and the nature of the Proposal adequately described. If the expected development cost of this Section 49 or Section 49A application exceeds \$100,000 (excl. fit-out) Or the development involves the division of land (with the creation of additional Allotments it will be subject to those Fees as outlined in Item 1 of Schedule 6 of the Development Regulations 1993. Proposals over \$4 million (excl. fit-out) will be subject to public notification and advertising fees.  
(2) Three copies of the Application should also be provided.

	Decision required	Fees	Receipt No	Date
Planning:	_____	_____	_____	_____
Land Division:	_____	_____	_____	_____
Additional:	_____	_____	_____	_____
Minister's Approval				

EXISTING USE: DPTI RAIL CORRIDOR, ARTC RAIL CORRIDOR, PUBLIC ROAD

DESCRIPTION OF PROPOSED DEVELOPMENT: TREE DAMAGING ACTIVITIES

LOCATION OF PROPOSED DEVELOPMENT: ADJACENT CT6223/64

House No: \_\_\_\_\_ Lot No: \_\_\_\_\_ Street: \_\_\_\_\_ Town Suburb: \_\_\_\_\_

Section No [full/part] \_\_\_\_\_ Hundred: \_\_\_\_\_ Volume: \_\_\_\_\_ Folio: \_\_\_\_\_

Section No [full/part] \_\_\_\_\_ Hundred: \_\_\_\_\_ Volume: \_\_\_\_\_ Folio: \_\_\_\_\_

LAND DIVISION:

Site Area [m<sup>2</sup>] \_\_\_\_\_ Reserve Area [m<sup>2</sup>] \_\_\_\_\_ No of existing allotments \_\_\_\_\_

Number of additional allotments [excluding road and reserve]: \_\_\_\_\_ Lease: YES NO

DEVELOPMENT COST [Do not include any fit out costs]: \$10,000 for tree removal and pruning works

POWERLINE SETBACKS: Pursuant to Schedule 5 (2a)(1) of The Development Regulations 1993, if this application is for a building it will be forwarded to the Office of the Technical Regulator for Comment unless the applicant provides a Declaration to confirm that the building meets the required setback distances from existing powerlines. The declaration form and further information on electricity Infrastructure and clearances distances can be downloaded from the Planning SA website ([www.planning.sa.gov.au](http://www.planning.sa.gov.au)).

I acknowledge that copies of this Application and supporting documentation may be provided to Interested persons In accordance With the *Development Act 1993*.

SIGNATURE: \_\_\_\_\_

Dated: \_\_\_\_\_

14 / 1 / 2020



*In reply please quote 2017/08832  
Enquiries to Catherine Gray  
Telephone 08 8402 1874*

Robert Kleeman  
Unit Manager, Statutory Planning  
Planning and Land Use Services  
Department of Planning, Transport and Infrastructure  
GPO Box 1815  
ADELAIDE SA 5001

**TRANSPORT PROJECT  
DELIVERY**

77 Grenfell Street  
Adelaide SA 5000

GPO Box 1533  
Adelaide SA 5001

Telephone: 08 8343 2222  
Facsimile: 08 8343 2768

ABN 92 366 288 135

Dear Robert,

**GAWLER RAIL ELECTRIFICATION PROJECT  
AMENDMENT TO APPLICATION FOR TREE DAMAGING  
ACTIVITIES WITHIN THE CITY OF PROSPECT**

The electrification of the Gawler Line is a Department of Planning, Transport and Infrastructure (DPTI) capital initiative project that will deliver faster, safer and more reliable rail services. The electrified Gawler line will be a modern, environmentally friendly and efficient rail service that will improve services between the City and the Northern suburbs and encourage more people to leave the car at home and take public transport. The project works will include design, construction and commissioning of:

- Overhead wiring systems including masts and gantries
- Traction power feeder stations and track sectioning cabins
- New signalling systems
- Automatic train protections system
- New fibre optic communications system cable
- Combined services routes
- Upgrades to fencing along the corridor
- Service relocations, vegetation trimming and removal and other works necessary to enable the electrification to proceed

To ensure the safety of passengers and local communities, vegetation needs to be kept clear of the overhead wiring system. DPTI has developed a policy that defines a vegetation clearance envelope to be established as part of the rail electrification works to:

- Minimise the risk of tree limbs falling on the track or overhead wires, potentially sparking a fire and/or disrupting services
- Reduce the safety issues that maintenance workers face when working in an electrified environment



- Reduce the extent and frequency of vegetation maintenance and any resultant service disruptions to undertake these activities

The DPTI Transport Project Delivery division is writing to seek Development Approval for the removal of four (4) regulated trees (including two significant and four regulated) and major pruning of four (4) regulated trees (including two significant and four regulated). Please note this is an amendment; impacts have been revised from the original application, submitted April 2019 (Ref 050/V002/19).

The identified regulated trees are predominantly located on City of Prospect council land (see attached maps), adjacent to the Project rail corridor. The list of regulated trees is summarised in the impact table of Appendix 1, which is an extract from the Vegetation Survey 2017/040 and Symatree Tree Assessment May 2019 (Note impacts to non-regulated amenity trees are not included in this application).

The vegetation impact assessment (Appendix 1) is based on the Project's current design. The Project team have been working with the Design and Construction Contractor to retain trees and minimise tree damaging activities wherever possible. All reasonable and practicable mitigation measures will be undertaken onsite to avoid the removal of the identified regulated trees. This applies to all trees, but in particular to trees numbered 145 and 150. The unavoidable, final impacts will be subject to a joint onsite inspection.

Please find enclosed copies of the following:

- Application for the removal of four regulated trees and major pruning of four regulated trees;
- Vegetation Survey No. 2017/040 (incorporating additional trees identified from Symatree Tree Assessment May 2019), including tree details and the corresponding plan showing tree locations.

The vegetation impact will be offset via payment of \$846.00 into the Planning and Development fund, this will equate to a total offset of 9 trees.

DPTI requests that this amendment be considered as a matter of urgency. Construction early works have commenced within the City of Prospect.

If you require any additional information or would like to discuss this further, please contact Catherine Gray, Senior Environmental Advisor, on 8402 1874.

Yours sincerely,



David Waltham  
**Program Lead – Rail Projects**  
 Transport Project Delivery  
 20 January 2020







Photo 131





Photo 132





Photo 14 5





Photo 15 0






Photo 15 2




## Observations (cont.)


Tree No.	A	
Species:	<i>Eucalyptus camaldulensis</i>	
Height:	15 metres (plus)	
Circumference:	2.30 metres	
Diameter at 1.4 metres:	0.72 metre	
Health:	Good	
Structure:	Average	
Tree Protection Zone:	8.7 metres	
Retention Value	High	
Development Proposal	None proposed.	
Recommendation	Retain and protection from possible adverse impacts from the proposed development  Tree is located in front of 91 Devonport Terrace, refer Appendix A	

## Observations (cont.)

Tree No.	B
Species:	<i>Eucalyptus camaldulensis</i>
Height:	12 metres (plus)
Circumference:	2.02 metres
Diameter at 1.4 metres:	0.63 metre
Health:	Fair
Structure:	Average
Tree Protection Zone:	7.5 metres
Retention Value	Moderate
Development Proposal	None proposed.
Recommendation	Retain and protection from possible adverse impacts from the proposed development  Tree is located in front of 91 Devonport Terrace, refer Appendix A



## Observations (cont.)

Tree No.	C	
Species:	<i>Eucalyptus cladocalyx nana</i>	
Height:	10 metres (plus)	
Circumference:	4.15 metres	
Diameter at 1.4 metres:	1.32 metre	
Health:	Good	
Structure:	Average	
Tree Protection Zone:	15 metres	
Retention Value	High	
Development Proposal	None proposed.	
Recommendation	Retain and protection from possible adverse impacts from the proposed development  Tree is located in front of 177 Devonport Terrace, refer Appendix A	





**MINUTES OF THE COUNCIL ASSESSMENT PANEL OF CITY OF PROSPECT, HELD IN THE PROSPECT LIBRARY, 128 PROSPECT ROAD, PROSPECT, ON MONDAY 16 MARCH 2020 AT 5:31PM.**

**PRESENT:**

Presiding Member: Mr D Donaldson  
Members: Mr R Gagetti, Mr D Cooke, Mr R Perera and Mr R Pearce

**IN ATTENDANCE:**

Mr D Starr Assessment Manager  
Mr H Keramidas Panel Secretary

**WELCOME:**

Acknowledgment of the Kaurua People as the Traditional Custodians of the Land

**ON LEAVE:**

Nil.

**APOLOGIES:**

Nil.

**CONFIRMATION OF MINUTES:**

The minutes of the meeting of the Council Assessment Panel held on 10 February 2019 be taken as read and confirmed as a correct record by consensus.

**Carried - CAP 11/19**

**DECLARATIONS OF INTEREST:**

Mr R Gagetti declared a conflict of interest for Item 6.2.

**DEVELOPMENT APPLICATIONS:**

**Item 6.1:** 137-141 Prospect Road, Prospect – Demolition of Three Dwellings and associated Outbuildings, and Construction of a Four Storey Mixed Use Building comprising 32 Dwellings and Three Commercial Tenancies with associated Landscaping

**Application No:** DA 050/322/2019

**Recommendation**

That with reference to the relevant provisions of the Prospect (City) Development Plan, the zoning of the land within which the proposed development is situated and the locality within which the land is situated, the Panel resolves that development application 050/322/2019 is not seriously at variance with the Development Plan and as such a decision shall be made on the merits of the application; and

That pursuant to the *Development Act 1993*, as amended, Development Plan Consent be granted to DA 050/322/2019 from Matthew Cooper for the Demolition of Three Dwellings and associated Outbuildings, and Construction of a Four Storey Mixed Use Building comprising 32 Dwellings and

all relevant details of the Road/Kerbing/Footpath Works shall be submitted to the Assets and Infrastructure Officer for approval prior to the commencement of any such works.

**The Panel resolved that the Application is approved by consensus – CAP 17/19**

**Item 7.1:** Devonport Terrace (Road Reserve), Prospect – State Agency Development (Amended Application): Removal of Three Regulated and One Significant Tree(s), and Pruning of Three Regulated and One Significant Tree(s)

**Application No:** DA 050/179/2019

**Recommendation**

1.1 The State Commission Assessment Panel (SCAP), and ultimately the Minister for Planning, be provided with a copy of this report and that they be advised of Council's concerns, through its Council Assessment Panel, in relation to the matters described herein.

1.2 That Council does not support the proposal in its current form; noting that the project team has undertaken a detailed site walkthrough with an independent arborist and landscape architect on behalf of Council, and that it was jointly established that the removal of four regulated (including one significant) trees was unnecessary in order to deliver the rail electrification project.

1.3 That the SCAP and the Minister should give particular regard to the following matters:

1.3.1 **Identification of Affected Regulated Trees:** Council has been advised by the project team that a regulated tree (assigned ID 175) is to be affected by 'major pruning' works, though this tree does not appear in the application documents submitted to SCAP on 20 January 2020.

1.3.2 **Intent of Regulated Tree Controls:** The intent of the *Development Act 1993*, and the related provisions of Council's Development Plans, is to identify and protect substantial trees that provide community benefit through their appearance, biodiversity, climate, habitat and amenity value, as well as those trees that are indigenous to their locality. Where a regulated (or significant) tree has been identified to achieve these characteristics, their removal should only occur where it can be justified in relation to a number of identified factors. As evidenced by this application, tree damaging impacts related to public infrastructure are not exempt from this regime in recognition of the significant community benefits of trees that achieve the relevant criteria.

1.3.3 **Application Documents:** In the context of Council's previous comments, it is of continuing disappointment that no analysis of the positive value of each tree, or demonstration of genuine need for removal of each tree, has been undertaken in the preparation of this amended application. Limited information has been provided (after multiple requests) as to the nature or location of works involved in the Gawler Rail Electrification Project that may assist Council or SCAP in considering these matters in the preparation of its reports, while no information has been provided regarding design alternatives that may allow for the retention of the identified trees. The documentation provided falls well short of Council's expectations in relation to a project of this significance.

1.3.4 Council staff are aware, from discussion with the project team, that design alternatives have been pursued resulting in the project requiring significantly fewer regulated tree removals than initially identified (and indeed fewer than are identified within the amended application documents). Limited weight can be given to this however, given that no documentation is provided for assessment purposes



demonstrating such work (and noting that the application as submitted is not reflective of this alternative design work)

1.3.5 **Removal Justification:** On 10 February 2020, at the invitation of the project team, an independent arborist and landscape architect on behalf of Council attended a detailed site walkthrough to consider each tree within the Devonport Terrace road reserve (regulated and non-regulated). During that walkthrough, it was agreed that removal of only one regulated tree (Tree ID 132) was required in order for the project to proceed.

1.3.6 As a consequence of this, there is no apparent arboricultural or planning justification, with reference to Council Wide Objective 25 and Principles of Development Control 359 and 364, that supports the removal of the remaining Regulated and Significant Trees (Tree IDs 131, 145 and 150). The removal of these trees should not be supported by SCAP or the Minister for Planning.

1.3.7 **Tree Pruning:** Following the 10 February 2020 walkthrough, photographs have been prepared demonstrating the intended locations of pruning with the canopy of each tree required to be affected (Tree IDs 131, 145, 152, A and 175). Council's arborist has indicated broad satisfaction with the pruning shown, so long as it is conducted in accordance with the relevant Australian Standard. It is noted that no information is provided in relation to Tree IDs 132, 150, B or C, as the project team advised that no tree damaging activity was required in relation to those trees.

It is understood that root pruning is required in relation to a number of trees also, the extent of which would be defined as a tree damaging activity. It is understood that investigative air spade trenching is to be undertaken in order to establish the precise extent of root pruning proposed. Council recommends that the SCAP seek information as to the extent of root pruning proposed, given that a full assessment of the proposal could not occur in the absence of this information.

**The Panel resolved to provide the CAP report and their advice by consensus – CAP 18/19**

## INFORMATION REPORTS

### **Item 8.1: Summary of State Commission Assessment Panel (SCAP) Decisions and Proposals Greater than \$3 Million called in by the Coordinator-General**

Report received.

### **Item 9.1: Summary of Court Appeals**

Report received.

## ANY OTHER BUSINESS:

Presiding Member Mr D Donaldson questioned a common lack of detailed information on privacy screening for applications at the planning consent stage and the use of reserved matters.

Assessment Manager Mr D Starr replied that the use of reserved matters gives Council staff the ability to clarify the effectiveness of the screening in a level of detail, along with giving an applicant certainty that a planning consent has been issued. Further clarity around detailed design and effectiveness of screening can also assist with compliance once developments are constructed

## Subject to Confirmation

Assessment Manager Mr D Starr raised that next month's CAP meeting is scheduled for 20 April 2020 however given evolving issues associated with Covid 19, the time and date of the meeting could be effected.

### **TIME AND PLACE OF NEXT MEETING:**

The next meeting of the Council Assessment Panel will be held in Payinthe, 128 Prospect Road Prospect on Monday 20 April 2020 at 5.30pm.

### **CLOSURE:**

The meeting closed at 6:47pm.

.....  
**Mr Don Donaldson**

(Presiding Member)

20 April 2020



**AGENDA ITEM:** 7.1 – AMENDED PROPOSAL

**To:** Council Assessment Panel (CAP) on 16 March 2020

**From:** Scott McLuskey, Senior Development Officer, Planning

**Proposal:** State Agency Development (Amended Application): Removal of Three Regulated and One Significant Tree(s), and Pruning of Three Regulated and One Significant Tree(s) (DA 050/179/2019)

**Address:** Devonport Terrace (Road Reserve), Prospect

---

**SUMMARY:**

**Applicant:** Commissioner of Highways

**Owner:** City of Prospect

**Planning Authority:** **Minister for Planning  
State Commission Assessment Panel (SCAP)**

**Mandatory Referrals:** Nil

**Internal Referrals:** Independent Arborist

**Development Plan Version:** Consolidated 13 February 2018

**Zone and Policy Area:** Urban Corridor Zone (Boulevard Policy Area)

**Key Considerations:** Community Benefits of Trees in Urban Environments, Justification for Tree Removals, Lack of Information

**Previously Considered:** 3 June 2019

**Recommendation:** Council, through its CAP, does not support the proposed removal of four regulated (including one significant) trees on the basis that the DPTI/Lendlease project team has confirmed that removal of three of those trees is not required in order for the Gawler Rail Electrification project to proceed, and have not provided justification for the removal of these trees within this development application.

---

**ATTACHMENTS:**

Attachment 1 Development Application Form

Attachments 2-3 Supporting Statement

Attachment 4 Vegetation Survey Data Sheet

Attachments 5-12 Vegetation Removal Survey

Attachments 13-20 Subject Tree Images

---

## **1. PROPOSAL**

- 1.1 The proposal, as described by **Attachment 1**, is for the removal of Removal of Three Regulated Trees and One Significant Tree, and the Pruning of Three Regulated Trees and One Significant Tree. Revised versions of documents previously submitted have been provided for assessment purposes, and are attached.

## **2. BACKGROUND**

- 2.1 Since Council provided its previous comments to SCAP in June 2019, discussions have been ongoing between representatives of Council, the State Government and the project team regarding the proposal (as well as broader vegetation impacts along the Devonport Terrace rail corridor).
- 2.2 Those discussions led to an agreement that representatives of Council and representatives of the project team would attend the site together to undertake a detailed site walkthrough reviewing each item of vegetation within the corridor. This walkthrough occurred on 10 February 2020. Undesirably, it appears that this walkthrough occurred after the project team submitted revised documentation to SCAP for assessment in relation to the regulated and significant trees on (or about) 20 January 2020.
- 2.3 A consequence of this is that the documentation submitted to SCAP is at odds with the agreed extent of tree removal and pruning activities established on-site during the walkthrough. While Council indicated that it expects that the application documents should be updated to reflect the agreed scope of the works, this has not been forthcoming to this point. Further, SCAP indicated that it was unlikely to extend the time allocated to Council to provide further comments in relation to the amended application.
- 2.4 In the context of the above (and the previous arboricultural review of the trees undertaken by Council's independent arborist) Council notes that it is being asked to offer its view on an application that seeks the removal of regulated and significant trees without any arboricultural or planning justification, as demonstrated through documentation submitted to Council by the applicant themselves.

## **3. RECOMMENDATION**

- 3.1 The State Commission Assessment Panel (SCAP), and ultimately the Minister for Planning, be provided with a copy of this report and that they be advised of Council's concerns, through its Council Assessment Panel, in relation to the matters described herein.
- 3.2 That Council does not support the proposal in its current form; noting that the project team has undertaken a detailed site walkthrough with an independent arborist and landscape architect on behalf of Council, and that it was jointly established that the removal of four regulated (including one significant) trees was unnecessary in order to deliver the rail electrification project.
- 3.3 That the SCAP and the Minister should give particular regard to the following matters:
- 3.3.1 **Identification of Affected Regulated Trees:** Council has been advised by the project team that a regulated tree (assigned ID 175) is to be affected by 'major pruning' works, though this tree does not appear in the application documents submitted to SCAP on 20 January 2020.
  - 3.3.2 **Intent of Regulated Tree Controls:** The intent of the *Development Act 1993*, and the related provisions of Council's Development Plans, is to identify and protect substantial trees that provide community benefit through their appearance, biodiversity, climate, habitat and amenity value, as well as those



trees that are indigenous to their locality. Where a regulated (or significant) tree has been identified to achieve these characteristics, their removal should only occur where it can be justified in relation to a number of identified factors. As evidenced by this application, tree damaging impacts related to public infrastructure are not exempt from this regime in recognition of the significant community benefits of trees that achieve the relevant criteria.

- 3.3.3 **Application Documents:** In the context of Council's previous comments, it is of continuing disappointment that no analysis of the positive value of each tree, or demonstration of genuine need for removal of each tree, has been undertaken in the preparation of this amended application. Limited information has been provided (after multiple requests) as to the nature or location of works involved in the Gawler Rail Electrification Project that may assist Council or SCAP in considering these matters in the preparation of its reports, while no information has been provided regarding design alternatives that may allow for the retention of the identified trees. The documentation provided falls well short of Council's expectations in relation to a project of this significance.
- 3.3.4 Council staff are aware, from discussion with the project team, that design alternatives have been pursued resulting in the project requiring significantly fewer regulated tree removals than initially identified (and indeed fewer than are identified within the amended application documents). Limited weight can be given to this however, given that no documentation is provided for assessment purposes demonstrating such work (and noting that the application as submitted is not reflective of this alternative design work)
- 3.3.5 **Removal Justification:** On 10 February 2020, at the invitation of the project team, an independent arborist and landscape architect on behalf of Council attended a detailed site walkthrough to consider each tree within the Devonport Terrace road reserve (regulated and non-regulated). During that walkthrough, it was agreed that removal of only one regulated tree (Tree ID 132) was required in order for the project to proceed.
- 3.3.6 As a consequence of this, there is no apparent arboricultural or planning justification, with reference to Council Wide Objective 25 and Principles of Development Control 359 and 364, that supports the removal of the remaining Regulated and Significant Trees (Tree IDs 131, 145 and 150). The removal of these trees should not be supported by SCAP or the Minister for Planning.
- 3.3.7 **Tree Pruning:** Following the 10 February 2020 walkthrough, photographs have been prepared demonstrating the intended locations of pruning with the canopy of each tree required to be affected (Tree IDs 131, 145, 152, A and 175). Council's arborist has indicated broad satisfaction with the pruning shown, so long as it is conducted in accordance with the relevant Australian Standard. It is noted that no information is provided in relation to Tree IDs 132, 150, B or C, as the project team advised that no tree damaging activity was required in relation to those trees.

It is understood that root pruning is required in relation to a number of trees also, the extent of which would be defined as a tree damaging activity. It is understood that investigative air spade trenching is to be undertaken in order to establish the precise extent of root pruning proposed. Council recommends that the SCAP seek information as to the extent of root pruning proposed, given that a full assessment of the proposal could not occur in the absence of this information.



*In reply please quote 2017/08832  
Enquiries to David Waltham  
Telephone (08) 8343 2482*

**SAFETY AND SERVICE  
DIVISION**

77 Grenfell Street  
Adelaide SA 5000

GPO Box 1533  
Adelaide SA 5001

Robert Kleeman  
Unit Manager, Statutory Planning  
Planning and Land Use Services  
Department of Planning, Transport and Infrastructure  
GPO Box 1815  
ADELAIDE SA 5001

ABN 92 366 288 135

Dear Robert,

***GAWLER RAIL ELECTRIFICATION PROJECT – DA 050/V002/19  
REGULATED TREE APPLICATION - CITY OF PROSPECT***

The department provides this letter in response to the City of Prospect submission in relation to DA 050/V002/19; amended application for Regulated tree damaging activity associated with the Gawler Rail Electrification Project. The proposed, amended impacts comprise the removal of three Regulated trees and one Significant tree, and the major pruning of three Regulated trees and one Significant tree.

The department and its head contractor Lendlease Engineering have extensively communicated with the City of Prospect via face to face and phone conversations, emails and detailed site walkthroughs with senior representatives of all parties, including City of Prospect Mayor David O'Loughlin, CEO Nigel McBride, and Director - Infrastructure and Environment Simon Bradley. Four onsite walkthroughs have occurred with City of Prospect representatives in attendance. These communications have been undertaken with the express purpose of discussing justification for project vegetation impacts and the comprehensive design review and mitigation process undertaken. The department is of the understanding that it is following the Council requested engagement process, as endorsed by City of Prospect Councillors at their 28<sup>th</sup> January 2020 meeting.

In regard to Regulated tree impacts discussed at the joint 10<sup>th</sup> February 2020 site walkthrough (and subsequent 28<sup>th</sup> February 2020 site walkthrough), the Council submission omits that these walkthroughs did not involve intrusive soil investigations. The onsite discussions / findings were focused on tree trunk and canopy impacts. The department's project team has submitted documentation to the Council, as referenced in their submission to SCAP, which provides a summary of the aboveground vegetation impacts discussed and agreed on site.



The full extent of vegetation impacts required for the Gawler Rail Electrification Project is not restricted to trunk and canopy impacts, but also includes potential impacts to tree root systems; for example as a result of new fencing (post footings), and common services trenching or above ground troughs for the installation of new signalling infrastructure.

As discussed with Council representatives, just prior to construction, careful soil excavation will be undertaken within the Structural Root Zone of the potentially impacted Regulated trees, via utilising low pressure air or hydro vacuum excavation techniques. The City of Prospect arborist will be invited to attend, along with the project arborist who will be present during this activity and onsite assessment. This will allow impacted roots to be clean saw cut in accordance with best practice standards, and for qualified arborist assessment of the health and structural stability of the retained trees.

The project team is focused on minimising tree impacts, and does not support excavation within the Structural Root Zones via air or hydro vacuum excavation on multiple occasions. The soil excavation and root pruning is required immediately prior to construction. Aligning the inspection and treatment processes at this stage minimises the overall potential impact. Consequently, the full extent of impact cannot be definitively determined until this stage, following the inspection and assessment protocol with qualified arborists.

As indicated via email and phone conversations with the City of Prospect, the project team is focused on retaining as many trees as possible, including these Regulated trees. The department and our contractors aim to retain trees, even when legislated approval has been granted to remove them (e.g. via the *Development Act 1993* or the *Native Vegetation Act 1991*). For recent examples, the O'Bahn City Access, Northern Connector, and Gawler East Link projects have all managed to retain Regulated trees approved for removal, through design review and onsite construction amendments. In particular, the Northern Connector project, with Lendlease Engineering as the head contractor, has successfully retained 73 Regulated trees approved for removal.

In response to the particular matter 3.3.1 outlined in the City of Prospect submission, Regulated Tree 175 referenced is situated within the City of Port Adelaide Enfield, not within the City of Prospect.

The department supports the provision of an Advisory Note within a Decision Notification for this project, similar to that provided for the Gawler East Link Road project (DA 490/V004/18), whereby "every effort should be made to avoid unnecessary impacts on regulated trees, and where impacts cannot be avoided, to prune trees in preference to clearance".

Yours sincerely,



David Waltham  
**Delivery Manager, Rail Projects**  
Transport Project Delivery  
27 March 2020



## ABBREVIATIONS

SYMBOL	DESCRIPTION
(P)	PROPOSED
(E)	EXISTING
SP	SERVICE POINT
HV	HIGH VOLTAGE
LV	LOW VOLTAGE
UG	UNDERGROUND
F	FRONT FACE
SEP	SEE ENTRY PIT
GI	GRADED INLET PIT
GFP	GRADED FIELD PIT
JB	JUNCTION BOX
HW	HEADWALL
RCP	REINFORCED CONCRETE PIPE
CC	CAST-IN-PLACE CONCRETE BOX CULVERT
CLSM	CONTROLLED LOW STRENGTH MATERIAL
CKCS	CAST IN-ROAD CONCRETE SLAB
OIF	OPTICAL FIBRE
AC	ASPHALTIC CONCRETE
DD	DISH DRAIN
PTZ	PAN, TILT, ZOOM
RRPM	RETROREFLECTIVE RAISED PAVEMENT MARKER
LLB	LAST LUGS BEARINGS
POB	POINT OF BEGINNING
POE	POINT OF END
PT	POINT OF TANGENCY
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PVI	POINT OF VERTICAL INTERSECTION
PVC	POINT OF VERTICAL CURVATURE
LVL	LEVEL
BRG	BEARING
STR	STRAIGHT
CTRS	TRACK CENTRES






EXISTING

○	EXISTING STEEL POLE
△	EXISTING SIGN
⊞	EXISTING SIGN TWO SIDED
WS	WHISTLE SIGN
EP	EARTH PEG
MU	SIGNAL MUSHROOM
AW	EARLY WARNING SYSTEM
TU	TUNING UNIT

## ACQUISITION

SYMBOL	DESCRIPTION
	EXISTING BOUNDARY
	NEW BOUNDARY
 S121 260.754	SURVEY STATION

## OHW COLOUR

-  = NEW ITEMS TO BE INTRODUCED
-  = EXISTING ITEMS TO BE REMOVED
-  = EXISTING ITEMS TO BE MODIFIED
-  = EXISTING ITEMS TO BE RETAINED
-  = FUTURE ITEMS TO BE INTRODUCED
-  = ALL PROPOSED WORKS

































## GENERAL



## OHW STRUCTURE TYPES

SYMBOL	DESCRIPTION
	STEEL MAST SINGLE TRACK CANTILEVER
	R2B T STRUCTURE
	STEEL MAST TWO TRACK CANTILEVER
	STEEL PORTAL
	TWIN CANTILEVERS OFF MAST
	OVERBRIDGE ARM
	CANTILEVER FROM DROP VERTICAL
	TWIN DROP VERTICAL WITH CANTILEVER
	GUY WIRE WITH GUY FOUNDATION
	CONCRETE PORTAL
	CONCRETE MAST SINGLE TRACK CANTILEVER
	WALL MOUNTED CANTILEVER
	SELF SUPPORTING ANCHOR
	EARTHED CANTILEVER
	PULL-OFF

## OVERHEAD WIRING

SYMBOL	DESCRIPTION
	IN-RUNNING CONTACT/CATERNARY
	OUT-OF-RUNNING CONTACT/CATERNARY
	TAIL WIRE
	TEE WIRE
	RETURN CONDUCTOR
	EARTH WIRE / OPWG
	POTENTIAL EQUALISING JUMPER
	TAIL POTENTIAL EQUALISING JUMPER
	FULL CURRENT CARRYING JUMPER
	IN SPAN JUMPER
	MPA JUMPER
	ISOLATOR TWO POSITION (NORMALLY CLOSED)
	ISOLATOR TWO POSITION (NORMALLY OPEN)
	ISOLATOR THREE POSITION (OPEN / CLOSED / EARTHED) (NORMALLY CLOSED)
	SWITCH LABEL
	NOMINAL SPAN LENGTH
	STRING LINE / VERSINE (mm)
	STAGGER CL OF CONTACT WIRE TO CL OF TRACK
	SECTION SWITCH
	DESIGNATED EARTHING POINT
	BOOSTER TRANSFORMER
	EMERGENCY SUPPLY TRANSFORMER
	BWA TERMINATOR
	SPRING ANCHOR
	FX TERMINATORS
	DESIGNED ANCHOR TERMINATION
	OVERLAP INSULATOR
	SECTION INSULATOR
	NEUTRAL SECTION
	CUT-IN INSULATOR FOR CATERNARY CONTACT OR TAIL WIRES
	TAIL WIRE WITH EQUALISING PLATE
	SPRING PLATE FOR CATERNARY AND CONTRARY

### OHW STRUCTURE BOX

SYMBOL	DESCRIPTION
GC 085	STRUCTURE No.
1.085 KM	NOMINAL CHAINAGE (km)
E.W. 1.70 R.C. 1.60	ANCILLARY WIRE HEIGHTS
AS0029 6.10 5.20	WIRE RUN NUMBER, CONTACT WIRE HEIGHT & CATEGORY WIRE HEIGHT
AS0020 6.10 5.20	
AS0024 BWA 6.20	WIRE RUN NUMBER, TERMINATION TYPE & ANCHOR HEIGHT
R.C. 2.60	
MPA 583m 73m	MI DP POINT ANCHOR HALF TENSION LENGTH & WIRE RUN No.1
AS0026 AS0028	
BWA 73m	TERMINATOR TYPE WIRE RUN NUMBER, FULL TENSION LENGTH
AS0026	
TERMINATION TYPES	
BWA	BALANCE WEIGHT ANCHOR (AUTO TENSIONED EQUIPMENT)
AT	FIXED ANCHOR (AUTO TENSIONED EQUIPMENT)
FT	FIXED ANCHOR (FIXED EQUIPMENT)
SPT	SPRING TENSIONER













## SERVICES

SYMBOL	DESCRIPTION
<b>COMMUNICATIONS</b>	
	INSPECTION COVER
	ISOLATION PILLAR
	JUNCTION BOX
	MARKER POST
	PILLAR
	TELEPHONE BOX
	UNDERGROUND CABLE
<b>ELECTRICAL</b>	
	OVERHEAD CABLE (SAPN)
	ELECTRICITY PYLON
	UNDERGROUND CABLE (DPTI)
	UNDERGROUND CABLE (DPTI) - NEW
	UNDERGROUND CABLE (SAPN)
	CABLE ROUTE (RAIL)
<b>GAS</b>	
	INSPECTION COVER
	JUNCTION BOX
	MARKER POST
	METER
	UNDERGROUND PIPE
<b>SEWER</b>	
	INSPECTION COVER
	JUNCTION BOX
	UNDERGROUND PIPE
	VENT
<b>WATER</b>	
	FIRE PLUG MARKER POST
	FIRE PLUG MARKER REFLECTOR
	IRRIGATION CONTROL BOX
	HYDRANT
	INSPECTION COVER
	JUNCTION BOX
	METER
	TAP
	UNDERGROUND PIPE
	ABOVE GROUND PIPE
	END CAP
<b>STORMWATER</b>	
	PIPE / CULVERT
	UNIDENTIFIED PIPE / CULVERT
	PIPE/UNIDENTIFIED PIPE INSPECTION OPENING
	SPOON DRAIN
	PROPOSED STORMWATER PIPE/CULVERT
	PROPOSED STORMWATER PIT/HEADWALL
	SWALE / CESS DRAIN
	GRAATED TRENCH DRAINAGE




ELECTRICAL

SYMBOL	DESCRIPTION
	LIGHT POLE / CCTV BASE - INSTALL
	LIGHT POLE BASE - EXISTING
	STOBIE POLE - EXISTING
	LUMINAIRE: DPTI - INSTALL
	LUMINAIRE: DPTI - EXISTING
	LUMINAIRE: SAPN - EXISTING
	LUMINAIRE: COUNCIL - EXISTING
	LUMINAIRE: COUNCIL BANNER POLE - EXISTING
	RAIL SIGNAL - EXISTING
	RELOCATE
	REMOVE
SP	SERVICE POINT - UNDERGROUND
SP	SERVICE POINT - ON STOBIE POLE
	DPTI SWITCHBOARD
	LIGHTING PIT (TYPE 1-8 AS INDICATED)
	EARTHED
	SECURE
	LOCKABLE
	CONDUIT - INSTALL (LIGHTING DRAWINGS)











## FENCING

SYMBOL	DESCRIPTION
	NEW GATE (WIDTH & HEIGHT TO MATCH ADJACENT FENCING)
	EXISTING FENCE
	1.2m HIGH POOL FENCE
	1.2m HIGH TUBULAR FENCE
	1.8m HIGH CHAIN LINK FENCE
	1.8m HIGH SPEAR FENCE
	1.8m HIGH TUBULAR FLAT TOP FENCE
	3.0m HIGH CLOSE SPACED WELD MESH FENCE
	CORRUGATED IRON FENCE (HEIGHT TO BE CONFIRMED WITH STAKEHOLDER)
	FENCE TO BE REPLACED WITH A FENCE TYPE TO BE DETERMINED WITH PROPERTY OWNER
	FENCE TYPE TO BE OF NON-CONDUCTIVE MATERIAL
	BARRIER RAIL










## PROPOSED

	NEW SIGN (AND SIGN TYPE DESIGNATION)
	NEW SPEED SIGN (AND SIGN TYPE DESIGNATION)
	EARTHWORKS PAD

## VEGETATION REMOVAL

SYMBOL	DESCRIPTION
	EXISTING TREE GREEN + REGULATED OR SIGNIFICANT TREE
	EDGE OF EXISTING VEGETATION
	VEGETATION SURVEY 1 (20m/30m) TREE IDENTIFICATION (e.g. TREE NUMBER 1a)
	VEGETATION SURVEY 2 (2017049) PHOTOMETER AND DIRECTION (e.g. TREE NUMBER 2)
	REGULATED TREE / SIGNIFICANT TREE
	TREES TO BE REMOVED (FIELD PICKUP), TO BE ASSESSED BY CONTRACTORS ENVIRONMENTAL OFFICER TO DETERMINE IF REMOVAL IS NECESSARY
	TREE (VEGETATION) TO BE TRIMMED. IMPACT OF TRIMMING TO BE ASSESSED BY CONTRACTORS ENVIRONMENTAL OFFICER TO DETERMINE IF REMOVAL IS NECESSARY.
	POTENTIALLY IMPACTED TREE, TO BE ASSESSED BY CONTRACTORS ENVIRONMENTAL OFFICER TO DETERMINE IF REMOVAL IS NECESSARY
	ALL VEGETATION WITHIN THIS EXCLUSION ZONE TO BE REMOVED
	VEGETATION REMOVAL ENVELOPE TO BE MAINTAINED OR IMPROVED















## TRACKWORKS

SYMBOL	DESCRIPTION
	TRACKS TO BE ELECTRIFIED
	TRACKS TO BE REMOVED
	NEW TRACKS TO BE PLACED
	EXTENT OF TRACKWORKS
	EXISTING TRACKS
	TRACK TAMPING
	EXCLUSION ZONE FOR PROVISION FOR FUTURE PLATFORM EXTENSIONS (BY OTHERS)
	IRJ
	EXISTING PLATFORM AND INFRASTRUCTURE TO BE REMOVED

### COMBINED SERVICES ROUTE

SYMBOL	DESCRIPTION
<b>PROPOSED CSR</b>	
	BURIED MAIN CSR
	BURIED LOCAL ROUTE
	GST (GALVANIZED STEEL TROUGH)
	GLT (GROUND LEVEL TROUGH)
	UTX MAIN ROUTE (UNDER TRACK CROSSING)
	UTX LOCAL ROUTE
	URX MAIN ROUTE (TRENCHED)
	URX LOCAL ROUTE (TRENCHED)
	UNDERBORE CONDUIT
	GALVANISED IRON CONDUIT
	GST TO PIT TRANSITION
	BOOTLEG RISER
DPR21301DN	GST DROPPER
CSR21301DN	CSR PIT
	INSULATION JOINT

## RAIL SIGNAL

SYMBOL	DESCRIPTION
	EXISTING RAIL SIGNAL TO BE RETAINED NEW RAIL SIGNAL EXISTING RAIL SIGNAL TO BE REMOVED
	NEW RAIL SIGNAL FOOTING
	SIGNALING LOCATION UNDER REVIEW
	LOCATION CABINET (LOC - S BAY)
	LOCATION CABINET (LOC - C BAY)
	LOCATION BOOSTER TRANSFORMER
	AWIS
	ETCS CONTROLLED BALISE
	ETCS FIXED BALISE
	SWITCH MACHINE
	AXLE COUNTER
	PEX X EMERGENCY GATE
	PEX X LIGHT
	PEX X MECH GATE

EXISTING CSR

 EXISTING CSR (AS BUILT/SITE WALK INFORMATION)  
 EXISTING CSR PIT  
 EXISTING CSR RE-USE

## EARTHING AND BONDING

SYMBOL	DESCRIPTION
	LIGHT POLE TO RAIL BOND
	SIGNAL CABINET TO RAIL BOND
	TELSTRA JUNCTION BOX TO RAIL BOND
	BOOSTER TRANSFORMER TO RAIL BOND
	POINTS TO RAIL BOND
	RAIL TO RAIL BOND
	INSULATED RAIL JOINT
	EMERGENCY SUPPLY TRANSFORMER
	SIGNAL TO RAIL BOND
	MID POINT CONNECTION TO RED BOND
	STRUCTURE TO RAIL BOND
	VOLTAGE LIMITING DEVICE
	TRACK TO TRACK BOND
	POINTS TO RAIL BOND
	BOND CONDUCTOR - 19 / 3.25mm² ALUMINIUM CABLE
	EARTHING WIRE
	ISOLATION PANEL
	DROP ZONE BOUNDARY
	PROTECTIVE BARRIER
	GUARD CONDUCTOR - 12mm DIM GALVANISED STEEL CABLE
	OPEN ( OPTICAL GROUND WIRE)
	ISOLATION JOINT
	2.5m EXCLUSION ZONE

**FOR CONSTRUCTION**

WSP PROJECT DOCUMENT REFERENCE:  
107647-WSP-S02-XX-DR-CV-2003

INDEX SHEET REFERENCE: CS1-DRG-353329										 		PROJECT No. 20535 FEE No. 2018/05052 DESIGN No. N/A SURVEY No. 201701010		GAWLER RAIL CORRIDOR GAWLER RAIL ELECTRIFICATION PROJECT ROUTE WIDE LEGEND GENERAL DETAILS					
P. LAWSON 2012/19 04/219 29/11/19 18/10/19										Government of South Australia Department of Planning, Transport and Infrastructure		SIZE: A1 ORIGINAL SCALES: NOT APPLICABLE SCALE BARS:		DESIGNED: CSB DRAFTED: CSB CHECKED: CSB APPROVER: P. LAWSON TITLE: GAWLER RAIL INFRA DATE: 20/12/2019		ACCEPTANCE FORM No.: AF0470 DRAWING No./PROJECT DOCUMENT REFERENCE: CS1-DRG-353071		AMEND No.: 3	
3 ISSUED FOR CONSTRUCTION 2 ISSUED FOR FINAL DESIGN REVIEW 1 ISSUED FOR FINAL DESIGN REVIEW 0 INITIAL WORKS ISSUED FOR CONSTRUCTION										ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE									
AMENDMENT DESCRIPTION										BY CHECK ACCEPTANCE DATE									



# DEFINITIONS:

--- EXCLUSION ZONE, AREA WITHIN 3.00m (IN ANY DIRECTION) OF "LIVE" ELECTRICAL APPARATUS, WHICH IS TO BE KEPT FREE OF VEGETATION, PEOPLE, MACHINERY, PLANT, MATERIALS AND EQUIPMENT.

--- VEGETATION CLEARANCE ENVELOPE, THE AREA FROM 3.0m TO 5.0m OF LIVE ELECTRICAL APPARATUS, TO BE CLEARED OF VEGETATION IN ORDER TO SAFELY MAINTAIN THE THE EXCLUSION ZONE (APPLYING A MAINTENANCE REGIME OF MORE FREQUENT THAN 1 YEAR).

RCVMT RAIL CORRIDOR VEGETATION MANAGEMENT TEAM

WAIVER A DPTI WAIVER THAT HAS BEEN APPROVED BY DIRECTOR, RAIL PROJECTS MAY BE APPLIED TO AN INDIVIDUAL TREE/SHRUB/PLANT OR AREAS OF VEGETATION THAT HAS BEEN ASSESSED AND RECOMMENDED BY RCVMT TO ENCROACH INTO THE VEGETATION CLEARANCE ENVELOPE / EXCLUSION ZONE.

ZONE OF VEGETATION TO BE REMOVED FOR THE EXCLUSION ZONE.

VEGETATION CLEARANCE ENVELOPE - WAIVER TO BE CONSIDERED.

ZONE OF VEGETATION NOT REQUIRED TO BE RETAINED.

LIVE ELECTRICAL INFRASTRUCTURE.

NOTE:  
EXTENT OF PRUNING TO BE  
ASSESSED BY DPTI RCVMT

NOTE:  
EXTENT OF PRUNING TO BE  
ASSESSED BY DPTI RCVMT

## VEGETATION CLEARANCE ZONES

SCALE 1:50

## PLAN VIEW

SCALE 1:50

FOR CONSTRUCTION

WSP PROJECT DOCUMENT REFERENCE:  
107647-WSP-S02-XX-DR-CV-2389

INDEX SHEET REFERENCE: CS1-DRG-353329



Department of Planning,  
Transport and Infrastructure

PROJECT No: 20535	FILE No: 2018/05052
DESIGN No.: N/A	SURVEY No: 201701010
SIZE: A1 ORIGINAL	
SCALE: 1:50	
SCALE BARS:	
1 0 0.5 1 1.5 2	

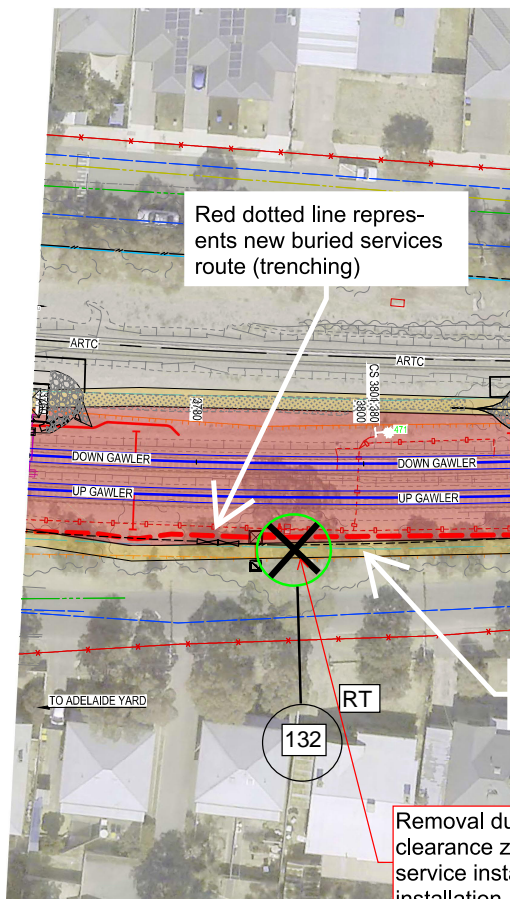
## GAWLER RAIL CORRIDOR GAWLER RAIL ELECTRIFICATION PROJECT ROUTE WIDE VEGETATION REMOVAL CROSS SECTION TYPICAL DETAILS

DESIGNED CJB	DRAFTED LMR	APPROVER: P. LAWSON	ACCEPTANCE FORM No: AF0470	DRAWING No./PROJECT DOCUMENT REFERENCE: CS1-DRG-353257	AMEND No: 0
CHECKED RBC	CHECKED ASB	TITLE: MGR RAIL INFRA. DATE: 20/12/2019			

PLOT TIME: 14/01/20 10:42:53 AM  
CAD FILE NAME: CS1-DRG-353257.dwg



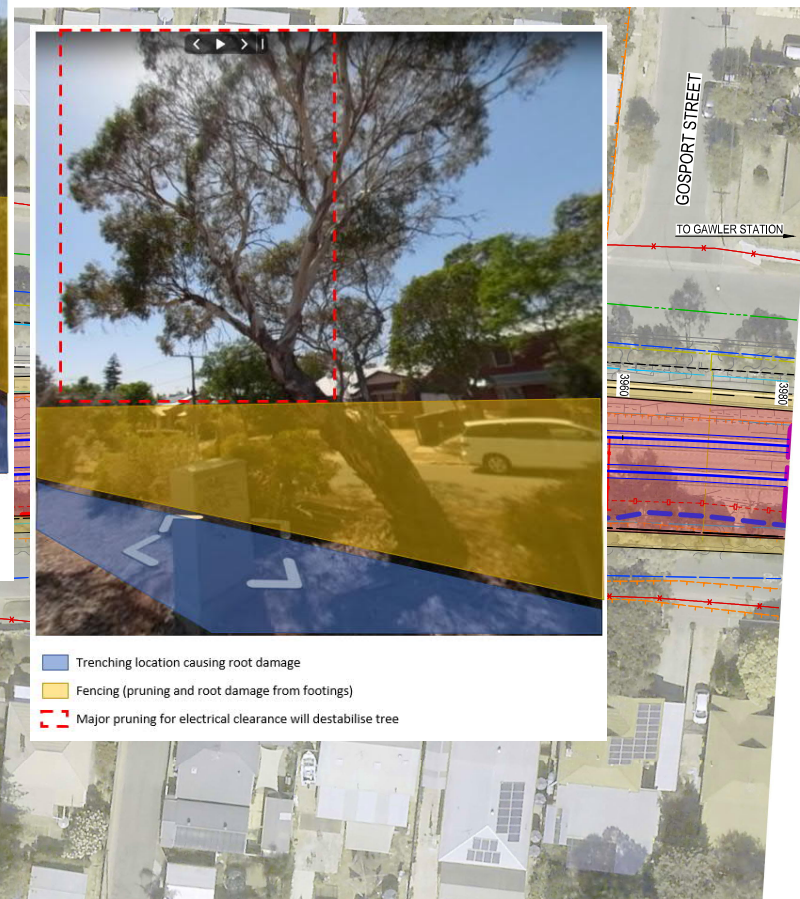




Red dotted line represents new buried services route (trenching)



Blue Trenching location causing root damage  
Yellow Fencing (pruning and root damage from footings)  
Red dashed line Major pruning for electrical clearance will destabilise tree



Blue Trenching location causing root damage  
Yellow Fencing (pruning and root damage from footings)  
Red dashed line Major pruning for electrical clearance will destabilise tree

Black dotted line is new fence

Removal due to major canopy encroachment into electrical clearance zone, structural root zone damage from buried service installation (trenching) and impacts from new fencing installation

#### NOTE

THE SERVICES SHOWN ON THIS DRAWING HAVE BEEN COMPILED FROM MULTIPLE SOURCES AND REQUIRE PROVING AND VERIFICATION ON SITE PRIOR TO CONSTRUCTION.

**FINAL DESIGN**

WSP PROJECT DOCUMENT REFERENCE:  
107647-WSP-S02-XX-DR-CV-2113

#### NOTES:

- FOR LEGEND REFER TO DRG. No. CS1-DRG-353071.
- FOR NOTES REFER TO DRG. No. CS1-DRG-353191.
- FOR VEGETATION REMOVAL CROSS SECTION REFER TO DRG. No. CS1-DRG-353257.

<p>E ISSUED FOR FINAL DESIGN REVIEW</p> <p>D ISSUED FOR DETAILED DESIGN</p> <p>C ISSUED FOR INFORMATION</p> <p>B ISSUED FOR 30% DESIGN REVIEW</p> <p>A ISSUED FOR LENDLEASE 30% DESIGN REVIEW</p>				CS	RC	18/09/19	INDEX SHEET REFERENCE: CS1-DRG-353070				<p>100 MILLIMETRES ON ORIGINAL DRAWING</p> <p>ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE</p>		<p><b>Government of South Australia</b></p> <p>Department of Planning, Transport and Infrastructure</p>		<p>PROJECT No. 20535</p> <p>DESIGN No. N/A</p> <p>SIZE: A1 ORIGINAL</p> <p>SCALE: 1:300</p> <p>SCALE BARS: 0 3 6 9 12</p>	<p>FILE No. 2018/05052</p> <p>SURVEY No. 201701010</p>	<p>GAWLER RAIL CORRIDOR</p> <p><b>GAWLER RAIL ELECTRIFICATION PROJECT</b></p> <p>STAGE 2 - 0.906KM TO 8.430KM</p> <p>CH.3760 - CH.3980 - SHEET 14 OF 35</p> <p>VEGETATION REMOVAL</p>				<p>DESIGNED: GJH</p> <p>CHECKED: RC</p>	<p>DRAFTED: CS</p> <p>CHECKED: ASB</p>	<p>APPROVER: TITLE:</p> <p>DATE:</p>	<p>ACCEPTANCE FORM KNET No. 1</p> <p>IN ACCORDANCE WITH DP013</p>	<p>DRAWING No./PROJECT DOCUMENT REFERENCE:</p> <p><b>CS1-DRG-353130</b></p>	<p>AMEND No. E</p>
---	--	--	--	----	----	----------	---------------------------------------	--	--	--	---	--	---	--	---	--	---	--	--	--	---	--	--------------------------------------	---	---	--------------------





- NOTES:
- FOR LEGEND REFER TO DRG. No. CS1-DRG-353071.
  - FOR NOTES REFER TO DRG. No. CS1-DRG-353191.
  - FOR VEGETATION REMOVAL CROSS SECTION REFER TO DRG. No. CS1-DRG-353257.

**NOTE**  
THE SERVICES SHOWN ON THIS DRAWING HAVE BEEN COMPILED FROM MULTIPLE SOURCES AND REQUIRE PROVING AND VERIFICATION ON SITE PRIOR TO CONSTRUCTION

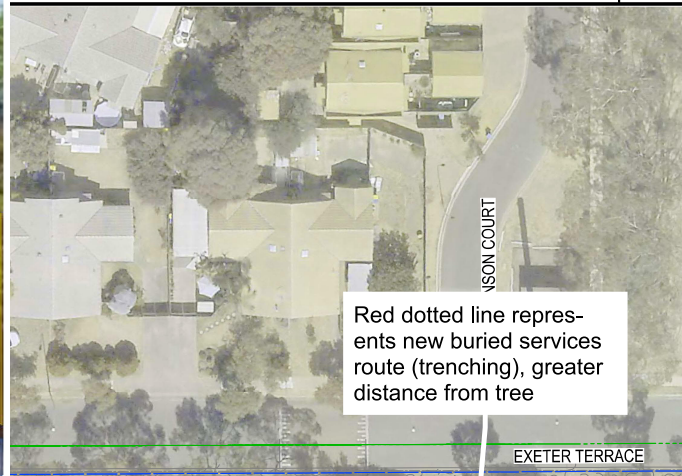
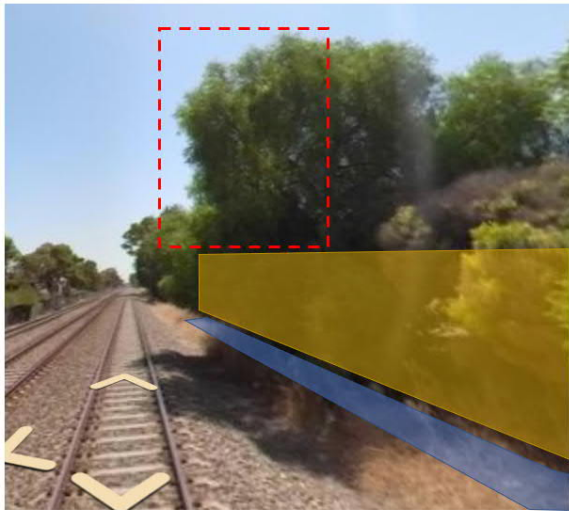
**FINAL DESIGN**

WSP PROJECT DOCUMENT REFERENCE:  
107647-WSP-S02-XX-DR-CV-2114

E ISSUED FOR FINAL DESIGN REVIEW D ISSUED FOR DETAILED DESIGN C ISSUED FOR INFORMATION B ISSUED FOR 30% DESIGN REVIEW A ISSUED FOR LENDLEASE 30% DESIGN REVIEW				CS CS CS CS CS	RC SC SC BM BM	18/09/19 06/11/18 25/07/18 05/04/18 13/03/18	INDEX SHEET REFERENCE: CS1-DRG-353070 		PROJECT No.: 20535 DESIGN No.: N/A SURVEY No.: 201701010 SCALE: A1 ORIGINAL SCALE: 1:300 SCALE BAR: 0 3 6 9 12		FILE No.: 2018/05052 SURVEY No.: 201701010		GAWLER RAIL CORRIDOR GAWLER RAIL ELECTRIFICATION PROJECT STAGE 2 - 0.906KM TO 8.430KM CH.3980 - CH.4200 - SHEET 15 OF 35 VEGETATION REMOVAL		DESIGNED: GJH CHECKED: RC	DRAFTED: CS CHECKED: ASB	APPROVER: [Signature] TITLE: [Blank] DATE: [Blank]	ACCEPTANCE FORM KNET No. [Blank] IN ACCORDANCE WITH DP013	DRAWING No./PROJECT DOCUMENT REFERENCE: CS1-DRG-353131	AMEND No.: E
--	--	--	--	----------------------------	----------------------------	--	---	--	---	--	---	--	---	--	------------------------------	-----------------------------	--	--	---	-----------------

CAD FILE NAME





- Footings for GST causing root damage
- Fencing (pruning and root damage from footings)
- Major pruning for electrical clearance will destabilise tree

- Damage from trenching is lessened
- Fencing (pruning)
- Major pruning for electrical clearance but due to canopy structure unlikely to destabilise tree

Black dotted line is new fence

Blue dotted line represents galvanised steel trough

Black dotted line is new fence

Removal due to major canopy encroachment into electrical clearance zone, structural root zone damage from footing installation for galvanised steel trough and impacts from new fencing installation

Major prune due to canopy encroachment into electrical clearance zone and for fence construction, structural root zone damage is less here from buried service installation (trenching) as it is further away so complete removal not required

NOTE

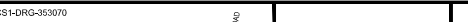




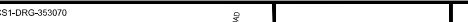








THE SERVICES SHOWN ON THIS DRAWING HAVE BEEN COMPILED FROM MULTIPLE SOURCES AND REQUIRE PROVING AND VERIFICATION ON SITE PRIOR TO CONSTRUCTION

FINAL DESIGN

WSP PROJECT DOCUMENT REFERENCE: 107647-WSP-S02-XX-DR-CV-2115

NOTES:

- FOR LEGEND REFER TO DRG. No. CS1-DRG-353071.
- FOR NOTES REFER TO DRG. No. CS1-DRG-353191.
- FOR VEGETATION REMOVAL CROSS SECTION REFER TO DRG. No. CS1-DRG-353257.

					INDEX SHEET REFERENCE: CS1-DRG-353070										 <b>Government of South Australia</b> Department of Planning, Transport and Infrastructure					<table><tr><td>PROJECT No.</td><td>FILE No.</td></tr><tr><td>20535</td><td>2018/05052</td></tr><tr><td>DESIGN No.</td><td>SURVEY No.</td></tr><tr><td>N/A</td><td>201701010</td></tr><tr><td colspan="2">SIZE:</td></tr><tr><td colspan="2">A1 ORIGINAL</td></tr><tr><td colspan="2">SCALES:</td></tr><tr><td colspan="2">1:300</td></tr><tr><td colspan="2">SCALE BARS:</td></tr><tr><td colspan="2"></td></tr></table>					PROJECT No.	FILE No.	20535	2018/05052	DESIGN No.	SURVEY No.	N/A	201701010	SIZE:		A1 ORIGINAL		SCALES:		1:300		SCALE BARS:				<table><tr><td colspan="2">GAWLER RAIL CORRIDOR</td></tr><tr><td colspan="2">GAWLER RAIL ELECTRIFICATION PROJECT</td></tr><tr><td colspan="2">STAGE 2 - 0.906KM TO 8.430KM</td></tr><tr><td colspan="2">CH.4200 - CH.4420 - SHEET 16 OF 35</td></tr><tr><td colspan="2">VEGETATION REMOVAL</td></tr></table>					GAWLER RAIL CORRIDOR		GAWLER RAIL ELECTRIFICATION PROJECT		STAGE 2 - 0.906KM TO 8.430KM		CH.4200 - CH.4420 - SHEET 16 OF 35		VEGETATION REMOVAL		<table><tr><td>DESIGNED: GJH</td><td>DRAFTED: CS</td><td>APPROVER:</td><td>ACCEPTANCE FORM KNET No.</td><td>DRAWING No./PROJECT DOCUMENT REFERENCE:</td><td>AMEND No.</td></tr><tr><td>CHECKED: RC</td><td>CHECKED: ASB</td><td>TITLE:</td><td>IN ACCORDANCE WITH DP013</td><td>CS1-DRG-353132</td><td>E</td></tr><tr><td colspan="2">DATE:</td><td colspan="4"></td></tr></table>					DESIGNED: GJH	DRAFTED: CS	APPROVER:	ACCEPTANCE FORM KNET No.	DRAWING No./PROJECT DOCUMENT REFERENCE:	AMEND No.	CHECKED: RC	CHECKED: ASB	TITLE:	IN ACCORDANCE WITH DP013	CS1-DRG-353132	E	DATE:														
PROJECT No.	FILE No.																																																																																										
20535	2018/05052																																																																																										
DESIGN No.	SURVEY No.																																																																																										
N/A	201701010																																																																																										
SIZE:																																																																																											
A1 ORIGINAL																																																																																											
SCALES:																																																																																											
1:300																																																																																											
SCALE BARS:																																																																																											
																																																																																											
GAWLER RAIL CORRIDOR																																																																																											
GAWLER RAIL ELECTRIFICATION PROJECT																																																																																											
STAGE 2 - 0.906KM TO 8.430KM																																																																																											
CH.4200 - CH.4420 - SHEET 16 OF 35																																																																																											
VEGETATION REMOVAL																																																																																											
DESIGNED: GJH	DRAFTED: CS	APPROVER:	ACCEPTANCE FORM KNET No.	DRAWING No./PROJECT DOCUMENT REFERENCE:	AMEND No.																																																																																						
CHECKED: RC	CHECKED: ASB	TITLE:	IN ACCORDANCE WITH DP013	CS1-DRG-353132	E																																																																																						
DATE:																																																																																											
E ISSUED FOR FINAL DESIGN REVIEW					CS	RC	18/09/19										 <b>Government of South Australia</b> Department of Planning, Transport and Infrastructure					<table><tr><td>PROJECT No.</td><td>FILE No.</td></tr><tr><td>20535</td><td>2018/05052</td></tr><tr><td>DESIGN No.</td><td>SURVEY No.</td></tr><tr><td>N/A</td><td>201701010</td></tr><tr><td colspan="2">SIZE:</td></tr><tr><td colspan="2">A1 ORIGINAL</td></tr><tr><td colspan="2">SCALES:</td></tr><tr><td colspan="2">1:300</td></tr><tr><td colspan="2">SCALE BARS:</td></tr><tr><td colspan="2"></td></tr></table>					PROJECT No.	FILE No.	20535	2018/05052	DESIGN No.	SURVEY No.	N/A	201701010	SIZE:		A1 ORIGINAL		SCALES:		1:300		SCALE BARS:				<table><tr><td colspan="2">GAWLER RAIL CORRIDOR</td></tr><tr><td colspan="2">GAWLER RAIL ELECTRIFICATION PROJECT</td></tr><tr><td colspan="2">STAGE 2 - 0.906KM TO 8.430KM</td></tr><tr><td colspan="2">CH.4200 - CH.4420 - SHEET 16 OF 35</td></tr><tr><td colspan="2">VEGETATION REMOVAL</td></tr></table>					GAWLER RAIL CORRIDOR		GAWLER RAIL ELECTRIFICATION PROJECT		STAGE 2 - 0.906KM TO 8.430KM		CH.4200 - CH.4420 - SHEET 16 OF 35		VEGETATION REMOVAL		<table><tr><td>DESIGNED: GJH</td><td>DRAFTED: CS</td><td>APPROVER:</td><td>ACCEPTANCE FORM KNET No.</td><td>DRAWING No./PROJECT DOCUMENT REFERENCE:</td><td>AMEND No.</td></tr><tr><td>CHECKED: RC</td><td>CHECKED: ASB</td><td>TITLE:</td><td>IN ACCORDANCE WITH DP013</td><td>CS1-DRG-353132</td><td>E</td></tr><tr><td colspan="2">DATE:</td><td colspan="4"></td></tr></table>					DESIGNED: GJH	DRAFTED: CS	APPROVER:	ACCEPTANCE FORM KNET No.	DRAWING No./PROJECT DOCUMENT REFERENCE:	AMEND No.	CHECKED: RC	CHECKED: ASB	TITLE:	IN ACCORDANCE WITH DP013	CS1-DRG-353132	E	DATE:												
PROJECT No.	FILE No.																																																																																										
20535	2018/05052																																																																																										
DESIGN No.	SURVEY No.																																																																																										
N/A	201701010																																																																																										
SIZE:																																																																																											
A1 ORIGINAL																																																																																											
SCALES:																																																																																											
1:300																																																																																											
SCALE BARS:																																																																																											
																																																																																											
GAWLER RAIL CORRIDOR																																																																																											
GAWLER RAIL ELECTRIFICATION PROJECT																																																																																											
STAGE 2 - 0.906KM TO 8.430KM																																																																																											
CH.4200 - CH.4420 - SHEET 16 OF 35																																																																																											
VEGETATION REMOVAL																																																																																											
DESIGNED: GJH	DRAFTED: CS	APPROVER:	ACCEPTANCE FORM KNET No.	DRAWING No./PROJECT DOCUMENT REFERENCE:	AMEND No.																																																																																						
CHECKED: RC	CHECKED: ASB	TITLE:	IN ACCORDANCE WITH DP013	CS1-DRG-353132	E																																																																																						
DATE:																																																																																											
D ISSUED FOR DETAILED DESIGN					CS	SC	06/11/18																																																																																				
C ISSUED FOR INFORMATION					CS	SC	25/07/18																																																																																				
B ISSUED FOR 30% DESIGN REVIEW					CS	BM	05/04/18																																																																																				
A ISSUED FOR LENGTH 30% DESIGN REVIEW					CS	BM	13/03/18																																																																																				
AMENDMENT DESCRIPTION					BY	CHECK	ACCEPTANCE	DATE	UNCONTROLLED COPY WHEN PRINTED					100 MILLIMETRES ON ORIGINAL DRAWING					ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE					 <b>Government of South Australia</b> Department of Planning, Transport and Infrastructure					<table><tr><td>PROJECT No.</td><td>FILE No.</td></tr><tr><td>20535</td><td>2018/05052</td></tr><tr><td>DESIGN No.</td><td>SURVEY No.</td></tr><tr><td>N/A</td><td>201701010</td></tr><tr><td colspan="2">SIZE:</td></tr><tr><td colspan="2">A1 ORIGINAL</td></tr><tr><td colspan="2">SCALES:</td></tr><tr><td colspan="2">1:300</td></tr><tr><td colspan="2">SCALE BARS:</td></tr><tr><td colspan="2"></td></tr></table>					PROJECT No.	FILE No.	20535	2018/05052	DESIGN No.	SURVEY No.	N/A	201701010	SIZE:		A1 ORIGINAL		SCALES:		1:300		SCALE BARS:				<table><tr><td colspan="2">GAWLER RAIL CORRIDOR</td></tr><tr><td colspan="2">GAWLER RAIL ELECTRIFICATION PROJECT</td></tr><tr><td colspan="2">STAGE 2 - 0.906KM TO 8.430KM</td></tr><tr><td colspan="2">CH.4200 - CH.4420 - SHEET 16 OF 35</td></tr><tr><td colspan="2">VEGETATION REMOVAL</td></tr></table>					GAWLER RAIL CORRIDOR		GAWLER RAIL ELECTRIFICATION PROJECT		STAGE 2 - 0.906KM TO 8.430KM		CH.4200 - CH.4420 - SHEET 16 OF 35		VEGETATION REMOVAL		<table><tr><td>DESIGNED: GJH</td><td>DRAFTED: CS</td><td>APPROVER:</td><td>ACCEPTANCE FORM KNET No.</td><td>DRAWING No./PROJECT DOCUMENT REFERENCE:</td><td>AMEND No.</td></tr><tr><td>CHECKED: RC</td><td>CHECKED: ASB</td><td>TITLE:</td><td>IN ACCORDANCE WITH DP013</td><td>CS1-DRG-353132</td><td>E</td></tr><tr><td colspan="2">DATE:</td><td colspan="4"></td></tr></table>					DESIGNED: GJH	DRAFTED: CS	APPROVER:	ACCEPTANCE FORM KNET No.	DRAWING No./PROJECT DOCUMENT REFERENCE:	AMEND No.	CHECKED: RC	CHECKED: ASB	TITLE:	IN ACCORDANCE WITH DP013	CS1-DRG-353132	E	DATE:					
PROJECT No.	FILE No.																																																																																										
20535	2018/05052																																																																																										
DESIGN No.	SURVEY No.																																																																																										
N/A	201701010																																																																																										
SIZE:																																																																																											
A1 ORIGINAL																																																																																											
SCALES:																																																																																											
1:300																																																																																											
SCALE BARS:																																																																																											
																																																																																											
GAWLER RAIL CORRIDOR																																																																																											
GAWLER RAIL ELECTRIFICATION PROJECT																																																																																											
STAGE 2 - 0.906KM TO 8.430KM																																																																																											
CH.4200 - CH.4420 - SHEET 16 OF 35																																																																																											
VEGETATION REMOVAL																																																																																											
DESIGNED: GJH	DRAFTED: CS	APPROVER:	ACCEPTANCE FORM KNET No.	DRAWING No./PROJECT DOCUMENT REFERENCE:	AMEND No.																																																																																						
CHECKED: RC	CHECKED: ASB	TITLE:	IN ACCORDANCE WITH DP013	CS1-DRG-353132	E																																																																																						
DATE:																																																																																											







# Development Plan

## Prospect (City)

Consolidated – 13 February 2018

Please refer to the Prospect (City) page at [www.sa.gov.au/developmentplans](http://www.sa.gov.au/developmentplans) to see any amendments not consolidated.



**Government of South Australia**

Department of Planning,  
Transport and Infrastructure

Consolidated - 13 February 2018

## Prospect (City)

The following table is a record of authorised amendments and their consolidation dates for the Prospect (City) Development Plan since the inception of the electronic Development Plan on 12 December 1996 for Metropolitan Adelaide Development Plans. Further information on authorised amendments prior to this date may be researched through the relevant Council, Department of Planning, Transport and Infrastructure or by viewing Gazette records.

CONSOLIDATED	AMENDMENT – [Gazetted date]
12 December 1996	Miscellaneous Amendments – Metropolitan Adelaide Development Plans PAR ( <i>Ministerial</i> ) (Interim) – [12 December 1996]
26 June 1997	Miscellaneous Amendments – Metropolitan Adelaide Development Plans PAR ( <i>Ministerial</i> ) – [26 June 1997]
13 August 1998	Local Heritage Places PAR (Interim) – [13 August 1998]
29 July 1999	Local Heritage Places PAR – [29 July 1999]
16 September 1999	Waste Disposal (Landfill) PAR ( <i>Ministerial</i> ) – [19 August 1999]
28 October 1999	Minor Amendments PAR – [28 October 1999]
16 December 1999	Historic (Conservation) Zone PAR – [16 December 1999] Section 29(2) Amendment – [16 December 1999]
20 January 2000	Metropolitan Adelaide – Industrial Land and Development PAR ( <i>Ministerial</i> ) – [25 November 1999]
Not consolidated	Telecommunications Facilities State-wide Policy Framework PAR ( <i>Ministerial</i> ) (Interim)– [31 August 2000]
15 February 2001	Metropolitan Adelaide Significant Tree Control PAR ( <i>Ministerial</i> ) – [21 December 2000]
13 December 2001	Telecommunications Facilities State-wide Policy Framework PAR ( <i>Ministerial</i> ) – [30 August 2001] Local Heritage Places PAR (Interim) – [6 December 2001] Section 29(2)(b) Amendment – [13 December 2001]
20 June 2002	Significant Trees PAR (Interim) – [20 June 2002]
22 August 2002	Local Heritage Places PAR – [22 August 2002]
16 January 2003	Stormwater in Urban Areas PAR ( <i>Ministerial</i> ) – [12 November 2002]
26 June 2003	Significant Trees PAR – [26 June 2003]
2 October 2003	Wind Farms PAR ( <i>Ministerial</i> ) – [24 July 2003]
9 September 2004	Car Parking PAR – [9 September 2004]
18 November 2004	Residential Design PAR – [18 November 2004]
9 August 2007	Commercial Uses PAR – [2 August 2007]
18 October 2007	Section 29(2)(b)(ii) Amendment – [11 October 2007] 250 Churchill Road PAR – [18 October 2007]
10 January 2008	Residential Policy PAR – [3 January 2008]
24 July 2008	Section 29(2)(b)(ii) Amendment – [24 July 2008]
3 June 2010	Statewide Bulky Goods DPA ( <i>Ministerial</i> ) (Interim)– [1 June 2010]
23 September 2010	Mixed Use (Islington) Zone DPA ( <i>Ministerial</i> ) (Interim) – [23 September 2010]
3 February 2011	Statewide Bulky Goods DPA ( <i>Ministerial</i> ) – [13 January 2011]
18 August 2011	Mixed Use (Islington) Zone – [18 August 2011]
19 January 2012	Regulated Trees DPA (Interim) ( <i>Ministerial</i> ) – [17 November 2011]



CONSOLIDATED	AMENDMENT – [Gazetted date]
22 November 2012	Regulated Trees DPA ( <i>Ministerial</i> ) – [15 November 2012]
31 October 2013	Inner Metropolitan Growth DPA ( <i>Ministerial</i> ) – [29 October 2013]
12 February 2015	Historic (Conservation) Zone Policy Areas DPA (Interim) – [12 February 2015] Local Heritage Places DPA (Interim) – [12 February 2015]
18 February 2016	Historic (Conservation) Zone Policy Areas DPA – [12 February 2016] Local Heritage Places DPA – [12 February 2016]
3 March 2016	Section 29(2)(b)(ii) Amendment – [3 March 2016]
21 April 2016	Section 29(2)(b)(ii) Amendment – [17 March 2016] Erratum Notice – [31 March 2016] Existing Activity Centres Policy Review DPA ( <i>Ministerial</i> ) – [21 April 2016]
30 May 2017	Urban Corridor Zone and Interface Areas Policy Review DPA (Interim) – [30 May 2017]
13 February 2018	Urban Corridor Zone and Interface Areas Policy Review DPA – [13 February 2018]

Consolidated: The date of which an authorised amendment to a Development Plan was consolidated (incorporated into the published Development Plan) pursuant to section 31 of the *Development Act 1993*.

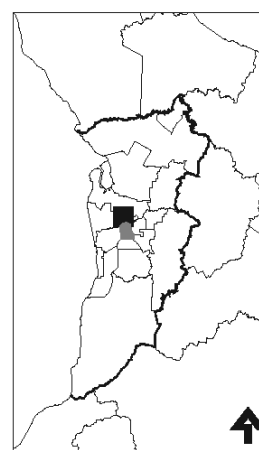
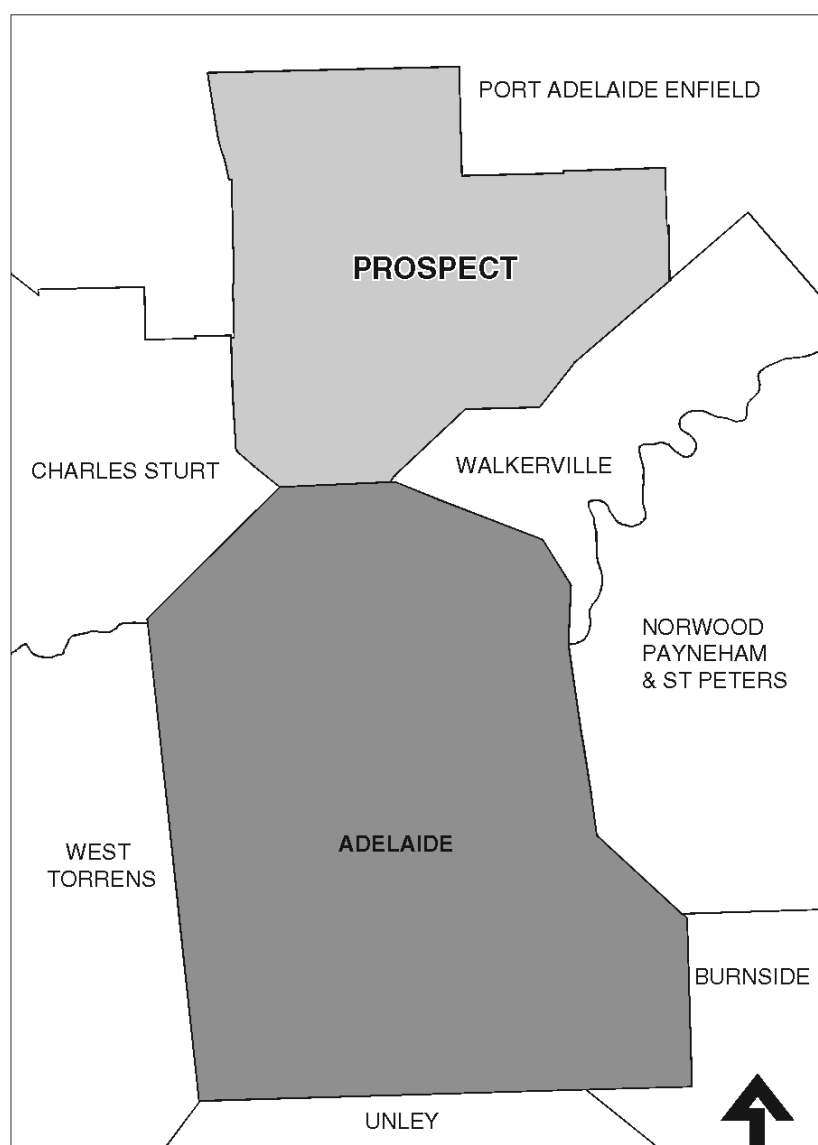
Gazetted: The date of which an authorised amendment was authorised through the publication of a notice in the Government Gazette pursuant to Part 3 of the *Development Act 1993*.

## PROSPECT (CITY)

### Preface

The objectives and principles of development control policies that follow apply within the area of the PROSPECT (City) Development Plan as shown on Map Pr/1.

The Development Plan is arranged with the policies for Metropolitan Adelaide, appearing first, followed by the Council Wide policies and in turn more detailed policies relating to particular zones and areas.



**Location Map**

**Enlargement Map**

 Prospect (City) Development Plan



## TABLE OF CONTENTS

<b>METROPOLITAN ADELAIDE .....</b>	<b>7</b>
OBJECTIVES .....	7
PRINCIPLES OF DEVELOPMENT CONTROL .....	15
<b>COUNCIL WIDE.....</b>	<b>17</b>
OBJECTIVES .....	17
PRINCIPLES OF DEVELOPMENT CONTROL .....	21
<b>OVERLAY SECTION .....</b>	<b>97</b>
Affordable Housing Overlay .....	97
Strategic Transport Routes Overlay .....	97
Noise And Air Emissions Overlay .....	98
<b>RESIDENTIAL ZONE.....</b>	<b>99</b>
Residential Policy Area A560 .....	102
Residential Policy Area A450 .....	104
Residential Policy Area A350 .....	106
Residential Policy Area B200 .....	108
<b>HISTORIC (CONSERVATION) ZONE.....</b>	<b>112</b>
Fitzroy Terrace Policy Area 1 .....	115
Clifton Street Policy Area 2 .....	116
Little Adelaide Policy Area 3 .....	117
Whinham Street Policy Area 4 .....	118
Flora Terrace Policy Area 5 .....	119
Martin Avenue Policy Area 6 .....	120
North Ovingham Policy Area 7 .....	122
Prospect Lanes Policy Area 8.....	123
Highbury Policy Area 9 .....	124
Ballville/Gloucester Policy Area 10 .....	125
Medindie Gardens Policy Area 11 .....	126
<b>MIXED USE (ISLINGTON) ZONE.....</b>	<b>128</b>
<b>DISTRICT CENTRE ZONE .....</b>	<b>138</b>
<b>NEIGHBOURHOOD CENTRE ZONE.....</b>	<b>142</b>
Collinswood Policy Area – NCe2 .....	145
Hampstead Policy Area – NCe3 .....	147
<b>URBAN CORRIDOR ZONE.....</b>	<b>149</b>
Boulevard Policy Area .....	163
High Street Policy Area.....	166
Transit Living Policy Area .....	168
Business Policy Area .....	169
<b>COMMERCIAL ZONE.....</b>	<b>172</b>
<b>LIGHT INDUSTRY ZONE .....</b>	<b>174</b>
<b>SPECIAL USES ZONE .....</b>	<b>176</b>

**TABLES**

TABLE Pr/1 .....	178
TABLE Pr/2 .....	196
TABLE Pr/3 .....	197
TABLE Pr/4 .....	203
TABLE Pr/5 .....	214
TABLE Pr/6 .....	216

**MAPS**

Map Pr/1 .....	217
Map Pr/1 (Overlay 1) .....	218
Map Pr/1 (Overlay 2) .....	219
Map Pr/1 (Overlay 3) .....	220
Map Pr/1 (Overlay 4) .....	221
Map Pr/1 (Overlay 5) .....	222
Map Pr/2 - Index to Zones .....	223
Map Pr/3 .....	224
Map Pr/4 .....	225
Map Pr/5 .....	226
Map Pr/6 .....	227
Map Pr/7 .....	228
Map Pr/8 .....	229
Map Pr/9 .....	230
Map Pr/10 .....	231
Map Pr/11 .....	232
Map Pr/12 .....	233
Map Pr/13 .....	234

**Copyright**

© Government of South Australia.

All rights reserved. The document may be reproduced free-of-charge in any format providing that it is reproduced accurately and not used in any misleading context. The material must be acknowledged as Government of South Australia copyright and the title of the document specified.

**Disclaimer**

Although every effort has been made to ensure the accuracy of the information contained in this document, the Government of South Australia, its agents, officers and employees make no representations, either express or implied, that the information contained is accurate or fit for any purpose and expressly disclaims all liability for loss or damage arising from reliance upon the information supplied. Persons using this information should consult the relevant Gazette Notices and/or view an authorised copy of the subject Development Plan Amendment when exacting legal clarification on any amendment is required.



## METROPOLITAN ADELAIDE

### Introduction

The following policies for metropolitan Adelaide apply across the area within the boundary of the Prospect (City) Development Plan, as shown on [Map Pr/1](#).

### Background

Metropolitan Adelaide is bounded on the west by Gulf St. Vincent and on the east by the Mount Lofty Ranges which rise to over 700 metres. The city and suburbs lie between, built on the gently sloping Adelaide Plains, and backed by the steep and beautiful escarpment of the ranges.

To the north the land is flat, to the north-east gently undulating and to the south pleasant undulating land lies between the ranges and the sea. Although the native vegetation has been largely cleared from the plains, there are still significant areas of bushland in the ranges within a short distance of the city.

In the 1830s the South Australian Association was formed in England. An Act was passed and Colonel William Light was despatched to the new colony to lay out the first town. Late in 1836 Light selected a site astride the River Torrens ten kilometres inland from the coast. His plan of Adelaide with its wide streets and surrounding belt of parklands is widely acclaimed.

Light was also instructed to lay out the surrounding district and his framework of roads has subsequently become the main road system of the metropolitan area. The early scattered settlements on the plains and along the coast have now coalesced to form one built-up area, with the main business area centrally located in the original settlements near the River Torrens.

As the State capital, Adelaide is the centre of government administration; it is the financial, commercial and transport centre, and is the principal focus for shopping, entertainment and cultural activities.

## OBJECTIVES

### Form of Development

**Objective 1:** Orderly and economic development.

The direction of the future expansion of the metropolitan area is influenced by the Mount Lofty Ranges and the sea, which restrict development to the east and west, and by the cost of providing water supply and sewerage services to hilly land and to low-lying coastal areas.

The future form and nature of the existing metropolitan area will be influenced by meeting housing choice in the metropolitan area. Current and anticipated demographic trends in the metropolitan area indicate population growth but a changing population structure, with falling dwelling occupancy rates and declining population in many areas, particularly in the inner and middle suburbs, will necessitate increasing dwelling density to maintain population levels.

While taking these trends into account, there are social, environmental and economic benefits to be gained from higher residential densities within the metropolitan area.

It is an essential element in the future development of Adelaide, to address concerns about increased housing demand, efficient use of urban infrastructure and population change. This can be achieved by increasing the number of dwellings that can be accommodated within the existing boundary of the metropolitan area, and arresting and perhaps reversing the decline in population which has been evident in many parts of the metropolitan area.

**Objective 2:** The proper location of public and community facilities by the reservation of suitable land in advance of need.

Substantial areas of land are required by the various public authorities responsible for transport, public services, and the provision of other public facilities. Land required for such public purposes should be available in the right place at the right time. This should be done by reserving the land for future acquisition to ensure that, in the meantime any private development does not hinder the purposes for which the land is reserved.

**Objective 3:** Maintenance of the long-term operational, safety and commercial aviation requirements of the Adelaide International Airport and Parafield Airport.

### Land Division

**Objective 4:** Land in appropriate localities divided into allotments in an orderly and economic manner.

The large area of land needed and the cost of providing essential public services such as water and sewerage, make it essential that the development of the metropolitan area proceeds in an orderly and convenient manner, making full use of the State's economic resources. It is costly to provide services to scattered development caused by the haphazard and premature division of land.

Land should be divided at a rate based on the building demand to prevent premature division and scattered and haphazard development. Vacant land within the urban area should be developed in order to contain the spread of the urban area.

The selection of areas for expansion is influenced by a number of factors. These include physical restrictions, the need to preserve resources such as water, minerals and scenic features, and the lack of public services in certain areas, and the need to retain buffer areas and open spaces.

### Residential Development

**Objective 5:** A compact metropolitan area.

This objective may be achieved through selective development of infill housing, redevelopment and refurbishment of existing housing, and use of vacant and underutilized land, with the aim of reducing the social, environmental and economic costs of urban development, and maximising use of the community investment in facilities and services in existing housing areas. While a compact form of development is generally desirable, recognition must be given to areas of particular character or amenity, or to specific constraint such as environmental or historical value, water catchment areas and areas of bushfire hazard.

**Objective 6:** A variety and choice of dwelling types to meet the needs and preferences of all sections of the community.

Residential development within metropolitan Adelaide should be based on a flexible approach to provision of a wide range of dwelling types.

**Objective 7:** Containment of housing costs through the encouragement of a full range of design and development techniques.

This can be achieved by measures such as the economical layout of residential development, the reduction of allotment sizes and street widths, the use of innovative servicing techniques, the encouragement of designs which use space efficiently and effectively, and the provision of medium-density residential development where appropriate. In addition, new building materials and energy saving devices can be used to reduce housing costs.

**Objective 8:** Safe, pleasant, convenient and efficient residential zones.

Achievement of this objective can be assisted by development that is well designed, and which maintains and where appropriate, enhances the residential character and amenity of the area into which it is to be sited. Residential development that is well designed takes into account factors such as building bulk and materials, privacy and access to sunlight. Sunlight access, for example, not only benefits amenity, but also is necessary to enable effective use of solar energy collection systems.



These systems are affected by building and allotment orientation and by shadowing from buildings and trees, and accordingly, it is desirable to protect existing collectors and recognise potential for use on sites adjacent to a development site. Residential zones should provide primarily for residential uses. New non-residential activities should generally not be located in residential zones, and extensions of existing non-residential activities should only occur where there is no adverse effect on nearby residential activities.

### **Community Facilities**

**Objective 9:** Appropriate community facilities conveniently accessible to the population they serve.

A sound education system and an adequate health service provide the basis for the social well-being of a community. Therefore, schools, hospitals, cemeteries and other institutions, must be located conveniently for the people they serve.

Primary schools should be within reasonable walking distance of children's homes, and so located that children do not have to cross main traffic routes on their way to and from school. State primary schools are usually located about one kilometre apart, each school serving a population of approximately 6500 persons.

The practical difficulties in meeting the standards for the siting of primary schools make the acquisition, or reservation, of sites well ahead of requirements particularly important.

Many kindergartens are associated with infant welfare centres. Sites should be about one kilometre apart, ensuring that a kindergarten is near every home.

Secondary school sites must be well drained and reasonably level, and should be served by public transport. Special attention is necessary to ensure the safety of pupils travelling by bicycle. State secondary schools are usually located about three kilometres apart, each school serving a population of between 15 000 and 20 000 persons.

Hospitals should be located where they can be reached conveniently by hospital patients, visitors and staff. Sites for major hospitals, therefore, should be acquired or reserved well in advance of requirements, and in locations convenient to the population they are to serve.

The siting of cemeteries and crematoria must take into account the convenience of persons attending funerals and visiting graves, and the effect on traffic of a large number of funerals.

The changing age structure of the population will affect the range of community facilities required, therefore flexibility should be a major consideration when considering the design, type and life of buildings.

### **Transportation (Movement of People and Goods)**

**Objective 10:** A comprehensive, integrated, and efficient, public and private transport system which will:

- (a) provide access to adequate transport services for all people, at an acceptable cost;
- (b) effectively support the economic development of metropolitan Adelaide and the State;
- (c) ensure a high level of safety; and
- (d) maintain the options for the introduction of suitable new transport technologies.

**Objective 11:** A road hierarchy to form the basis of development controls and serve as a guide to the investment of road funds in order to ensure a safe and efficient traffic flow and to promote the saving of fuel and time. Arterial roads will provide for major traffic movements.

**Objective 12:** A network of roads, paths and tracks, to accommodate satisfactorily a variety of vehicular, cycle and pedestrian, traffic.

**Objective 13:** A compatible arrangement between land uses and the transport system which will:

- (a) ensure minimal noise and air pollution;
- (b) protect amenity of existing and future land uses;
- (c) provide adequate access; and
- (d) ensure maximum safety.

**Objective 14:** A form of development adjoining main roads which will:

- (a) ensure traffic can move efficiently and safely;
- (b) discourage commercial ribbon development;
- (c) prevent large traffic-generating uses outside designated shopping/centre zones;
- (d) provide for adequate off-street parking; and
- (e) provide limited and safe points of access and egress.

The main elements of the transport system are shown on [Map Pr/1 \(Overlay 1\)](#).

### Industrial Development

**Objective 15:** An adequate supply of suitable and appropriately located land to accommodate current and projected industrial activities.

Industry requires reasonably level, well drained land, which can be supplied with the appropriate infrastructure and is readily accessible to labour and transport. In choosing suitable locations for industrial land it is also important to consider the effects of industry on surrounding land uses.

While supplies of industrial land are adequate in the short term, Metropolitan Adelaide's stocks of good quality industrial land have been reduced over past years. Industrial land is a valuable economic resource and it is vital that new supplies of suitable, well located land for industry are provided in Metropolitan Adelaide and that land set aside for industry is not developed for other purposes.

**Objective 16:** Industrial land and activities protected from encroachment by incompatible land uses.

Land earmarked for industrial purposes requires protection from encroachment by incompatible land uses. In particular, residential land uses can encroach upon existing industrial activities over time. As residential development moves closer to these industries, the capacity of industry to operate properly or to expand can be threatened. Similarly, increases in residential densities close to industrial areas can also have implications for industry.

The potential conflicts between existing industry and encroaching non-industrial development, either by the take up of vacant land or through residential density increases, need to be assessed when rezoning land, particularly for residential uses, or when reviewing zone policies in adjoining areas.

Distances to existing industrial development need to be taken into account when considering the zoning of land for residential or other potentially sensitive land uses. The use of separation areas along zone boundaries and the management of these areas to mitigate impacts and minimise the potential for conflict between industrial land uses and other incompatible land uses, should also be considered when appropriate.



**Objective 17:** Development at the interface between industrial activities and sensitive uses that is compatible with surrounding activities, particularly those in adjoining zones.

Where industrial zones already adjoin residential areas, it is appropriate that those industrial activities with lower potential for off-site impacts be located on the periphery of industrial zones. Some types of commercial development are also suitable on the periphery of industrial areas as they can perform a separation role between housing and industry. Consideration should also be given to the appropriateness of, and design treatments required, for other land uses located in close proximity to industrial locations. Separation distances can be utilised as a trigger for more detailed assessment to ensure that impacts can be minimised.

## Public Utilities

**Objective 18:** Economy in the provision of public services.

The most costly and difficult services to provide are water and sewerage. Investigations show that most of the land in the metropolitan area which can be supplied with these services economically, can also be supplied economically with electricity and gas, stormwater drainage, telephone, garbage collection and public transport services.

Routes of main transmission lines should be defined in advance of land division and the erection of buildings to ensure that buildings are clear of easements. Care is needed in the siting of sub-stations to ensure that the appearance of surrounding areas is not marred by unsightly switchgear and equipment. When conspicuous sites have to be chosen for technical reasons, the site should be large enough to allow for planting a screen of trees and shrubs.

Large areas of the Adelaide Plains contain no well-defined natural watercourse, and the provision of adequate stormwater drains is essential for the development of these areas. Action to overcome stormwater problems has seldom been initiated until the need has become urgent. Adequate drainage is a necessary attribute of land suitable for building, and it is in the interests of all concerned that the work involved should be the product of foresight rather than experience.

The overall metropolitan requirements for garbage disposal will necessitate the acquisition, or reservation, of suitable sites and a co-ordinated programme of disposal. Priorities should be established to ensure that reclamation work is concentrated on sites which are most desirable to meet community needs, either by reducing hazards as in old quarries, or by providing new recreation areas.

## Mining

**Objective 19:** The continued availability of metallic, industrial and construction, minerals by preventing development likely to inhibit their exploitation.

The minerals of greatest significance to the metropolitan area are those used for building and construction. South Australia has a scarcity of natural timbers for building construction, and is therefore particularly dependent on resources of clay and shale for brick manufacture, and sand and stone for concrete and mortar aggregate. Equally important are materials such as filling sand and quarry products used in road building and general construction. Transport costs of these bulky low-value products rise rapidly as the distance increases between the workings and the point of consumption, with a consequent increase in price to the consumer.

Quartzite and limestone used as coarse aggregate for concrete and roadworks, are confined to the Mount Lofty Ranges, particularly the western face, and to the area between Marino and Reynella.

Concrete sand is restricted to deposits at Golden Grove, Highbury and Maslin Beach. The variety of clays necessary for brick and pipe manufacture are won from many sources in the ranges and from Golden Grove and Maslin Beach. Filling and garden sand is supplied mainly from the Gawler River.

Although large reserves of most of these materials exist, they can be easily sterilized by other uses of the land. Workable deposits should therefore be kept free of building and other development so that the deposits are available when needed.

Of the significant deposits currently being worked, those which are most likely to be affected by urban development are shown as 'extractive industrial' on the plans for the various council areas. The remaining deposits, other than those already subdivided for building development, are included where possible in rural areas or are allocated for uses which would not preclude the eventual extraction of minerals.

**Objective 20:** The protection of the landscape from undue damage from quarrying and similar extractive and associated manufacturing industries.

New mining operations in the Mount Lofty Ranges should be confined to areas not readily visible from the Adelaide Plains.

It is not in the best interests of the community that land should be left derelict following the extraction of minerals, and wherever possible steps should be taken to reclaim the land and put it to a suitable use.

Although minerals may be extracted from a site for a considerable number of years, a plan showing proposals for the after-use of the site should form the basis of the working programme. It should give an indication of the depths and direction of working, access roads, support for abutting roads and adjoining land, disposal of waste and screening of plant and machinery by trees. While such a plan may be subject to changes due to unpredictable working conditions, it would ensure a close correlation between working and the after-use of the site.

### Conservation

**Objective 21:** The conservation, preservation, or enhancement, of scenically attractive areas, including land adjoining water or scenic routes.

The retention of the natural character of the Mount Lofty Ranges is of the utmost importance to present and future generations of city dwellers.

The natural slopes of the foothills and the wooded character of the face of the ranges rising to Mount Lofty, provide a pleasant contrast to the suburbs on the plains, and give Adelaide a special character. It is necessary, therefore, that the face of the ranges and the skyline as seen from various points in the metropolitan area should retain a natural character.

Whilst the whole of the face of the ranges is of great importance aesthetically, there are several other areas particularly worthy of conservation, such as Black Hill, Athelstone, where rare species of flora exist, parts of Anstey Hill and the upper reaches of the River Torrens.

The ranges are still attractively wooded, providing areas of considerable beauty, readily accessible from the suburban plains. However, any action likely to diminish these wooded areas, such as subdivision into unduly small residential allotments, should be resisted. Acquisition of suitable areas for public use would ensure their retention.

Tree planting should be encouraged, dwellings should be of good design and set well back from the roads. Advertisements should not mar the landscape and overhead services should be carefully sited against tree and hill backgrounds.

The watercourses with their natural vegetation are the most significant natural features on the Adelaide Plains. The trees and natural vegetation can add to the attractiveness of suburban areas and, wherever possible, these features should be incorporated in the layout of residential areas.

The land bordering watercourses should be reserved for public use. Buildings should be set well back, and front onto a road and reserve along a watercourse. The reserve could be used for public recreation and provide easy access for maintenance of the watercourse. The setting back of buildings from a watercourse reduces the need for costly engineering works to prevent erosion and flooding. In some instances it may be possible to retain privately owned orchards and market gardens along rivers by the use of open space proclamations.

The watercourses requiring particular attention are the Gawler River, the Little Para River, Dry Creek, the River Torrens and Sturt River and Christie Creek, running west through Morphett Vale to the sea at Christies Beach, the Onkaparinga River, Pedlar Creek and other creeks south of the Onkaparinga River. The gorge of the River Torrens through the Mount Lofty Ranges is of special scenic value, needing particular attention to ensure that the natural character is preserved.

The character of the built-up area largely depends on the attractiveness of parks and recreation reserves, and every endeavour should be made to plant and develop reserves as soon as they become available. Reserves should be easily seen from adjoining roads, and housing development should not block out views or back onto reserves.

Hope Valley, Thorndon Park and Happy Valley reservoirs all lie within areas of urban development, and each one is attractive with its stretch of water enclosed by trees. The layout of any surrounding development should ensure as far as possible that interesting views of the reservoirs are preserved.

The beauty of scenic approaches to Adelaide by road through the Mount Lofty Ranges should be maintained. The roads wind through attractively wooded country, with frequent views of the city and suburbs spread out over the plains below, against the background of the sea.

**Objective 22:** The preservation of buildings or sites of architectural, historical, or scientific, interest.

There are many buildings and sites of architectural, historical, and scientific, interest in metropolitan Adelaide that warrant preservation. An awareness of their existence is the first stage in preservation, and lists are available prepared by statutory bodies and interested organisations.

The unique range of flora in the Aldinga scrub, the remaining sand-dunes at the mouth of the Onkaparinga River at Port Noarlunga, and belts of mangroves along the coast north towards Port Gawler, should be preserved for scientific purposes.

**Objective 23:** The retention of environmentally-significant areas of native vegetation.

**Objective 24:** The retention of native vegetation where clearance is likely to lead to problems of soil erosion, soil slip and soil salinization, flooding or a deterioration in the quality of surface waters.

**Objective 25:** The retention of native vegetation for amenity purposes, for livestock shade and shelter and for the movement of native wildlife.

## Open Space

**Objective 26:** Adequate public parks and recreation areas conveniently located.

Open spaces are needed in a city for outdoor recreation, and all age groups must be catered for. The size of the open spaces must be adequate, and they must be located conveniently for the people who use them. Suitable land must be acquired or reserved long before the need becomes evident and long before funds for development are available. If such action is not taken, then the cost involved will be prohibitive as values rise, or the land will have been used for other purposes. Consequently, land acquisition should be programmed for a considerable number of years ahead.

Open spaces can be classified into four main groups in order to clarify requirements:

- (a) Regional parks, of at least 200 hectares, situated within a reasonable driving distance of the built-up area.
- (b) Major district open spaces, of at least 20 hectares, providing for all forms of recreation and within five kilometres of every home.
- (c) Minor district open spaces, preferably of about ten hectares, serving the people living within about one kilometre radius of the site.



- (d) Small local open spaces within short and safe walking distance of every home.

The function of regional parks is to provide the opportunity for active and passive recreation beyond the limits of the built-up area, and at the same time to preserve the natural character of the landscape and the flora and fauna. Parks of this kind are at Belair and Morialta Falls. The standard of provision should be at least four hectares per 1000 population.

The Mount Lofty Ranges provide ideal sites for regional parks within reasonable driving distance of the metropolitan area. The acquisition of the most attractive parts of the ranges for the public will also help to preserve the natural character of Adelaide's finest asset.

A major feature of the proposed open space system is a continuous scenic road from Gawler to Sellicks Beach through the Mount Lofty Ranges. The road would offer commanding views across the plains and ranges, and it would serve as a link between the various regional parks. A number of small reserves could be provided at vantage points for enjoyment of the views, with facilities for picnicking.

The function of major district open spaces is to provide for active and passive recreation for large numbers of people. Each major district open space should be large enough to provide a full range of sports grounds, children's playgrounds, gardens and preferably a golf course. The size of minor district open spaces allows room for two full-sized ovals, facilities for tennis, bowls and other games, a children's playground, formal gardens and space for car parking.

Local open spaces should have facilities for some organized sport and children's play activities, in a park-like setting. The size of local open spaces can vary, but in practice many will be small, probably little more than half a hectare. The smaller areas can accommodate tennis courts or children's playgrounds while the large areas can provide for team games of a junior standard and practice pitches.

Children's playgrounds should be available within half a kilometre of every home, and situated so that children do not have to cross a busy road. Playgrounds should be about one half to one hectare in extent, and can be irregular in shape, although the whole of the playground should be visible from a public road. Sites should be attractive, and where possible should be incorporated with a larger park. The need for children's playgrounds is usually greater in new suburbs with a high proportion of newly married people. However, constant attempts should be made in the older suburbs to provide children's playgrounds, because of the number of children who could be living in flats.

Parks and gardens are required particularly for older people who desire a more passive form of recreation. Some form of local park or garden should be available within reasonable walking distance of every home. Parks spaced at approximately one kilometre intervals would mean a maximum walking distance of half a kilometre, but it may be difficult to obtain this distribution and at the same time provide reasonably sized areas. The site area should be not less than about one hectare, and maintenance problems can be reduced if parks are combined with areas for more active recreation.

### **Appearance of Land and Buildings**

**Objective 27:** The amenity of localities not impaired by the appearance of land, buildings and objects.

A city should be an attractive and pleasant place in which to live, as well as being healthy and convenient. If the city dweller is to enjoy looking at his surroundings, attention must be given to the aesthetic qualities of both natural and man-made features. The design of individual buildings should be of high standard and related to adjacent buildings.

Many roads through the suburbs are lined with commercial, residential and industrial development of varying qualities, with uninhibited advertising and a mixture of street signs, street furniture and overhead wires, all of which provide an unwelcome contrast to the attractiveness of the approaches to the city through the ranges. An improvement in the quality of development is highly desirable.

The face and the skyline of the Mount Lofty Ranges as seen from various points in the metropolitan area should not be spoilt by small-scale domestic development.

**PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Buildings and structures should not adversely affect by way of their height and location the long-term operational, safety and commercial aviation requirements of Adelaide International Airport and Parafield Airport.
- 2 Buildings and structures which exceed the heights shown on [Map Pr/1 \(Overlay 2\)](#) and which penetrate the obstacle limitation surfaces (OLS) should be designed, marked or lit to ensure the safe operation of aircraft within the airspace around the Adelaide International Airport and Parafield Airport.

**Residential Development**

- 3 Residential zones should be developed with housing to meet the needs of the metropolitan community.
- 4 Residential development should efficiently use infrastructure and services.
- 5 Residential development in residential zones adjacent to non-residential zones should be designed and sited to protect residents from any adverse effects of non-residential activities.
- 6 Non-residential development in residential zones should provide adequate protection for residents from air and noise pollution, traffic disturbance and other harmful effects on health or amenity.
- 7 Residential development specifically for aged or disabled persons should be located with adequate access to essential community services and facilities, including public transport, shops, health and welfare centres and meeting halls, and should not be located on sites where difficulties arise such as those caused by steep gradients.
- 8 Residential development should not create conditions which are likely to exceed the capacity of existing roads, public utilities, and other community services and facilities.
- 9 Development in a residential zone should not impair its character or the amenity of the locality as a place in which to live.
- 10 Residential buildings should be located and designed so as not to unreasonably impair privacy and access to incident solar radiation:
  - (a) for adjacent properties; and
  - (b) for each dwelling and private open space.
- 11 Landscaping of development in residential zones should:
  - (a) enhance residential amenity;
  - (b) screen storage, service and parking areas;
  - (c) provide protection from sun and wind; and
  - (d) not unreasonably affect adjacent land by shadow.
- 12 Within residential zones, open space should provide for recreational activities, pedestrian and bicycle links and the preservation of natural features.
- 13 Dwellings should be supplied with adequate energy, water, waste disposal and drainage facilities to serve the needs of the prospective users.

- 14** Residential development should:
- (a) not have a significant adverse effect on safety and amenity due to generation of through traffic;
  - (b) provide for safe and efficient distribution of traffic;
  - (c) provide for safe and convenient movement for pedestrians and cyclists, including aged, young and disabled persons;
  - (d) provide for easy access for emergency and essential service vehicles; and
  - (e) be designed to minimise the adverse effects of adjacent traffic movement.
- 15** Residential development should be appropriately designed to take account of the climatic and topographic conditions of the site.
- 16** Residential development should minimise the potential for personal and property damage arising from natural hazards including landslip, bushfires, and flooding.



## COUNCIL WIDE

### Introduction

The following objectives and principles of development control, in the Council Wide section, apply across the area within the boundary of the Prospect (City) Development Plan, as shown on [Map Pr/1](#). These are additional to those addressed for Metropolitan Adelaide. Reference should be made to the Metropolitan Adelaide and Council Wide objectives and principles as well as those applying in the Zone, to determine all the policies relevant to any kind of development.

### OBJECTIVES

#### Form of Development

- Objective 1:** Creation of a dynamic and attractive environment offering a range of shopping, administrative, cultural, community, educational, religious, recreational, entertainment, commercial and residential facilities.
- Objective 2:** Creation and maintenance of a safe and attractive living environment.
- Objective 3:** Minimisation of the impact of retail, commercial and industrial development upon residential development.
- Objective 4:** Creation of nodes of higher density living along main roads and around centres.

#### Centres and Retail Development

- Objective 5:** Location of shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities in integrated centres, Mixed Use (Islington) Zone and Urban Corridor Zone.
- Objective 6:** Centres that provide a focus for community life and ensure the rational, economic and convenient provision of goods and services.
- Objective 7:** Centres developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role. The hierarchy of centres within the area of metropolitan Adelaide is as follows:
  - (a) the central business district of the City of Adelaide
  - (b) regional centre
  - (c) district centre
  - (d) Centre Zones, Mixed Use (Islington) Zone and Urban Corridor Zone
  - (e) local centre.
- Objective 8:** A cohesive shopping environment and identity for each centre.
- Objective 9:** Appropriate location of medium-density housing within Centre Zones, Mixed Use (Islington) Zone and Urban Corridor Zone.
- Objective 10:** Retail showroom development outside designated centres only where it is:
  - (a) undesirable or impractical to locate that development within designated centres; or
  - (b) where retail showroom development is listed as appropriate development.

### Community Facilities

**Objective 11:** Development of a comprehensive range of community facilities and services.

### Movement of People and Goods

**Objective 12:** A network of roads, paths and tracks to accommodate a variety of vehicular, cycle and pedestrian traffic in a safe and satisfactory manner.

**Objective 13:** A reduction of motor vehicle speeds in local streets.

**Objective 14:** Vehicle access to major commercial and retail complexes via arterial roads wherever safe and practicable.

**Objective 15:** Provision of off-street parking areas able to cater for the demands of existing and proposed development in industry, centre, commercial, mixed use and corridor zones.

### Residential Development

**Objective 16:** Residential areas which:

- (a) provide safe, pleasant and convenient neighbourhoods and residential development, with fully utilised facilities and services;
- (b) provide a range of housing types to meet the needs and preferences of the community;
- (c) encourage walking, cycling and public transport usage;
- (d) contain public open spaces providing diverse recreational opportunities;
- (e) facilitate the conservation of natural resources, particularly energy and water; and
- (f) protect and enhance eco-systems and site features.

### Medium and High Rise Development (3 or More Storeys)

**Objective 17:** Medium and high rise development that provides housing choice and employment opportunities.

**Objective 18:** Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.

**Objective 19:** Development that is contextual and responds to its surroundings, having regard to adjacent built form and character of the locality and the Desired Character for the Zone and Policy Area.

**Objective 20:** Development that integrates built form within high quality landscapes to optimise amenity, security and personal safety for occupants and visitors.

**Objective 21:** Development that enhances the public environment, provides activity and interest at street level and a high quality experience for residents, workers and visitors by:

- (a) enlivening building edges;
- (b) creating attractive, welcoming, safe and vibrant spaces;
- (c) improving public safety through passive surveillance;
- (d) creating interesting and lively pedestrian environments;

- (e) integrating public art into the development where it fronts the street and public spaces;
- (f) incorporating generous areas of high quality fit for purpose landscaping, 'green' walls and roofs.

**Objective 22:** Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.

**Objective 23:** Buildings designed and sited to be energy and water efficient.

#### **Commercial Development**

**Objective 24:** Location of commercial development in suitable areas.

#### **Industrial Development**

**Objective 25:** Concentration of industrial development in appropriate industrial zones.

**Objective 26:** Low nuisance, low traffic-generating land uses in industrial zones.

#### **Open Space**

**Objective 27:** A network of neighbourhood parks throughout the city which provide a range of informal recreation opportunities.

**Objective 28:** High standard of landscaping in the city's public places including innovative public art.

#### **Outdoor Advertisements**

**Objective 29:** Urban landscapes that are not disfigured by advertisements.

**Objective 30:** Advertisements that do not create a hazard.

**Objective 31:** Advertisements designed to enhance the appearance of the building and locality.

#### **Appearance of Land and Buildings**

**Objective 32:** Harmonious integration of new development with the old.

**Objective 33:** The retention, conservation and enhancement of places of State Heritage Value, Local Heritage Value and contributory places of historic character in the Historic (Conservation) Zone, and the preservation of buildings or sites of architectural, historical or scientific interest.

**Objective 34:** Minimisation of the adverse impacts of advertisements on the urban environments.

#### **Nuclear Free Environment**

**Objective 35:** Maintain a safe and healthy living environment.

**Objective 36:** Prevent the siting, handling, processing, testing or storage of radioactive materials other than for medical purposes within the city.

**Objective 37:** Prevent the siting of nuclear power plants, nuclear enrichment plants, nuclear weapon installations, nuclear waste dumps, radioactive core sample storage and nuclear strike or defence monitoring telecommunication installations within the city.



**Objective 38:** Prevent the mining of uranium within the city.

#### **Water Sensitive Design**

**Objective 39:** Development consistent with the principles of water sensitive design.

**Objective 40:** Development sited and designed to:

- (a) protect natural ecological systems;
- (b) achieve the sustainable use of water;
- (c) protect water quality, including receiving waters;
- (d) reduce runoff and peak flows and prevent the risk of downstream flooding;
- (e) minimise demand on reticulated water supplies;
- (f) maximise the harvest and use of stormwater; and
- (g) protect stormwater from pollution sources.

**Objective 41:** Storage and use of stormwater which avoids adverse impact on public health and safety.

#### **Regulated Trees**

**Objective 42:** The conservation of regulated trees that provide important aesthetic and/or environmental benefit.

**Objective 43:** Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:

- (a) significantly contributes to the character or visual amenity of the locality;
- (b) indigenous to the locality;
- (c) a rare or endangered species;
- (d) an important habitat for native fauna.

#### **Significant Trees**

**Objective 44:** The conservation of significant trees in Metropolitan Adelaide which provide important aesthetic and environmental benefit.

Trees are a highly valued part of the Metropolitan Adelaide environment and are important for a number of reasons including high aesthetic value, conservation of bio-diversity, provision of habitat for fauna, and conservation of original and remnant vegetation.

While indiscriminate and inappropriate significant tree removal should be generally prevented, the conservation of significant trees should occur in balance with achieving appropriate development.

#### **Telecommunications Facilities**

**Objective 45:** Telecommunications facilities provided to meet the needs of the community.

**Objective 46:** Telecommunications facilities located and designed to minimise visual impact on the amenity of the local environment.

**218** Bank, office and consulting room development should provide car parking at the following rate:

Banks, offices - four car parking spaces per 100 square metres of total floor area.  
Consulting rooms - five car parking spaces per consultant.

### **Movement of People and Goods**

**219** Where appropriate, development should provide safe and convenient access for private cars, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles.

**220** Land uses that generate large numbers of visitors such as shopping centres, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by the public transport network and encourage walking and cycling.

**221** Development generating high levels of traffic, such as schools, shopping centres and other retail areas, and entertainment and sporting facilities should incorporate passenger pick-up and set-down areas. The design of such areas should minimise interference to existing traffic and give priority to pedestrians, cyclists and public and community transport users.

**222** The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.

**223** Development should not generate pedestrian or vehicular traffic onto or across a public road in such a manner as to materially impair the movement of traffic on that road or to cause safety hazards.

**224** The number, location and design of access points on public roads should be such as to minimise:

- (a) traffic hazards;
- (b) queuing on roads;
- (c) right hand turn movements onto arterial roads shown on [Map Pr/1 \(Overlay 1\)](#);
- (d) interference with the function of intersections and traffic control devices; and
- (e) intrusion of through traffic into adjacent residential streets.

**225** Where development is located adjacent to an intersection it should not create an obstruction or impair the visibility of road users.

**226** Car parking areas should be located and designed to:

- (a) ensure safe and convenient traffic circulation;
- (b) minimise conflict between service and other vehicles;
- (c) minimise conflict between vehicles and pedestrians;
- (d) provide adequate areas for the manoeuvring of vehicles into and out of parking bays;
- (e) avoid vehicle movements between parking areas via public roads;
- (f) minimise the need for vehicles to reverse onto public roads;
- (g) minimise the number of access points;
- (h) provide landscaping to screen, shade and enhance their appearance;
- (i) provide an impervious clearly marked surface;

- (j) provide for the proper drainage of stormwater; and
  - (k) provide car parking spaces in accordance with Australian/New Zealand Standard 2890.1:2004.
- 227** Structures such as canopies and balconies that encroach onto the footpath of an arterial road should not cause visual or physical obstruction to:
- (a) signalised intersections;
  - (b) heavy vehicles;
  - (c) street lighting;
  - (d) overhead electricity lines;
  - (e) street trees; or
  - (f) bus stops.
- 228** Loading areas and designated parking spaces for service vehicles should:
- (a) be provided within the boundary of the site; and
  - (b) not be located in areas where there is parking provided for any other purpose.
- 229** Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages;
  - (b) complement the surrounding built form in terms of height, massing and scale; and
  - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 230** In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.
- 231** Where development has a shortfall in off street car parking as required by the Development Plan, a contribution of a commensurate amount should be made to the Off Street Car Parking Development Fund.
- 232** Where a shortfall in car parking occurs, and suitable arrangements have been made with the Council for contribution into the Off Street Car Parking Development Fund, the contribution will be put towards the designated areas shown in Concept Plans [Fig ShP/1 to 5](#).
- 233** Car parking between developments should be shared so as to reduce the total extent of car parking areas where appropriate.
- 234** Development providing 25 or more car parking spaces should provide at least one space in every 25 spaces for the use of the disabled, up to a maximum of five spaces.
- 235** Parking for the disabled should be located close to major building entrances, ramps and other pedestrian access facilities used by disabled people.
- 236** Where traffic control works are required as a direct result of a development, the cost of such works or facilities should be borne by the developer.



- 237** Development, including required car parking and landscaping, should be accommodated on land which is not required for road widening.
- 238** Development undertaken on amalgamated sites should have integrated features such as shared access points, driveways, parking areas and pedestrian connections common to adjoining sites.
- 239** Access points to sites should be designed to ensure safe and convenient access to and from sites.
- 240** Access should be gained from side streets where ever practicable.
- 241** Whilst development should provide sufficient car parking having regard to the standards either on the site of the development or on another convenient and accessible site in the locality of the development site, a lesser amount of parking may be appropriate dependent upon:
- (a) the nature of the development and the past use of the development site;
  - (b) the design merits of the development, particularly with respect to the provisions of public facilities such as sheltered pedestrian facilities, open space, bicycle facilities and public conveniences;
  - (c) existing built-form on or adjacent to the development site which dictates the development of the site in a manner which hampers the provision of on site car parking;
  - (d) the opportunity to exploit shared car parking areas between uses based upon compatible hours of peak operation;
  - (e) suitable arrangements for any parking short-fall to be met elsewhere or by other means, being entered into; and
  - (f) where it can be shown that the development will provide a high level of connectivity to efficient public transport.
- 242** Development should provide safe and convenient access for vehicles and should be designed and located in such a way as to minimise traffic hazards, and queuing on arterial roads, including vehicles being able to enter and exit sites in a forward direction.
- 243** Development along arterial roads should incorporate the following design principles to minimise the impact of traffic:
- (a) minimise or rationalise the number of access points off arterial roads;
  - (b) provide access from collector roads, local roads or service roads where possible;
  - (c) provide sufficient on-site manoeuvring area to enable all vehicles to enter and exit the site in a forward direction onto an arterial road; and
  - (d) provide sufficient off-street parking designed in accordance with Australian/New Zealand Standard 2890.1:2004.
- 244** Car parking areas within non-residential zones should be located in a manner so as not to be visually dominant when viewed from adjacent public roads.

***Design Techniques (these are ONE WAY of meeting the above Principle)***

*230.1 Car parking areas located at the rear of sites;*

*230.2 Car parking facilities located to the rear of buildings; or*

*230.3 Car parking areas screened by appropriate landscaping.*

- (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water;
- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours; and
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

### **Environment, Amenity, Privacy and Security**

**278** Development should not materially impair amenity or cause unreasonable nuisance to the community by way of:

- (a) the generation of vehicular traffic;
- (b) the creation of noise or vibration;
- (c) the loss of indoor or outdoor privacy;
- (d) the loss of daylight or sunlight;
- (e) the causing of dust, soot, vapour, odorous fumes;
- (f) glare or spill of light from floodlighting or signs;
- (g) electrical interference;
- (h) the creation of toxic or polluting wastes or substances;
- (i) the interruption of airflows and breezes;
- (j) the loss of security; or
- (k) the effect of stormwater run-off.

**279** Development adjacent to a Residential Zone or Historic (Conservation) Zone should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space

**280** Except in the Urban Corridor Zone, development should make use of high level window sills, opaque glazing, window screens, finwalls, planter boxes and vegetation screens so as not to materially impair the privacy of abutting residential properties.

**281** When land is subdivided for urban purposes, provision should be made for suitable land in usable proportions and configurations to be set aside for local open space.

**282** Except in the Urban Corridor Zone, sites accommodating three storey buildings should have a minimum frontage of 30 metres and a minimum site area of 1350 square metres.

**283** Except in the Urban Corridor Zone, all buildings higher than three metres in a non-residential zone adjoining residential development should be set-back from the boundary by a distance equivalent to the height of the eaves of such development less three metres unless it can be demonstrated that their design will not unreasonably impact upon the privacy, amenity and access to direct sunlight of that residential development. Buildings in non-residential zones backing onto residential zones should also provide for additional set-backs to allow for the provision and maintenance of landscape buffers.

### **Noise Generating Activities**

**284** Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* criteria when assessed at the nearest existing noise sensitive premises.

- 285** Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.
- 286** Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.
- 287** Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing <i>noise sensitive development</i> property boundary	Less than 8 dB above the level of background noise ( $L_{90,15min}$ ) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise ( $LA_{90,15min}$ ) for the overall (sum of all octave bands) A-weighted level
Adjacent <i>land</i> property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or Less than 8 dB above the level of background noise ( $L_{90,15min}$ ) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level

### Air Quality

- 288** Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 289** Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:
- (a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere; and
  - (b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

### Crime Prevention

#### Land use

- 290** Development should promote a range of complementary land use activities that extend the duration and level of intensity of public activity in particular areas by creating:
- (a) a mix of residential, commercial, recreational and community uses;
  - (b) an appropriate and compatible land use mix that promotes a range of day and night-time activities in close proximity.

#### Sightlines

- 291** To enable legitimate users and observers to make an accurate assessment of the relative safety of a site, development should ensure that adequate lines of sight are maintained by:



- (a) avoiding 'blind' corners or sudden changes of grade, especially on pathways or stairs or in corridors;
- (b) where possible, ensuring that barriers along pathways, such as landscaping, fences and walls, are visually permeable to limit concealment opportunities;
- (c) incorporate appropriate measures to enable users to identify what is ahead where lines of sight are otherwise impeded.

### **Surveillance**

**292** Development should be designed to maximise surveillance in frequently used public spaces by:

- (a) orienting the fronts and entrances of buildings towards the public street;
- (b) positioning the entrances of buildings opposite each other across a street; and
- (c) grouping entrances of multiple dwelling developments to face a commonly visible area to provide maximum mutual surveillance;
- (d) limiting the number of entrances and exits and ensuring that they are adequately lit and signposted and not obscured by landscaping;
- (e) ensuring that development provides a secondary entrance or exit that has a direct relationship and link with car parking areas;
- (f) providing physical and visual links that integrate and connect all parts of the site;
- (g) providing direct access to building foyers from the street and positioning windows to provide clear views both into and out of foyers;
- (h) avoiding screens, high walls, carports and landscaping that obscures direct views to public areas;
- (i) arranging living and working areas, windows, access ways and balconies to overlook recreation areas and provide observation points to all areas of a site, particularly entrances and car parks.

### **Lighting**

**293** Development should provide adequate and appropriate lighting in frequently used public spaces, including:

- (a) along dedicated cyclist and pedestrian pathways, laneways and access routes;
- (b) around public facilities such as toilets, telephones, bus stops and car parks.

**294** Lighting should be in accordance with Australian Standard AS 1158.1—1986.

**295** The design and layout of lighting should consider the use and siting of:

- (a) graded lighting that reduces the contrast between lit and surrounding areas, enabling people to see beyond the lit area;
- (b) consistent lighting to reduce contrast between shadows and illuminated areas;
- (c) vandal-resistant fittings;
- (d) lighting that is easy to maintain;

- (e) appropriate, adequate lighting to identify 'safe routes' and focus pedestrian activity after dark;
- (f) streetlights that illuminate pedestrian routes, possible concealment areas and the road pavement, while avoiding light spill into the windows of adjacent housing;
- (g) lighting that will not be obstructed by the mature height of landscaping and other potential impediments.

### ***Landscaping***

**296** Vegetation should be used to assist in discouraging crime by:

- (a) screening planting areas susceptible to vandalism;
- (b) planting trees or ground covers, rather than shrubs, alongside footpaths;
- (c) planting vegetation at a minimum distance of two metres from footpaths to reduce concealment opportunities.

### ***Directional devices***

**297** Development should provide directional devices that promote legibility including:

- (a) maps and signs that are located at key entry points to 'safe routes' and are adequately lit so that they become the focus for pedestrian activity and vehicular movement after dark;
- (b) maps that are robust, graffiti resistant and, where necessary, readable from vehicles;
- (c) signage, landmarks or visual symbols that indicate the entrances to and from sites, especially from main roads;
- (d) street names and building identifiers that are clearly marked using reflective material, with numbers located on kerbs or letter boxes or via signage that is maintained free from foliage and other obstructions.

### ***Vandalism***

**298** Development should provide a robust environment that is resistant to vandalism and graffiti by using:

- (a) standard-sized panels, light globes, panes and fittings to facilitate speedy replacement;
- (b) colour and design schemes that limit the impact of graffiti, break up large expanses of blank wall or incorporate vines to cover bare walls;
- (c) materials that discourage vandalism and graffiti, and avoiding those materials susceptible to wilful damage.

### ***Car parks***

**299** Car parks should be designed to reduce opportunities for crime and should:

- (a) maximise the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads;
- (b) incorporate walls and landscaping that do not obscure vehicles or provide potential hiding places;
- (c) incorporate clearly identified and legible pedestrian routes;

- (d) maximise lines of sight between parking spaces and pedestrian exits and between parking spaces and pay-booths;
- (e) incorporate clearly visible exits and directional signage.

### **Public transport**

**300** The location and design of public transport set-down and pick-up points should minimise the isolation and vulnerability of users through the following measures:

- (a) locating bus stops close to buildings and spaces where passive surveillance can occur (ie away from vacant land, lanes, car parks or buildings set back from the street);
- (b) ensuring bus shelters have unobstructed lines of sight to the footpath, street and any nearby buildings;
- (c) bus shelter design that allows people to observe the interior of the shelter as they approach (eg the use of one or two clear Perspex walls).

### **Public facilities**

**301** Public toilets should be designed and located:

- (a) to promote the visibility of people entering and exiting the facility by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance;
- (b) using vandal-proof lighting on the toilet buildings and nearby;
- (c) to avoid features that could justify loitering, such as seating or public telephones in close proximity;
- (d) near public transport links and pedestrian and cyclist networks to maximise visibility.

**302** Public telephones should be:

- (a) sited in the most convenient and accessible location;
- (b) designed and sited so that they are clearly visible.

### **Environmental Design Considerations for Main Road Housing (outside of mixed use and corridor zones)**

**303** Any residential accommodation located adjacent to an arterial road or adjacent to non-residential development should be designed to minimise the impact of noise from traffic or other activities. Such 'noise tolerant' accommodation should have a domestic character and appearance and consideration should be given to:

- (a) the location of living rooms and bedrooms furthest from the likely noise source;
- (b) the location and design of usable private open space and balconies such that they are not unnecessarily exposed to likely noise sources; and
- (c) residential buildings which have the appearance of institutional or industrial buildings are not acceptable.

**304** Residential development should be designed such that maximum noise levels for habitable rooms should not exceed 40dba L10 (20 minutes) for any 20 minute period during peak traffic flow.

All windows and doors should be openable unless adequate ventilation can be provided for habitable rooms.



**305** Development incorporating residential accommodation should provide:

- (a) adequate private usable open space for each dwelling unit in the form of balconies (minimum area of 7.5 square metres, minimum width or length of two metres) or courtyards either at ground level or roof/terrace courts of gardens;
- (b) adequate enclosed storage areas for each dwelling unit;
- (c) clearly defined and separate allocation of parking and pedestrian access between residential and non-residential uses; and
- (d) clear definitions as to which areas within the development are semi-public and which areas are private.

**306** The location and design of buildings and landscaping of any development should facilitate adequate levels of surveillance of parking areas, service yards, and access lanes to minimise opportunities for crime and vandalism.

### **Conservation**

**307** Existing significant vegetation should be preserved wherever possible and additional planting in accordance with the city wide and zone specific principles of development control should take place.

### **Local Heritage Places**

**308** Development should not compromise or impair the character or integrity of buildings or sites afforded State or Local Heritage status (in [Tables Pr/1 and Pr/2](#)) or Contributory Items (in [Table Pr/3](#)) contained in Policy Areas in the Historic (Conservation) Zone.

**309** Nominated Local Heritage Places, and all the significant identified elements of the place of value as designated in [Table Pr/1](#), and designated Contributing Items ([Table Pr/3](#)) identified within the Historic (Conservation) Zone and illustrated in [Figures Pr\(HC\)/1 to 8](#) shall:

- (a) not be demolished other than in the most extreme circumstances, and unless:
  - (i) the place or any designated significant element is so structurally unsound as to be unsafe and irredeemable; and
  - (ii) the extremely poor state of the structure is supported by appropriate independent qualified expert engineering advice; and
  - (iii) the development to replace the existing Local Heritage Place, or significant element thereof, to be demolished is compatible and complements the character, materials, form, scale, fenestration and features of any remaining designated element of the place on the site, and development adjoining, and in the affected locality, and is designed to a high functional and professional architectural standard.
- (b) be restored, rehabilitated, altered and added to, including all designated associated development on the site, in an appropriate manner:
  - (i) to preserve and complement the original integrity, character, scale, architectural style, design, form, fenestration and specific features, materials and finishes of the existing identified place;
  - (ii) so the integrity and prominence of the original and significant streetscape and other aspects and features are maintained or reinstated;

- (iii) to integrate contemporary improvements and to achieve opportunities to the rear or possibly the side behind the main building alignment, but without any compromise to the original character, street prominence, siting, boundary set-backs, significant aspects and heritage value of the place; and
- (iv) not to be detrimentally affected in terms of character, setting, heritage value, integrity or function by development, including land division.

**310** Minor variations to the respective detailed design principles of development control may be applied to development associated with Local Heritage Places and Contributory Items in the Historic (Conservation) Zone where it facilitates appropriate and complementary conservation of the place providing that any variation:

- (a) is justified by significantly unusual and difficult constraints created by their own retention, conservation or unique circumstances; and
- (b) avoids compromise or an adverse impact upon the integrity and appropriate setting, and overall is beneficial to the desired and general character and amenity of the locality; and
- (c) does not compromise fundamental development management objectives, policy or functional criteria.

**311** For Local Heritage Places listed in [Table Pr/1](#) the extent of control and protection applies only to all parts of the original main portion of the subject building (exterior walls, facades and roof) and contiguous elements (verandahs and balconies, including balustrading and lacework, doors and windows and their frames, original materials and finishes and similar features) and otherwise with particular attention to certain parts or to other additional elements where specifically designated in the Description of Place of Value in [Table Pr/1](#).

**312** Multi-storey additions to a State or local heritage place should be compatible with the heritage value of the place through a range of design solutions such as:

- (a) extending into the existing roof space or to the rear of the building;
- (b) retaining the elements that contribute to the building's heritage value;
- (c) distinguishing between the existing and new portion of the building; and/or
- (d) stepping in parts of the building that are taller than the front facade.

**313** Development on properties adjoining a State or Local Heritage Place or in a Historic (Conservation) Zone should afford recognition to and respect the heritage value, integrity and character of the place, without replicating its historic detailing and should:

- (a) not be undertaken if it is likely to detract by way of design, external appearance or standard of construction from the heritage value and integrity of the heritage place;
- (b) complement the external form, massing fenestration, rhythm, colours and texture of materials of the heritage place;
- (c) be consistent with the overall height and proportion of surrounding buildings;
- (d) have a roof shape and pitch consistent with adjacent buildings; and
- (e) be consistent with the siting and setback of adjacent buildings.

**314** Within the Historic (Conservation) Zone new development should provide for building siting, scale, boundary set-backs, architectural style, form, fenestration, specific features, materials and external colours, to be consistent with, and to complement, the character of existing Local Heritage Places and Contributory Items and the desired historic character of the zone.

**Appearance of Land and Buildings**

- 315** Development should not impair the amenity of its locality.
- 316** The appearance of development should be compatible with and benefit from the natural features of the land upon which it is sited.
- 317** The sitting, scale and design of buildings and landscaping of developments on prominent corner sites along arterial roads should create attractive landmarks that enhance the character of such roads yet do not impair the amenity of lower scale development in their locality.

**Entertainment and Recreation Facilities**

- 318** Entertainment and recreational development should be located in centre and mixed use zones, and should comply with the relevant principles of development control applying to centres.
- 319** Entertainment and recreational facilities should exhibit design features which will minimise impacts upon the amenity of nearby residential development.
- 320** Except in mixed use or corridor zones, entertainment and recreational facilities should provide for car parking at the following rates:
- (a) hotels: one car parking space for every three seats provided or able to be provided in internal and external lounge and dining areas, plus one car parking space for every two square metres of bar floor area in the premises;
  - (b) restaurants: one car parking space for every three seats provided or able to be provided on the premises;
  - (c) non-residential clubs: one car parking space for every six square metres of the floor area capable of being used by members;
  - (d) amusement machine centres: one car parking space for every 15 square metres of total floor area of premises, plus adequate provision for the parking and securing of bicycles on the development site;
  - (e) squash courts: three car parking spaces for each squash court, plus provision for parking at rates specified for restaurants and gymnasiums for any part of the premises used for each such purposes; and
  - (f) gymnasiums and skating rinks: one car parking space for every ten square metres of total floor area of the development, plus provision for parking at rates specified for restaurants for any part of the premises used for such purposes.

**Open Space**

- 321** The allocation and design of open space should:
- (a) conform to a hierarchy of open space provision;
  - (b) promote multi-functional and/or joint usage with other community facilities;
  - (c) enable convenient access for users;
  - (d) ensure the safety and security of users;
  - (e) enhance the environmental quality of the area and protect significant elements of the landscape;
  - (f) provide usable activity space;



(b) in Commercial Zone:

Land Use	Maximum Advertisement Area (Total)	
	Base Area (m <sup>2</sup> )	Plus an additional area per metre of frontage of property (m <sup>2</sup> )
Shop	3	0.2
Other Non-residential use	1.5	0.1

### ***Sunblinds incorporating advertisements***

**341** Sunblinds incorporating advertisements:

- (a) should not be erected within eight metres of a road intersection or junction; and
- (b) should be retractable to a minimum height of 2.3 metres and securely fastened when lowered.

**342** Total advertisement area should not exceed 50 percent of the total sunblind area.

### ***Residential Zones and Historic (Conservation) Zones***

**343** New signage in the Residential Zones or Historic (Conservation) Zones should be no more than 0.2 square metres and not illuminated, and should relate in shape and design to the building. Existing signage in non residential uses should be removed when appropriate.

### **Motor Trade Development**

**344** Development associated with the motor trade should be located in commercial, industrial and centre zones.

**345** Development should provide a visual and acoustic buffer between the development and adjacent residential zones.

**346** Motor repair station and petrol filling station development should provide two spaces for each vehicle service bay plus one space per petrol pump where applicable. Where such development is to incorporate a shop or restaurant not supplying goods associated with motor services, additional parking at the rate applicable to shop or restaurant development should be provided.

**347** New and used vehicle lot and vehicle showroom development should provide one car parking space for every ten vehicles displayed or able to be displayed for sale on the vehicle lot or in the showroom.

### **Landscaping**

**348** Development should be landscaped in a manner that enhance the character and amenity of the development and its locality and:

- (a) integrates the elements of streetscapes;
- (b) screens undesirable views whilst complementing desirable views;
- (c) enhances privacy;
- (d) defines pedestrian networks;
- (e) provides shade, and softens the effect of large areas of paved surface by separating them into smaller more visually appealing areas; and

- (f) creates a buffer between incompatible development.

- 349** Landscaping should utilize species of plants suited to the area and in sufficient quantity to enhance the appearance of the locality, and be maintained in a healthy and attractive condition.
- 350** Except in mixed use and corridor zones, non-residential development should allocate at least 10 percent of the total development site for landscaping.
- 351** The selection of tree and plant species should have regard to the appropriateness of such species with respect to:
- (a) the particular urban character of the locality;
  - (b) the need to provide appropriate levels of surveillance of car parking and service areas and entrances to development to minimise opportunities for crime; and
  - (c) access to solar energy, especially in winter.

#### **Building Set-backs from Streets**

- 352** Building set-backs from front boundaries should be in accordance with the desired future character and achieve a satisfactory relationship with adjacent development and the streetscape.
- 353** No building should be erected, added to or altered so that any portion of such building will be constructed nearer than eight metres to the existing boundary of any road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976.

#### **Nuclear Free Environment**

- 354** No siting, handling, processing, testing or storage of radio-active materials should occur in the council area unless the siting, handling, processing, testing or storage of radio-active materials is for approved medical purposes.
- 355** No siting of nuclear power plants, nuclear enrichment plants, nuclear weapon installations, nuclear waste dumps, mineral assaying units and nuclear strike or defence monitoring telecommunication installations should occur in the council.
- 356** No uranium mining should occur in the council area.

#### **Non-complying Development (Nuclear Free Environment)**

- 357** The following kinds of development are **non-complying** in the City of Prospect:

- Nuclear Defence Monitoring Telecommunication Installation
- Nuclear Enrichment Plant
- Nuclear Power Plant
- Nuclear Strike Monitoring Telecommunication Installation
- Nuclear Waste Dump
- Nuclear Weapons Installation
- Radio-active Core Sample Storage
- Uranium Mining

#### **Regulated Trees**

- 358** Development should have minimum adverse effects on regulated trees.
- 359** A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:
- (a) the tree is diseased and its life expectancy is short;

- (b) the tree represents a material risk to public or private safety;
- (c) the tree is causing damage to a building;
- (d) development that is reasonable and expected would not otherwise be possible;
- (e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree.

**360** Tree damaging activity other than removal should seek to maintain the health, aesthetic appearance and structural integrity of the tree.

### **Significant Trees**

**361** Where a significant tree:

- (a) makes an important contribution to the character or amenity of the local area; or
- (b) is indigenous to the local area and its species is listed under the National Parks and Wildlife Act as a rare or endangered native species; or
- (c) represents an important habitat for native fauna; or
- (d) is part of a wildlife corridor of a remnant area of native vegetation; or
- (e) is important to the maintenance of biodiversity in the local environment; or
- (f) forms a notable visual element to the landscape of the local area;

development should preserve these attributes.

**362** A significant tree includes trees identified in [Table Pr/4](#) together with any others falling within a class of tree declared to be significant by the Development Regulations.

**363** Development should be undertaken with the minimum adverse affect on the health of a significant tree.

**364** Significant trees should be preserved and tree-damaging activity should not be undertaken unless:

- (a) in the case of tree removal;
  - (1) (i) the tree is diseased and its life expectancy is short; or
  - (ii) the tree represents an unacceptable risk to public or private safety; or
  - (iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Prone Area; or
  - (iv) the tree is shown to be causing or threatening to cause substantial damage to a substantial building or structure of value; and

all other reasonable remedial treatments and measures have been determined to be ineffective.
- (2) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.



- (b) in any other case;
  - (i) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree; or
  - (ii) the work is required due to unacceptable risk to public or private safety; or
  - (iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Prone Area; or
  - (iv) the tree is shown to be causing, or threatening to cause damage to a substantial building or structure of value; or
  - (v) the aesthetic appearance and structural integrity of the tree is maintained; or
  - (vi) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activities occurring.

**365** Development involving ground work activities such as excavation, filling, and sealing of surrounding surfaces (whether such work takes place on the site of a significant tree or otherwise) should only be undertaken where the aesthetic appearance, health and integrity of a significant tree, including its root system, will not be adversely affected.

**366** Land should not be divided or developed where the division or development would be likely to result in a substantial tree-damaging activity occurring to a significant tree.

#### **Telecommunications Facilities**

**367** Telecommunications facilities should:

- (a) be located and designed to meet the communication needs of the community;
- (b) utilise materials and finishes that minimise visual impact;
- (c) have antennae located as close as practical to the support structure;
- (d) primarily be located in industrial, commercial, business, office, centre, and rural zones;
- (e) incorporate landscaping to screen the development, in particular equipment shelters and huts; and
- (f) be designed and sited to minimise the visual impact on the character and amenity of the local environment, in particular visually prominent areas, main focal points or significant vistas.

**368** Where technically feasible, co-location of telecommunications facilities should primarily occur in industrial, commercial, business, office, centre and rural zones.

**369** Telecommunications facilities in areas of high visitation and community use should utilise, where possible, innovative design techniques, such as sculpture and art, where the facilities would contribute to the character of the area.

**370** Telecommunications facilities should only be located in residential zones if sited and designed so as to minimise visual impact by:

- (a) utilising screening by existing buildings and vegetation;
- (b) where possible being incorporated into, and designed to suit the characteristics of an existing structure that may serve another purpose; and

## OVERLAY SECTION

### Affordable Housing Overlay

The following objectives and principles of development control that follow apply to the 'designated area' marked on [Map Pr/1 \(Overlay 3\)](#). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

#### INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant Council-wide Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

#### OBJECTIVES

- Objective 1:** Affordable housing that is integrated into residential and mixed use development.
- Objective 2:** Development that comprises a range of affordable dwelling types that caters for a variety of household structures.

#### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development comprising 20 or more dwellings should include a minimum of 15 percent affordable housing.

### Strategic Transport Routes Overlay

The following objectives and principles of development control apply to the 'designated area' marked on [Map Pr/1 \(Overlay 4\)](#). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

#### INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

#### OBJECTIVES

- Objective 1:** Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.

#### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development adjacent to a strategic transport route should:
  - (a) avoid the provision of parking on the main carriageway;
  - (b) be accessible via service roads, where possible, that provide:
    - (i) parking off the main carriageway;
    - (ii) a buffer from the main carriageway for pedestrian and cycling activity;
  - (c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.

- 2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.
- 3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a minimum 1.2 metre wide continuous accessible path behind the bus shelter.

## Noise And Air Emissions Overlay

The following objectives and principles of development control that follow apply to the 'designated area' marked on [Map Pr/1 \(Overlay 5\)](#). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

### INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

### OBJECTIVES

- Objective 1:** Protect community health and amenity from adverse impacts of noise and air emissions.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:
  - (a) shield sensitive uses and areas through one or more of the following measures:
    - (i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas
    - (ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source
    - (iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met
  - (b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable
  - (c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.



- (b) Those buildings abutting North East Road should be up to three storeys. Those towards the rear of the site adjacent to the Residential Zone should not exceed two storeys.
- (c) Development should be contemporary in design and provide pedestrian shelter and amenity through the use of verandahs, awnings, balconies, shade trees, planter boxes and attractive paving and seating.
- (d) The upper storeys of any development should be designed to take advantage of views to Mount Lofty.

## **Hampstead Policy Area – NCe3**

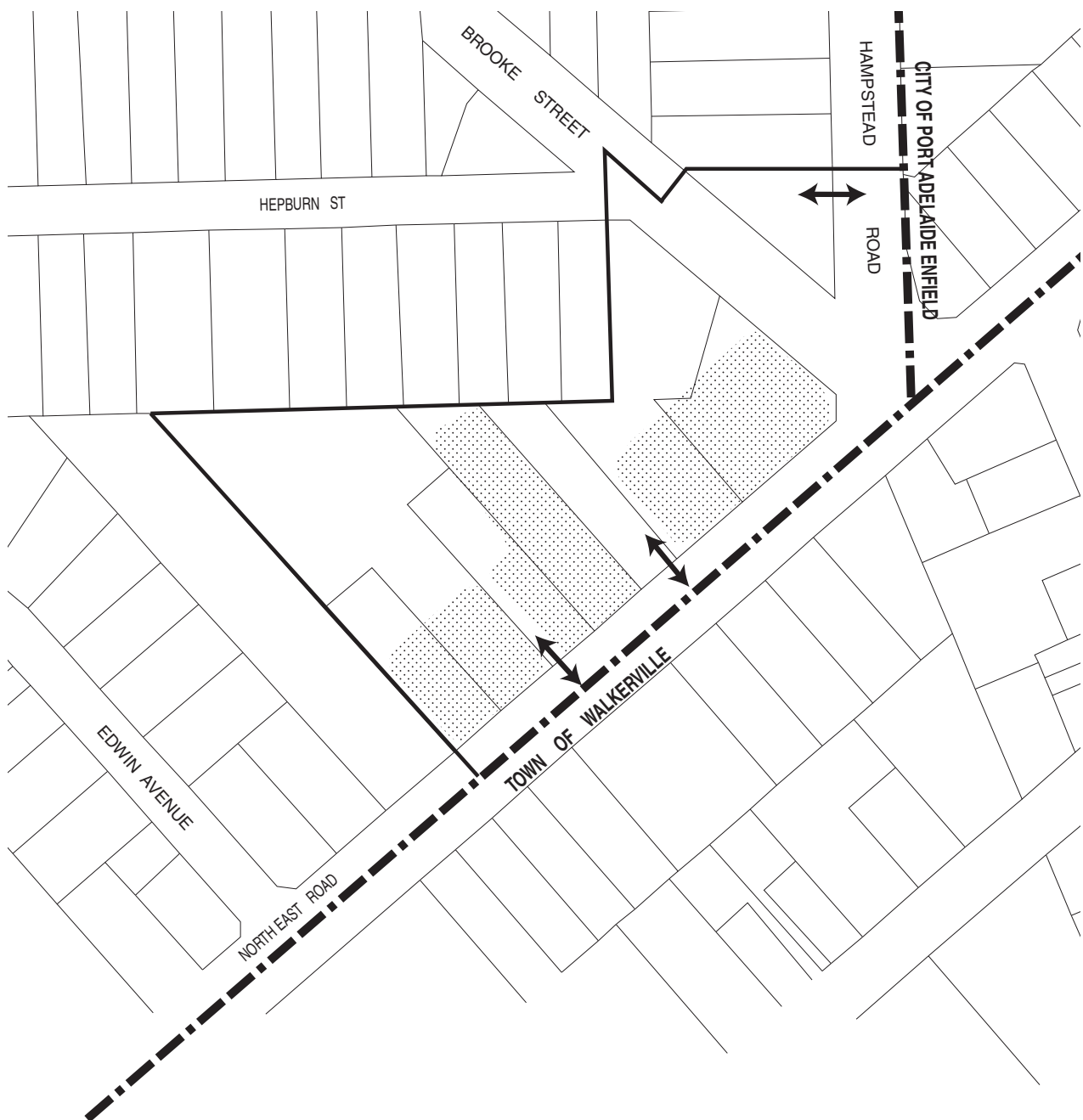
### **Desired Future Character**

The Desired Character of the Policy Area is an area which provides an intimate shopping precinct characterised by a sense of refuge from the noise and bustle of North East Road. The Policy Area accommodates retail facilities, medium density housing and a hotel of art deco design which is a landmark building of local historical interest with a rear parking area softened with landscaping incorporating outdoor eating facilities.





Development presents a consistent building form along North East Road in terms of building setback and design. Land is amalgamated over time to provide opportunities for integrated development with shared access points, driveways, parking areas and pedestrian connections common to adjoining sites.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Development undertaken in the Policy Area should conform with [Fig NCe/3](#).
- 2 Development should conform to the following principles:
  - (a) The buildings should be limited to two storeys at the northern boundary (adjacent to the residential zone) and three storeys fronting North East Road.
  - (b) Development should be contemporary in design and provide pedestrian shelter and amenity through the use of verandahs, awnings, balconies, shade trees, planter boxes and attractive paving and seating.
  - (c) Development should present a consistent built form along North East Road in regard to building set-back and design.
  - (d) Development is desired on amalgamated sites and with integrated features such as shared access points, driveways, parking areas and pedestrian connections common to adjoining sites.
  - (e) Development integrating undercroft parking facilities is encouraged within the Policy Area.
  - (f) Development should ensure the heritage value, integrity and character of the existing hotel is preserved;
  - (g) Development adjoining the Residential Zone should be complementary to any adjoining residential development by careful composition and articulation of facades, use of elements such as colonnades, verandahs and awnings, and landscaping incorporating tall-growing trees.



0metres 50 100

-  Preferred Building Envelope
-  Preferred Access Point
-  Zone Boundary
-  Development Plan Boundary

# **PROSPECT (CITY) NEIGHBOURHOOD CENTRE HAMPSTEAD CONCEPT PLAN Fig NCe/3**

Consolidated - 13 February 2018

## URBAN CORRIDOR ZONE

### Introduction

The objectives and principles of development control that follow apply in the Urban Corridor Zone shown on [Maps Pr/3, 4, 6 and 7](#). They are additional to those expressed for the whole of the council area.

The Urban Corridor Zone is divided into a number of Policy Areas. Each policy area has been defined according to the existing and desired character of the area, the type and nature of development considered appropriate and other features that differentiate one area from another. The policy areas are shown on [Maps Pr/8, 9, 11 and 12](#).

The policies for development in the Urban Corridor Zone are expressed both as general policies applying throughout the zone, and more specific provisions for each of the policy areas.

### OBJECTIVES

- Objective 1:** A mixed use zone accommodating a range of compatible non- residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.
- Objective 2:** Integrated, mixed use, medium and high rise buildings with ground floor uses that create active vibrant, and visually appealing streetscapes incorporating high levels of amenity.
- Objective 3:** A mix of land uses that enable people to work, shop and access a range of services close to home.
- Objective 4:** Adaptable and sustainable building designs that can accommodate changes in land use and respond to changing economic, social and environmental conditions.
- Objective 5:** Amalgamation of sites including adjacent sites that may or may not have main road frontage, are encouraged to provide better design outcomes accommodate envisaged development, design flexibility, diverse building types, landscaping private open space and dwelling sizes.
- Objective 6:** A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
- Objective 7:** Noise and air quality impacts mitigated through appropriate building design and orientation.
- Objective 8:** Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The Zone will enable the development of a mixed use urban environment that contributes to the economic and community vitality of the City by increasing the density and diversity of housing, businesses and other services offered to residents and the wider community.

Residential land uses within the Zone will be developed with a diversity of housing (eg row dwellings, residential flat buildings and multi-storey buildings) and sizes (eg studios and one to three or more bedroom dwellings) that incorporate affordable housing opportunities for families, students and other household types in areas with frequent public transport provision.

Issues of paramount importance to the Prospect community are:

- (a) design and appearance;



- (b) bulk, height and scale;
- (c) material quality and durability;
- (d) overlooking and preservation of adjacent privacy/amenity;
- (e) landscaping.

As one of the key Zones in the City where there will be transformation in built form, new buildings and associated landscaping and open space areas will be recognised for their design excellence by demonstrating good design principles, including:

- (a) Contextual and Desired Character – development that responds to its place, recognises and carefully considers surrounding built form, linkages and landscaping, and positively contributes to the Desired Character.
- (b) Responsive and Durable – development that is fit for purpose, adaptable and incorporates long lasting materials.
- (c) Inclusive – development that integrates the public and private realms through street activation, enhancing quality views and passive surveillance into and out of sites.

The balanced consideration of qualitative and quantitative Development Plan provisions is fundamental to achieving design excellence.

Future development in the Zone will comprise an evolving transformation of land uses, built form and scale to accommodate urban growth along transit corridors and accord with the following key elements/attributes:

- (a) The use of a predominant 2 to 4 storey building scale that will create a linear corridor that frames the main roads.
- (b) The establishment of greatest height, mass and intensity of development at the main road frontages (behind setbacks / landscaping if envisaged in the Policy Area), and will reduce in scale to transition down where there is interface with low rise residential development in the adjacent zone.
- (c) The use of designs that consider the local topography that slopes from east to west, such as raised ground floor levels on the east side of roads, lowered ground floor levels and/or car parking underneath buildings on the west side of roads, and stepping the building form across the site on properties facing north and south.
- (d) The use of building articulation and fenestration to all visible sides of buildings and supported by integrated landscaping to enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms.
- (e) The use of active frontages at ground level to contribute to the liveliness, vitality and security of the public realm.
- (f) The use and combination of natural and durable materials and finishes (self-finished or pre-finished) that respond to the predominant attributes of the area, such as brick, stone and rendered finishes and architectural elements addressing entrances, windows and eaves. Contemporary buildings and expressions are envisaged that complement the solid and lasting styles of the traditional built form of the area.
- (g) Appropriate site design, building separation, orientation and transition of building heights to address the potential for overlooking, overshadowing and noise impacts.
- (h) The use of consolidated parking areas (where possible), screened and located away from public spaces or underneath buildings and minimise access ways (number and frontage widths) and sited to retain public realm benefits.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following types of development, or combination thereof, are envisaged in the Zone:

Affordable housing  
 Aged persons accommodation  
 Community centre  
 Consulting room  
 Dwelling  
 Educational establishment  
 Entertainment venue  
 Licensed premises  
 Office  
 Pre-school  
 Primary school  
 Residential flat building  
 Retirement village  
 Shop or group of shops  
 Supported accommodation  
 Tourist accommodation.

- 2 Development listed as non-complying is generally inappropriate.

### Form and Character

- 3 Development should be consistent with the desired character for the zone.
- 4 Development should be in accordance with Concept Plan [Figures UrC/1 to 6](#).
- 5 Residential development in a building largely for residential living should aim to achieve a target minimum net residential site density in accordance with the following:

Policy Area	Minimum net residential site density
Boulevard	75 dwellings per hectare net; except where varied by Concept Plan <a href="#">Figure UrC/1</a> .
High Street	60 dwellings per hectare net
Transit Living	45 dwellings per hectare net.
Business	No minimum

- 6 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.
- 7 Amalgamation of sites, including adjacent sites that may or may not have main road frontage, should provide opportunity for comprehensively planned development and better design outcomes in accordance with the desired character of the zone/ policy area and interface zone/policy area.

### Design and Appearance

- 8 Overlooking should be prevented within an area of 45 metres and minimised beyond 45 metres, as measured from the site property boundary.



**3-8** Minimum - Maximum Building Height (Storeys)  
Minimum Density - 150 dwellings per hectare net

**P** Kiss 'n' Ride Associated with Islington Rail Station

↔ Preferred Access Point

**T** Train Station

..... Cycle and Pedestrian Links

———— Boulevard Policy Area Boundary

--- Development Plan Boundary

Landscaping

Open Space  
(Indicative only)



1:3,000  
0 metres 50 100 150 200 250

## PROSPECT (CITY) CHURCHILL ROAD Concept Plan Fig UrC/1

Consolidated - 13 February 2018





**4-5** Minimum - Maximum Building Height (Storeys)

--- No Minimum Front Setback

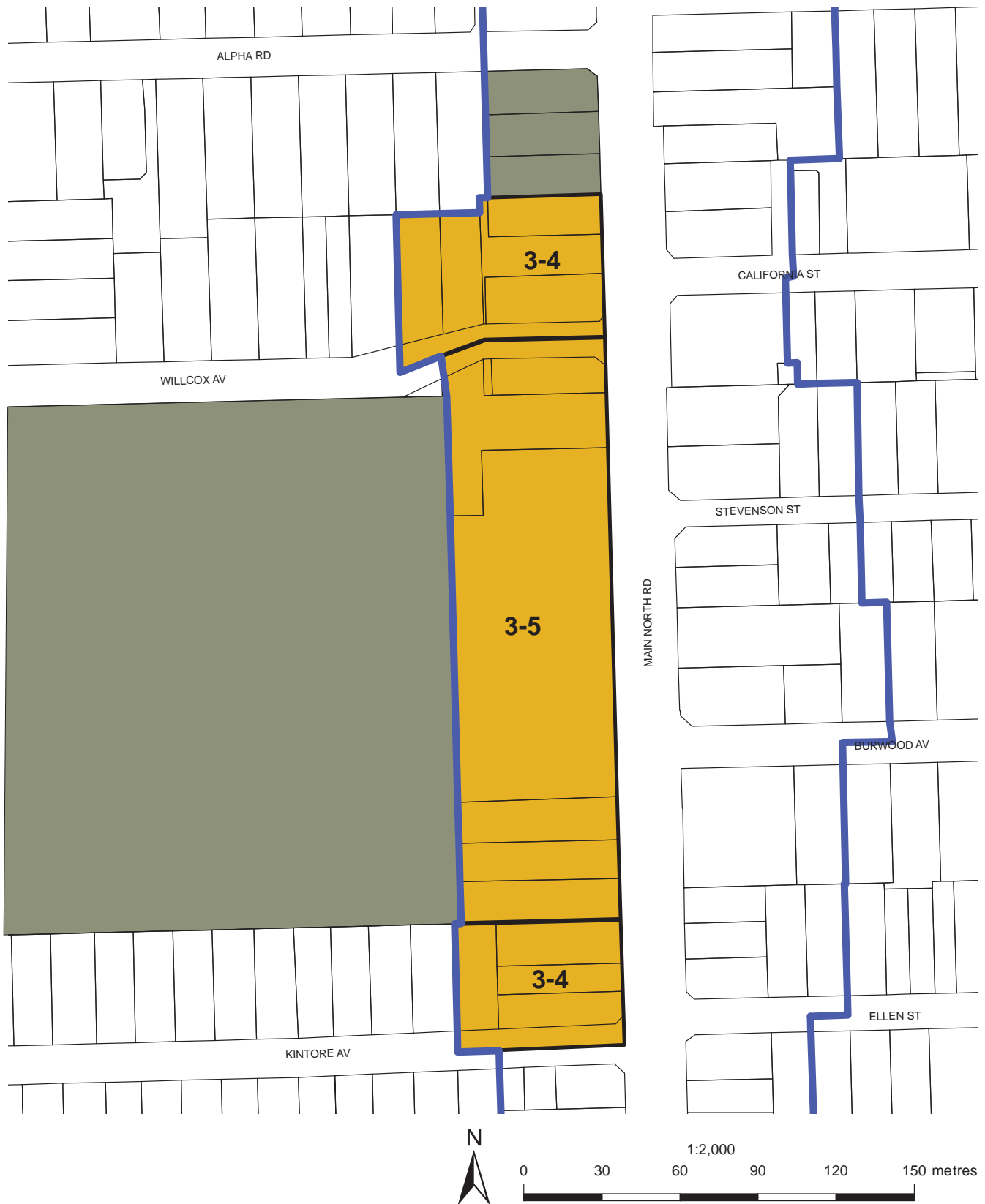
— Business Policy Area Boundary

- - - Development Plan Boundary



# **PROSPECT (CITY)** **MAIN NORTH ROAD** **Concept Plan Fig UrC/2**

Consolidated - 13 February 2018



- Open Space
- 3-4 Minimum - Maximum Building Height (Storeys)
- Business Policy Area Boundary

## PROSPECT (CITY)

### MAIN NORTH ROAD

### Concept Plan Fig UrC/3

Consolidated - 13 February 2018



# **PROSPECT (CITY)** **PROSPECT ROAD** **Concept Plan Fig UrC/4**

Consolidated - 13 February 2018



- 4-5 Minimum - Maximum Building Height (Storeys)
- Business Policy Area Boundary
- Development Plan Boundary

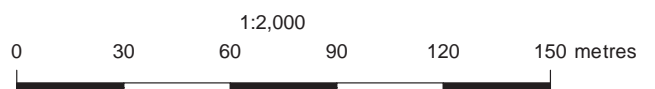
# **PROSPECT (CITY)** **MAIN NORTH ROAD** **Concept Plan Fig UrC/5**

Consolidated - 13 February 2018





- Open Space
- 3-5 Minimum - Maximum Building Height (Storeys)
- No Minimum Front Setback
- Boulevard Policy Area Boundary
- Development Plan Boundary



# **PROSPECT (CITY)** **CHURCHILL ROAD** **Concept Plan Fig UrC/6**

Consolidated - 13 February 2018

- 9 To provide visual privacy to habitable rooms and private open space of dwellings in lower density residential **and** historical (conservation) zones, views (from windows, balconies, roof terraces and the like) should be restricted to 1.7 metres above finished floor levels, through the use of screening devices that are integrated into the building design and have minimal negative effect on resident's or neighbour's amenity.
- 10 Buildings should provide visual interest to the street and promote pedestrian activity with active building spaces, particularly at the ground level, in association with high quality landscaping and other community benefits such as public art.
- 11 To maintain sight lines between buildings and the street, and to improve street activation and safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street, unless providing visual privacy to ground floor habitable rooms, in which case a combination of solid fencing, screening and landscaping should be used.
- 12 Development should minimise the number of access points onto an arterial road, by providing vehicle access:
  - (a) from side streets or rear access ways;
  - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 13 Vehicle access points on side streets and rear access ways should be located and designed to:
  - (a) minimise the impacts of headlight glare and noise on nearby residents;
  - (b) avoid excessive traffic flows into residential streets;
  - (c) consolidate on-site circulation and provide minimal entry/exit points, unless connected to a suitable rear access way;
  - (d) maintain appropriate distances from street intersections;
  - (e) minimise impacts to on-street parking spaces;
  - (f) minimise impacts on the public realm, including pedestrian circulation paths, mature street trees and public infrastructure;
  - (g) maximise opportunities for the integration of landscaping.

## Building Envelope

### Building Height

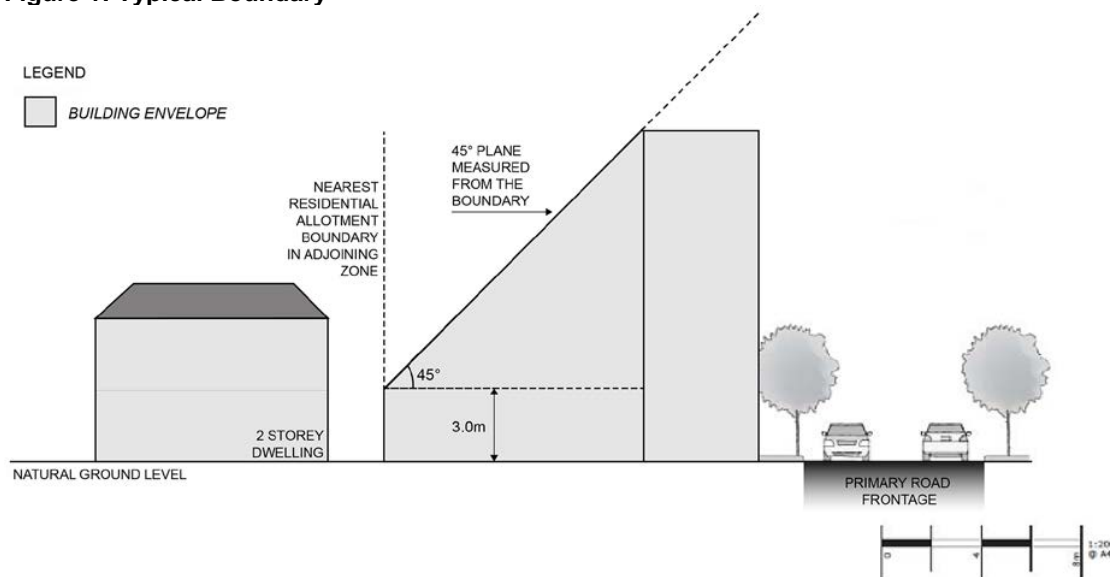
- 14 Except where airport building height restrictions prevail, the interface height provisions require a lesser height, or an alternative maximum building height is shown on Concept Plan [Figures UrC/1 to 6](#), building heights (excluding any rooftop mechanical plant, equipment or roof top garden) should be consistent with the following parameters:

Policy Area	Minimum Building Height	Maximum Building Height
Boulevard	2 storeys	4 storeys and up to 15 metres
High Street	2 storeys	4 storeys and up to 15 metres
Transit Living	1 storey	3 storeys and up to 11.5 metres
Business	2 storeys	4 storeys and up to 15 metres, except on allotments fronting Highbury Street where a 2 storey maximum applies

### Interface Height Provisions

- 15 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within the following building envelopes provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage) as illustrated in Figure 1.

**Figure 1: Typical Boundary**



- 16 To minimise overshadowing of sensitive uses outside of the zone, buildings should ensure that:
- north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June;
  - ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
    - half of the existing ground level open space; or
    - 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

### Setbacks from Road Frontages

- 17 Buildings (excluding verandas, porticos, balconies and the like) should be set back from the primary road frontage in accordance with the following parameters, except where varied by the relevant Concept Plan [Figures UrC/2, 4 and 6](#) and where additional land may be required to achieve landscaping requirements:

Policy Area	Minimum setback from the primary road frontage
Boulevard	3 metres
High Street	No minimum
Transit Living	3 metres
Business	3 metres

Note: These setbacks are in addition to any setback requirements pursuant to the Metropolitan Adelaide Road Widening Plan.

- 18 Buildings (excluding verandas, porticos, balconies and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters except where varied by the relevant Concept Plan [Figures UrC/2, 4 and 6](#) and the allocation of land for quality landscaping:

Designated Policy Area	Minimum setback from secondary road	Minimum setback from a rear access way
Boulevard, Transit Living and Business	2 metres	(a) No minimum where the access way is 6.5 metres or more; or (b) Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
High Street	No minimum	As above

#### Other Setbacks

- 19 Buildings (excluding verandas, porticos, balconies and the like) should be set back in accordance with the following parameters:

Designated Policy Area	Minimum setback from rear allotment boundary where not on a zone boundary	Minimum setback from allotment boundary where on a zone boundary	Minimum setback from side boundary where not on a street or zone boundary)*
Boulevard, High Street, Transit Living, and Business	3 metres	3 metres if the closest portion of building when viewed from the boundary is distinctly 2 storeys or less. 6 metres in all other cases	Irrespective of height, no minimum on boundary, within 18 metres from the front property boundary. No minimum for remaining length for the ground level only. More than 18 metres from the front property boundary, 1st level and above (ie above ground level) should be setback 2 metres).

\* Assumes the building fronting the boundary has no window/s or balcony/s.

- 20 Unless abutting an existing building, walls (including attached structures) that have a height of greater than 4.5 metres, located on or within 2 metres of side allotment boundaries should provide attractive and interesting façades utilising techniques and combinations such as the following:

- (a) including recessed sections of wall;
- (b) continuing some façade detailing;
- (c) integrated use of different building materials and finishes;
- (d) include green landscaped walls/vertical gardens;
- (e) include public art, including murals.



### Vehicle Parking

- 21 Vehicle parking should be provided in accordance with the rates set out in [Table Pr/5](#) - Off Street Vehicle Parking Requirements for Designated Areas.

### Land Division

- 22 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

## PROCEDURAL MATTERS

### Complying Development

- 23 Complying developments are prescribed in schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development (except where the development is non-complying) are complying:

- (a) Subject to the conditions contained in [Table Pr/5](#) - Off Street Vehicle Parking Requirements for Designated Areas and [Table Pr/6](#) - Off-street Bicycle Parking Requirements for the Urban Corridor Zone:
  - (i) change in the use of land, from residential to office on the ground or first floor of a building;
  - (ii) change in the use of land from residential to shop less than 250 square metres on the ground floor of a building.
- (b) A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:
  - (i) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses;
  - (ii) the development is located inside any of the following area(s):
    - High Street Policy Area
  - (iii) the building is not a State heritage place;
  - (iv) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space;
  - (v) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (A) or (B):
    - (A) all of the following:
      - a. areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop);
      - b. if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions;

- (B) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development;
- (vi) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (A) or (B):
  - (A) the primary vehicle access (being the access where the majority of vehicles access/egress the site of the proposed development) is from a road that is not an arterial road;
  - (B) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared;
- (vii) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Pr/5](#) - Off Street Vehicle Parking Requirements for Designated Areas to the nearest whole number, except in any one or more of the following circumstances:
  - (A) the building is a local heritage place;
  - (B) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved;
  - (C) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

### Non-complying Development

- 24** Development (including building work, a change in the use of land or division of an allotment) involving any of the following is **non-complying**:

Industry, except light industry or service industry located in the Business Policy Area  
 Fuel depot  
 Petrol filling station, except where located in the Business Policy Area  
 Public service depot  
 Road transport terminal  
 Service trade premises, except where located in the Business Policy Area  
 Store, except where located in the Business Policy Area  
 Transport depot  
 Warehouse, except where located in the Business Policy Area  
 Waste reception storage treatment and disposal

### Public Notification

- 25** Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*. In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

#### Category 1

Advertisement  
 Aged persons accommodation  
 All forms of development that are ancillary and in association with residential development

Consulting room  
 Dwelling  
 Educational establishment Office  
 Pre-school Primary school  
 Residential flat building  
 Retirement village  
 Store in Business Policy Area  
 Supported accommodation  
 Shop or group of shops with a gross leasable area of 2000 square metres or less located in the High Street, Business or Boulevard Policy Areas  
 Shop or group of shops with a gross leasable area of 500 square metres or less located in the Transit Living Policy Area  
 Tourist Accommodation  
 Warehouse in Business Policy Area

### Category 2

All forms of development not listed as Category 1

Any development listed as Category 1 and located on adjacent land to a residential zone or Historic (Conservation) Zone that:

- (a) is 3 or more storeys, or 11.5 metres or more, in height
- (b) exceeds the 'Building Envelope - Interface Height Provisions'.

## Boulevard Policy Area

The Objectives and Principles of Development Control that follow apply in the Boulevard Policy Area shown in [Maps Pr/8 and 11](#). They are additional to those expressed for the whole of the council area.

### OBJECTIVES

- Objective 1:** Medium and high rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.
- Objective 2:** A streetscape edge that is setback from the street boundary to allow for landscaping and framed by tall, articulated building façades.
- Objective 3:** Development that does not compromise the transport functions of the road corridor.
- Objective 4:** Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

The Policy Area will contain a variety of housing types at medium to high densities, as well as small-scale businesses, local shops and facilities while maintaining the important transport function of the road as a strategic transport route.

Land parcels will be amalgamated where possible, resulting in the establishment of more diverse and comprehensive developments on larger sites. Within the Policy Area west of Churchill Road properties extend to more than one allotment deep allowing greater opportunity for land amalgamations.

To reinforce the desired boulevard character of Churchill Road and maintain front setbacks in other streets, buildings will be set back from the front property boundary. Setbacks may be varied to accommodate desired areas for street activation and interest, such as outdoor seating and landscaping in deep root zones. Shelter will be provided over pedestrian areas at the front of buildings. If land is required for road widening, such shelter can be constructed in a manner that allows it to be demountable.

Built form will display its greatest height, mass and intensity to address the primary street frontage and shall be situated within the front portion of the site and extend to side boundaries. Where walls are built on or in close proximity to boundaries, they should display attractive and interesting qualities that are neighbour friendly, such as recessed walls and wrapping around elements of façade detailing. Behind the front portion, built form will be of a lesser scale, with increasing building separations to habitable rooms and balconies and transitioning down to zone boundaries. These attributes are contextually derived from traditional double fronted cottages in North Ovingham with ground floors elevated and frontages addressing the street, front yards, built form to side boundaries (usually without a driveway) and large backyards.

Building façades will be articulated with elements such as recessed and cantilevered balconies verandas, entrances, wall features and eaves. A contextual palette of materials and finishes (as described in the Zone) that are durable and fit-for-purpose will be carefully used to create an enduring building appearance.

Street fencing will contribute to a pleasant pedestrian environment and will be articulated and display visual permeable qualities to provide visual interest and casual surveillance while maintaining privacy to ground floor dwellings.

Landscaping areas and 'green' facades will be extensively used to enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms, and will be exclusive of on-site services.

Pedestrian and bicycle movement will be encouraged through an activated and appealing public realm that is supported by the Churchill Road Master Plan, including maximising use of the Greenway adjacent to the railway line.

Areas adjacent Churchill Road (as described below) are potentially contaminated because of previous activities. Due to these circumstances, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use, particularly where it involves sensitive uses like residential development.

### **Mixed Use Churchill Area**

The land at the intersection of Regency and Churchill Roads as shown on Concept Plan [Figure UrC/1](#) will be developed at a greater intensity than the Boulevard Policy Area generally, containing an innovative mix of medium to high density residential development, community and non-industrial employment land uses, which together create a people-orientated living environment. The arrangement of streets and buildings will maximise pedestrian and cyclist movements through the precinct and create strong connections to public transport.

Medium and high density housing, primarily in the form of apartment and terrace style accommodation and mixed-use buildings, will accommodate a range of dwelling sizes to encourage diversity in household types within the Area. This substantial housing focus for the Area will be supported by retail and commercial development, providing a strong presence to Churchill and Regency Roads and a positive connection to the railway station.

The pattern of land division will support medium and high density residential development, with public and/or private roads creating a permeable movement network to underpin safe and convenient pedestrian, cyclist and vehicle movements within the precinct. The allotment pattern within the Area will create highly walkable links between open space areas, the Islington Railway Station, shops/community facilities and residential development.

Large scale development in the Area will facilitate the establishment of a substantial public open space network. This will include an area of open space located away from noise generated on the adjacent arterial roads and railway line. This area will be well-used, being easily accessible from residential development and located close to the Islington Railway Station and non-residential land uses. Development adjoining this space will be designed to integrate with the public realm and provide passive surveillance to enhance safety and a sense of community.



As one of the key precincts in the Boulevard Policy Area where there will be transformation in built form, new buildings will be recognised for their design excellence. Large buildings of up to eight storeys in height will be accommodated on most of the site, and will transition down to a maximum of four storeys in height along the Churchill Road frontage and the southern end of the site. This will be supported through careful building articulation and fenestration, with integrated verandas, balconies, canopies and landscaping.

Where buildings are set back from Churchill and Regency Roads, landscaping will contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms. Front fencing will be kept low and/or visually permeable, or shall be well-articulated with appropriate treatments if required for noise attenuation.

Vehicle access points off Churchill and Regency Roads will be minimised to maintain vehicle flows and safety on these arterial roads.

### **Cane Reserve Area**

Cane Reserve will act as a focal point for development within the Boulevard Policy Area, with an increase in building heights and residential densities surrounding this open space to invigorate the public realm and support a range of activities within the reserve (as shown on Concept Plan [Figure UrC/6](#)).

Uses that generate a high frequency of pedestrian activity and activate the street, such as shops and restaurants, will be located on the ground floor, with offices and apartment-style residential development located on upper floors overlooking the reserve and providing views to the east and west.

The ground floor of buildings will abut the footpath and support a variety of tenancies with a range of frontage widths. Portions of the ground floor will be set back in some locations to create spaces for outdoor dining.

Balconies overlooking the streets and reserve are encouraged, to provide for passive surveillance to the streetscape and public open spaces, with sufficient and varied screening to provide privacy for occupiers.

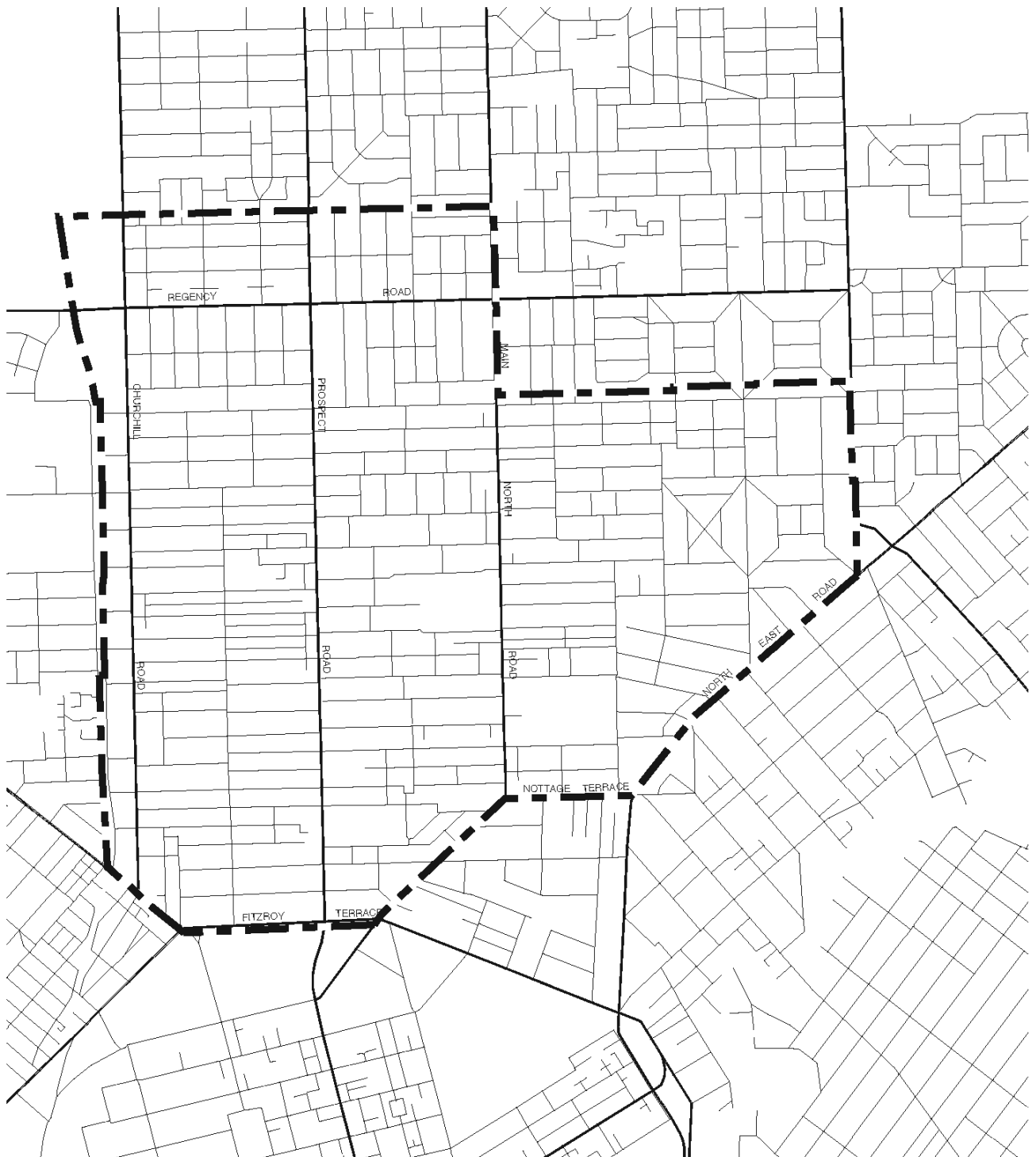
## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

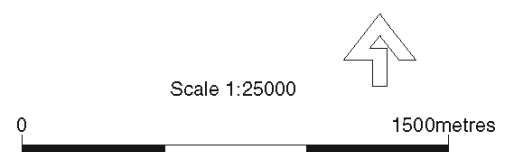
- 1 Development should predominantly comprise mixed use buildings and wholly residential buildings.
- 2 In a mixed use building, non-residential development should be located on the ground floor and lower levels, and residential development should be located on the upper levels.
- 3 Shops or groups of shops contained in a single building, other than a restaurant, should have a maximum gross leasable area in the order of 2000 square metres.

### **Form and Character**

- 4 Development should be consistent with the desired character for the policy area.
- 5 The finished ground floor level should be approximately at grade and level with the footpath for non-residential ground level developments, however, where habitable rooms are proposed at ground level floor areas can increase to 1.2 metres to ensure greater privacy to residents.
- 6 The ground floor (including undercover car parking areas) of buildings should be built to having minimum floor to ceiling floor height of at least 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 7 A minimum of 50 percent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.



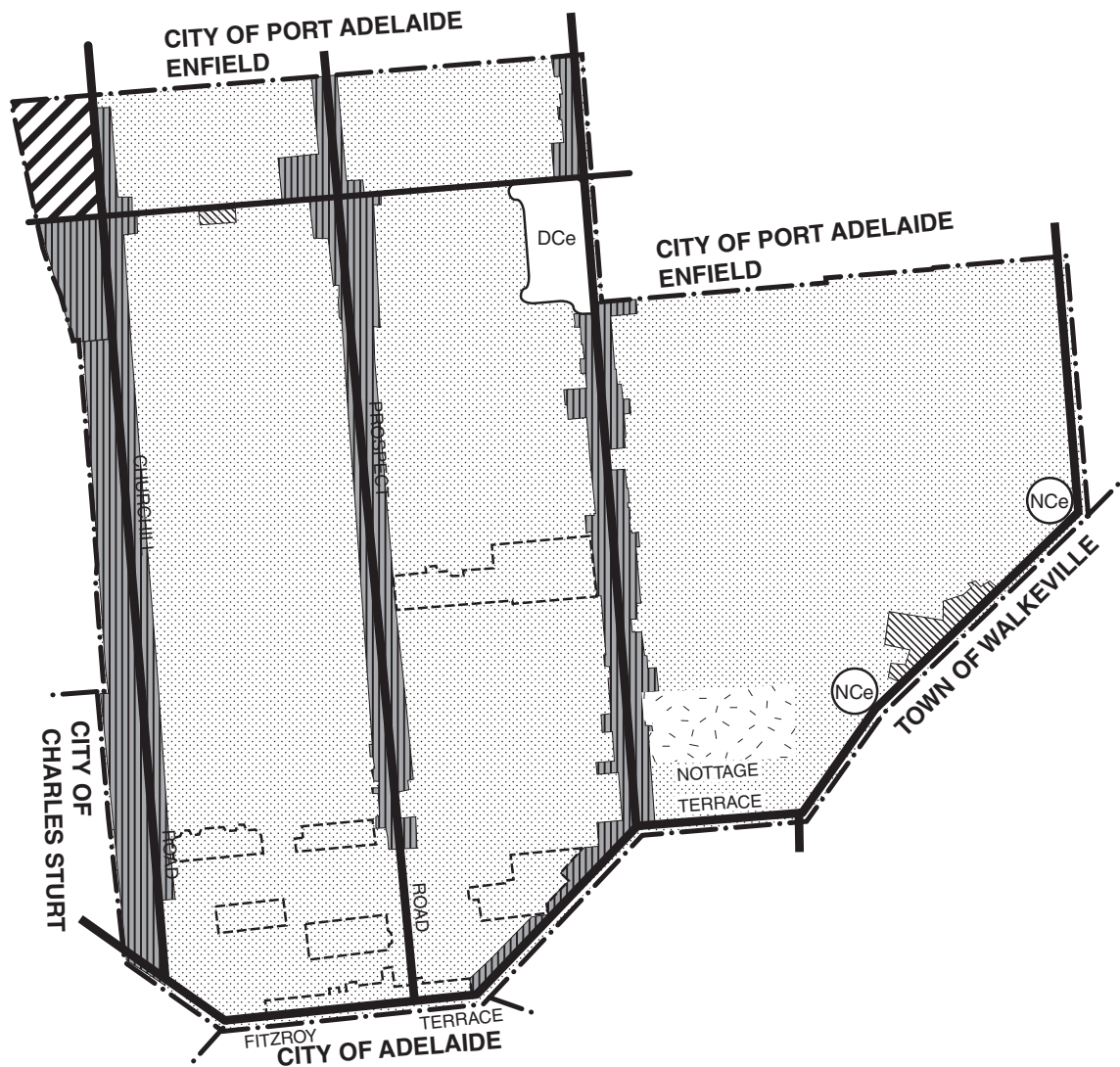
To identify the precise location of the Development Plan boundary refer to Map Pr/2 then select the relevant Zone Map



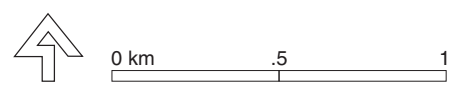
— — — Development Plan Boundary

## PROSPECT (CITY) MAP Pr/1

Consolidated - 13 February 2018

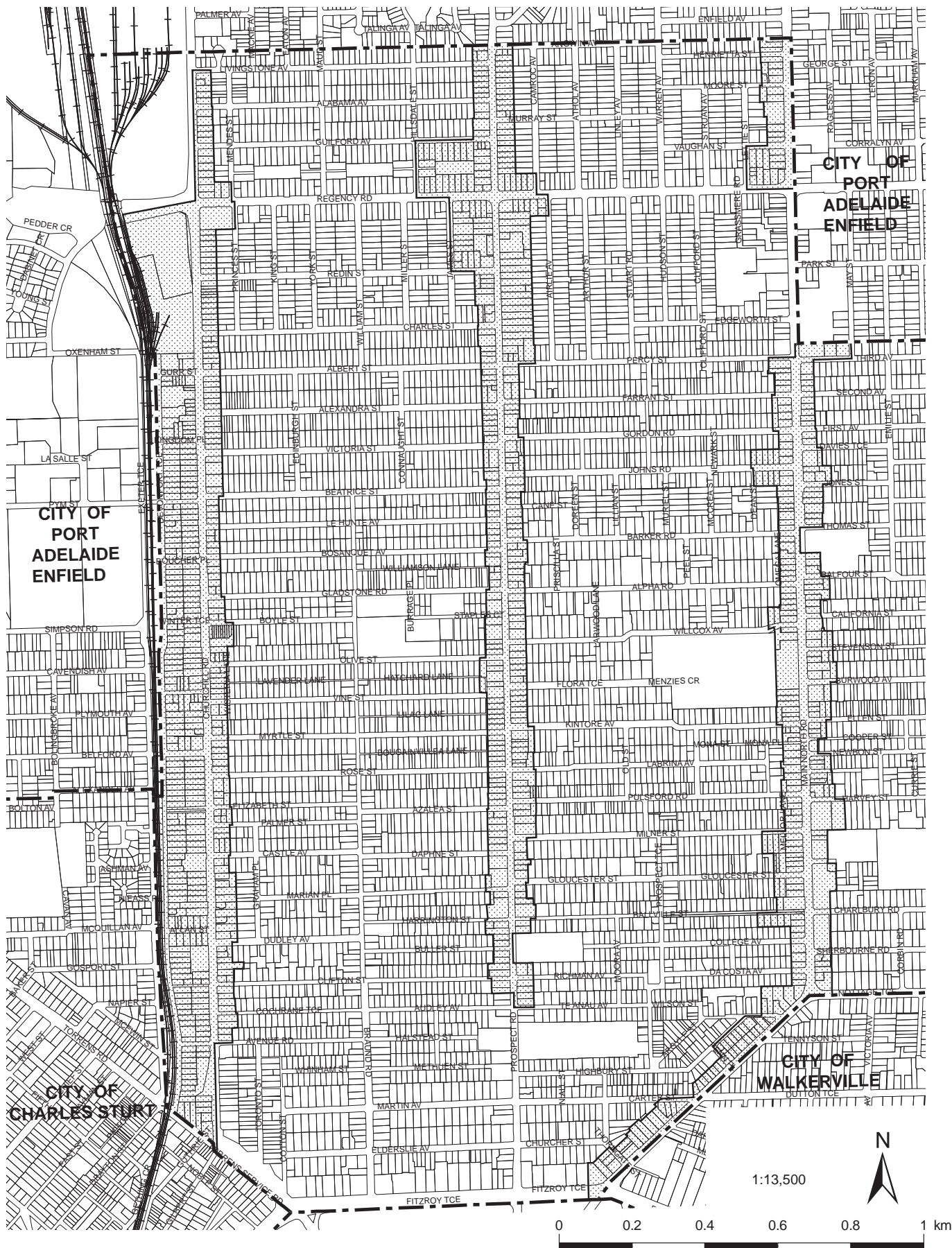


-  Mixed Use (Medium - High Density)
-  Residential
-  District Centre
-  Neighbourhood Centre
-  Commercial
-  Industrial
-  Historic Conservation
-  Special Use
-  Primary Arterial Road
-  Secondary Arterial Road
-  Development Plan Boundary



# **PROSPECT (CITY) STRUCTURE PLAN MAP Pr/1 (Overlay 1)**

Consolidated - 13 February 2018



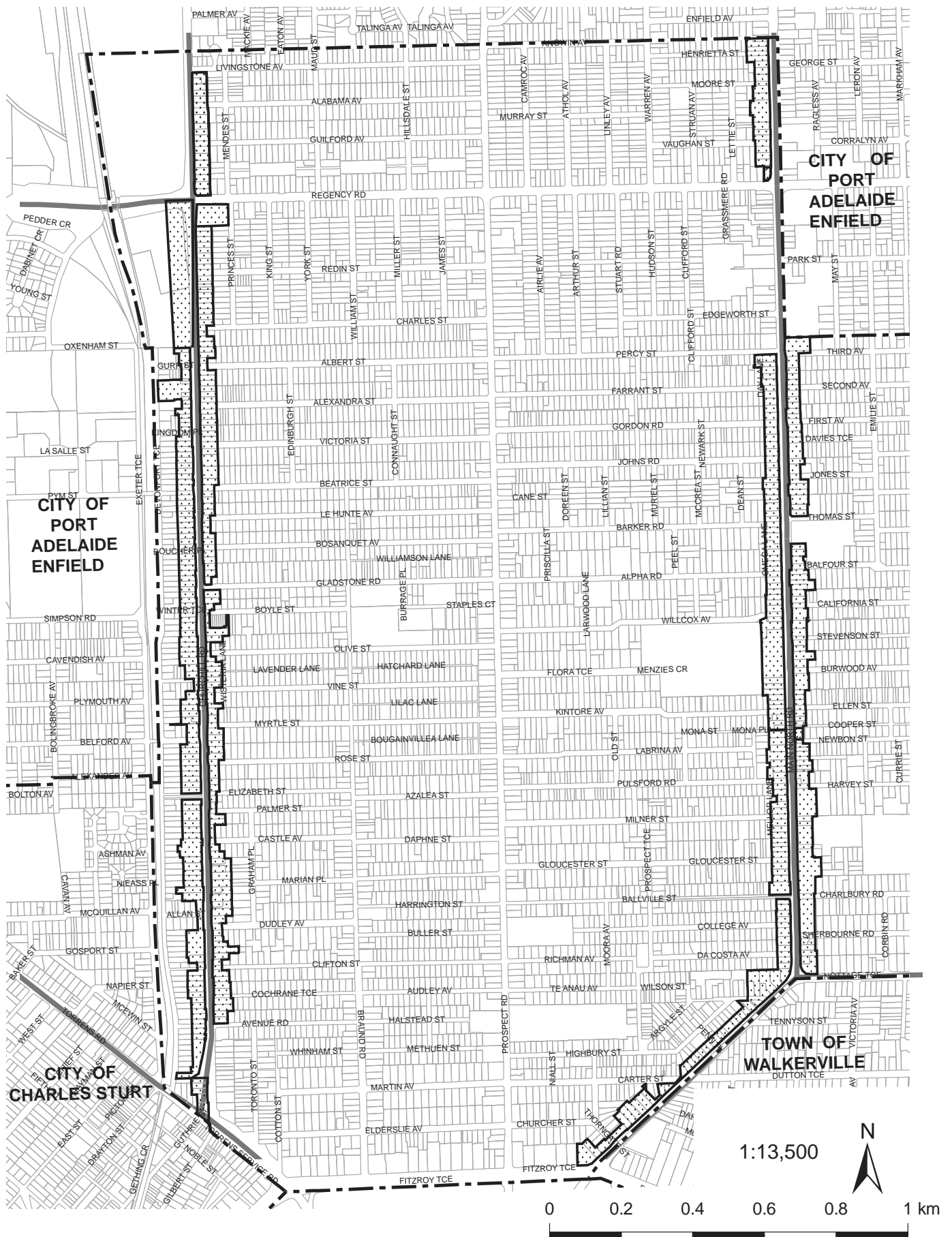
Designated Area within which Affordable Housing applies

Development Plan Boundary

# **PROSPECT (CITY)** **AFFORDABLE HOUSING** **MAP Pr/1 (Overlay 3)**

Consolidated - 13 February 2016

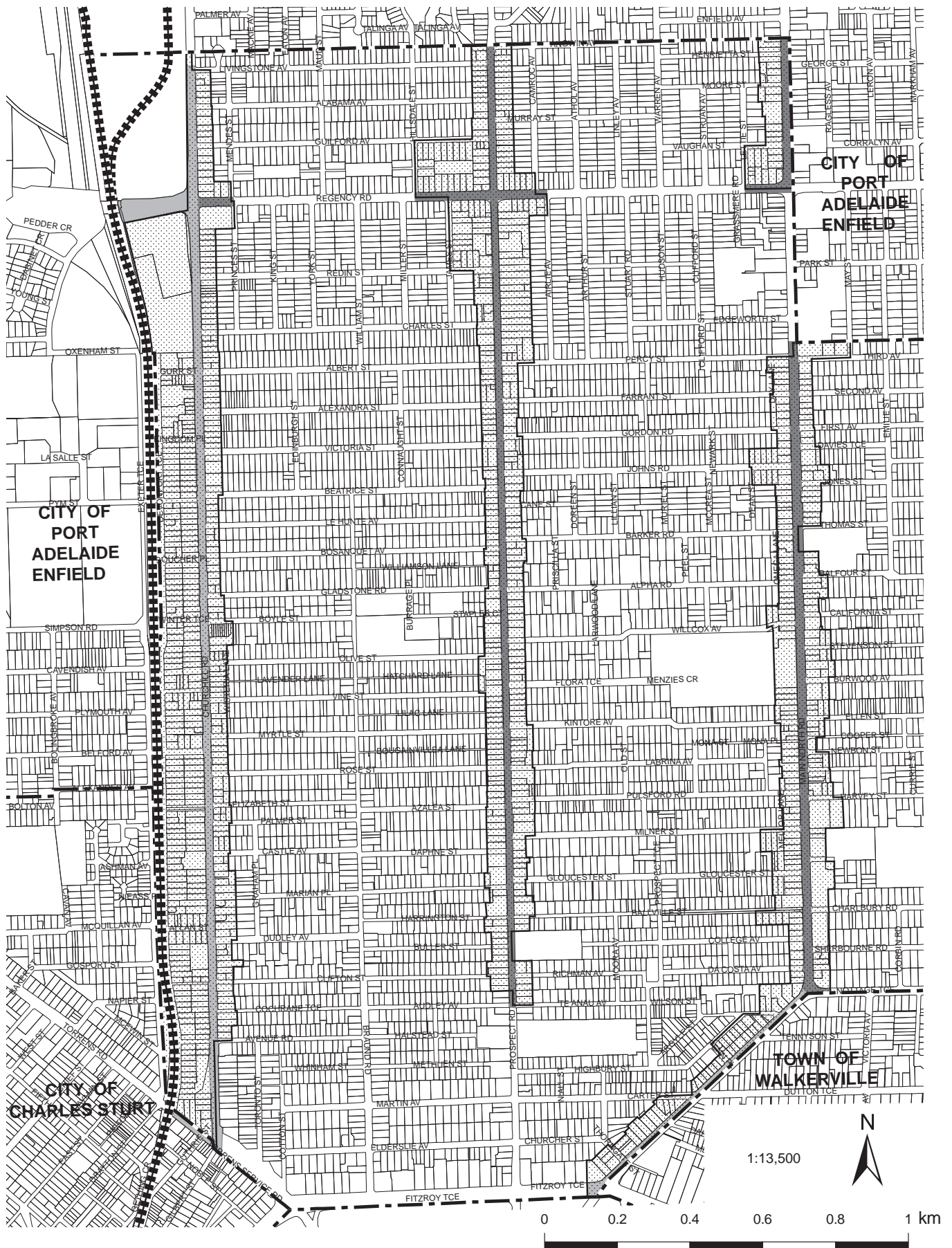




- Designated Area
- Strategic Roads Network
- Development Plan Boundary

# **PROSPECT (CITY)** **STRATEGIC TRANSPORT ROUTES** **MAP Pt/1 (Overlay 4)**

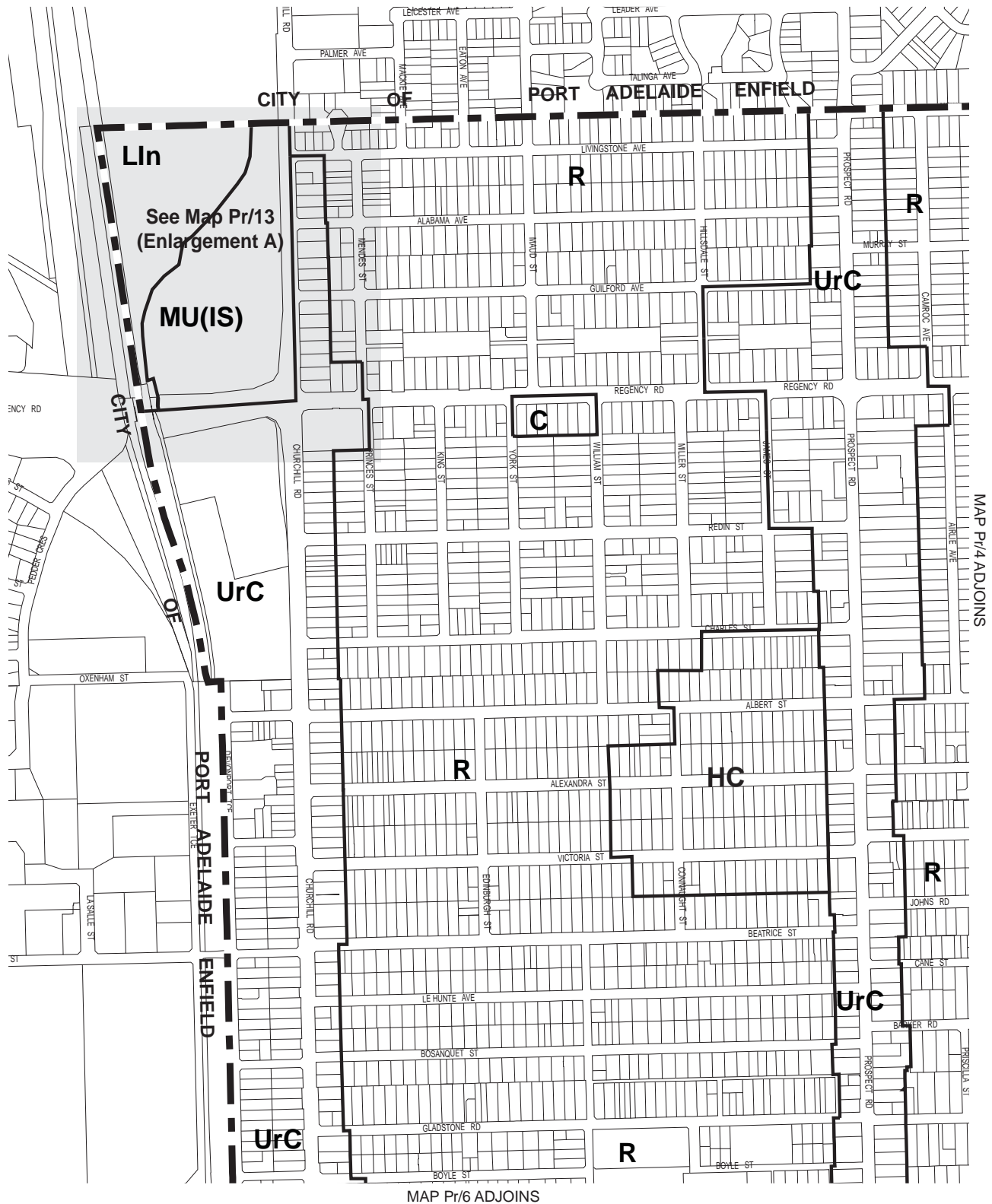
Consolidated 13 February 2018



# **PROSPECT (CITY)** **NOISE AND AIR EMISSIONS** **MAP Pr/1 (Overlay 5)**

Consolidated - 15 February 2013





**NOTE : For Policy Areas See MAP Pr/8**

<b>C</b>	Commercial
<b>HC</b>	Historic Conservation
<b>LIn</b>	Light Industry
<b>MU(IS)</b>	Mixed Use (Islington)
<b>R</b>	Residential
<b>UrC</b>	Urban Corridor

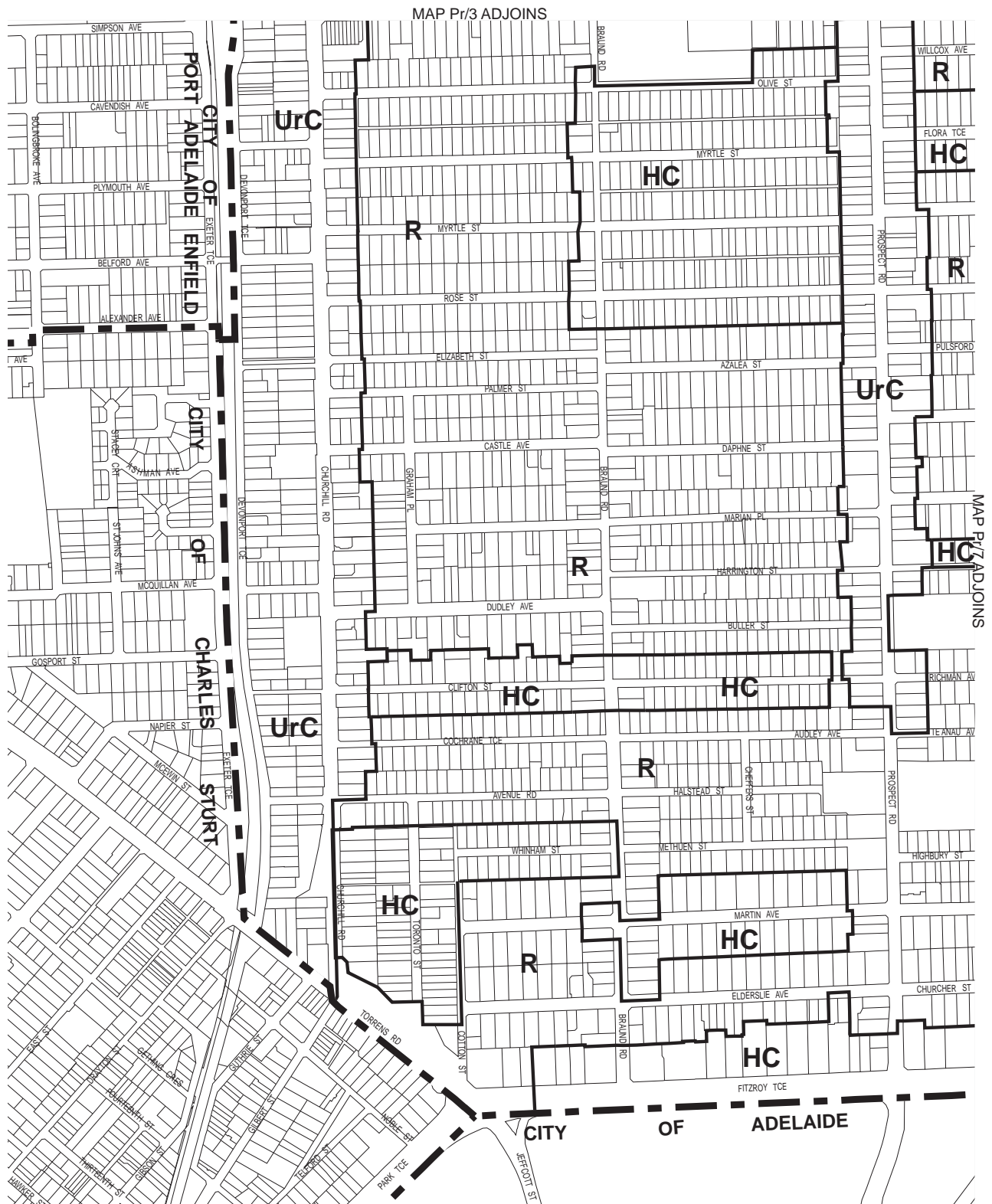
	Zone Boundary
	Development Plan Boundary

Scale 1:8000



# **PROSPECT COUNCIL ZONES MAP Pr/3**

Consolidated - 13 February 2018



**NOTE : For Policy Areas See MAP Pr/11**

HC Historic Conservation  
R Residential  
Urc Urban Corridor

— Zone Boundary  
- - - Development Plan Boundary

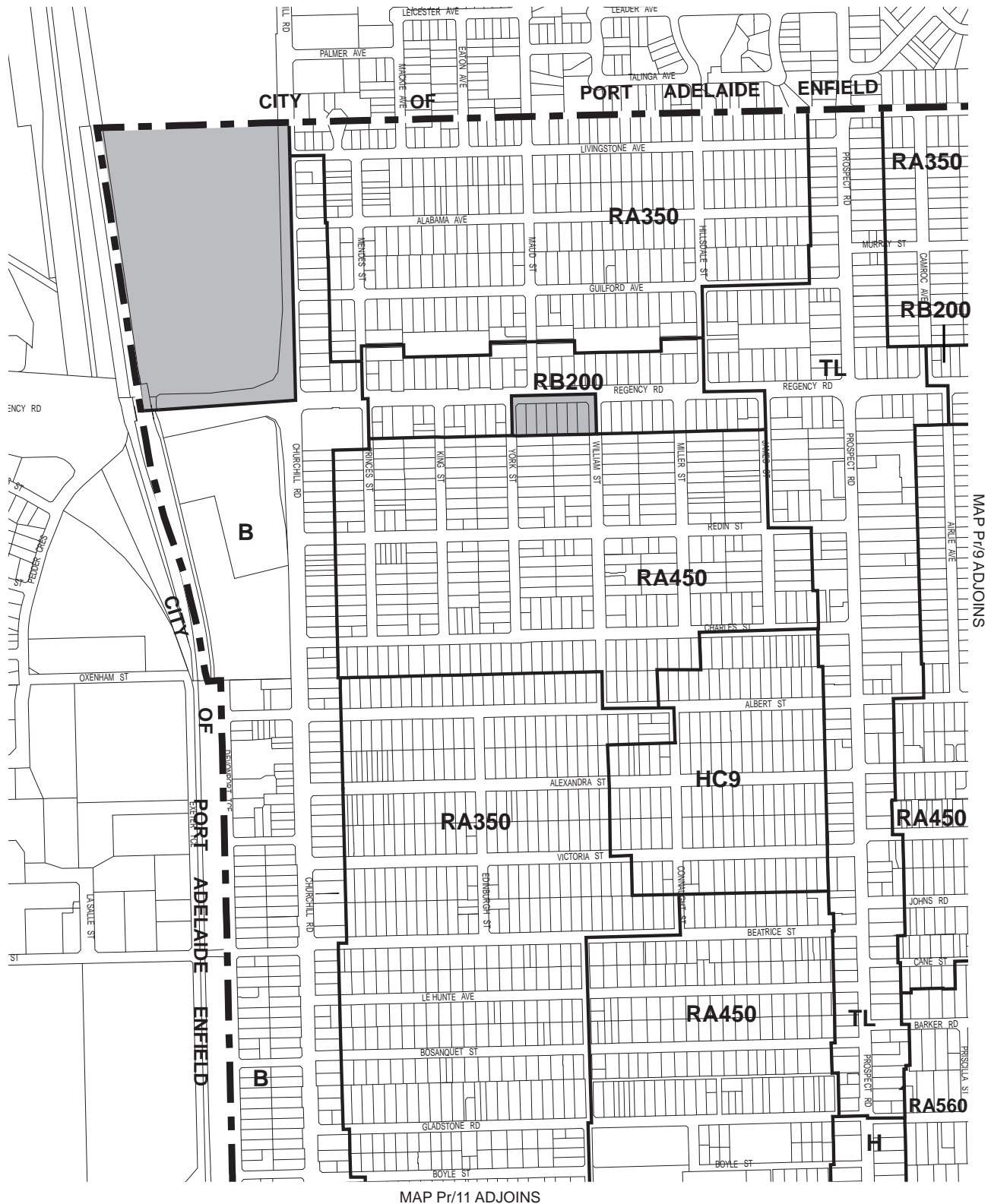
Scale 1:8000



# **PROSPECT COUNCIL ZONES MAP Pr/6**

Consolidated - 13 February 2018





- RA560** Residential Policy Area A650
- RA450** Residential Policy Area A450
- RA350** Residential Policy Area A350
- RB200** Residential Policy Area B200
- TL** Transit Living Policy Area
- B** Boulevard Policy Area
- H** High Street Policy Area
- HC9** Historic Conservation Area 9 Policy Area

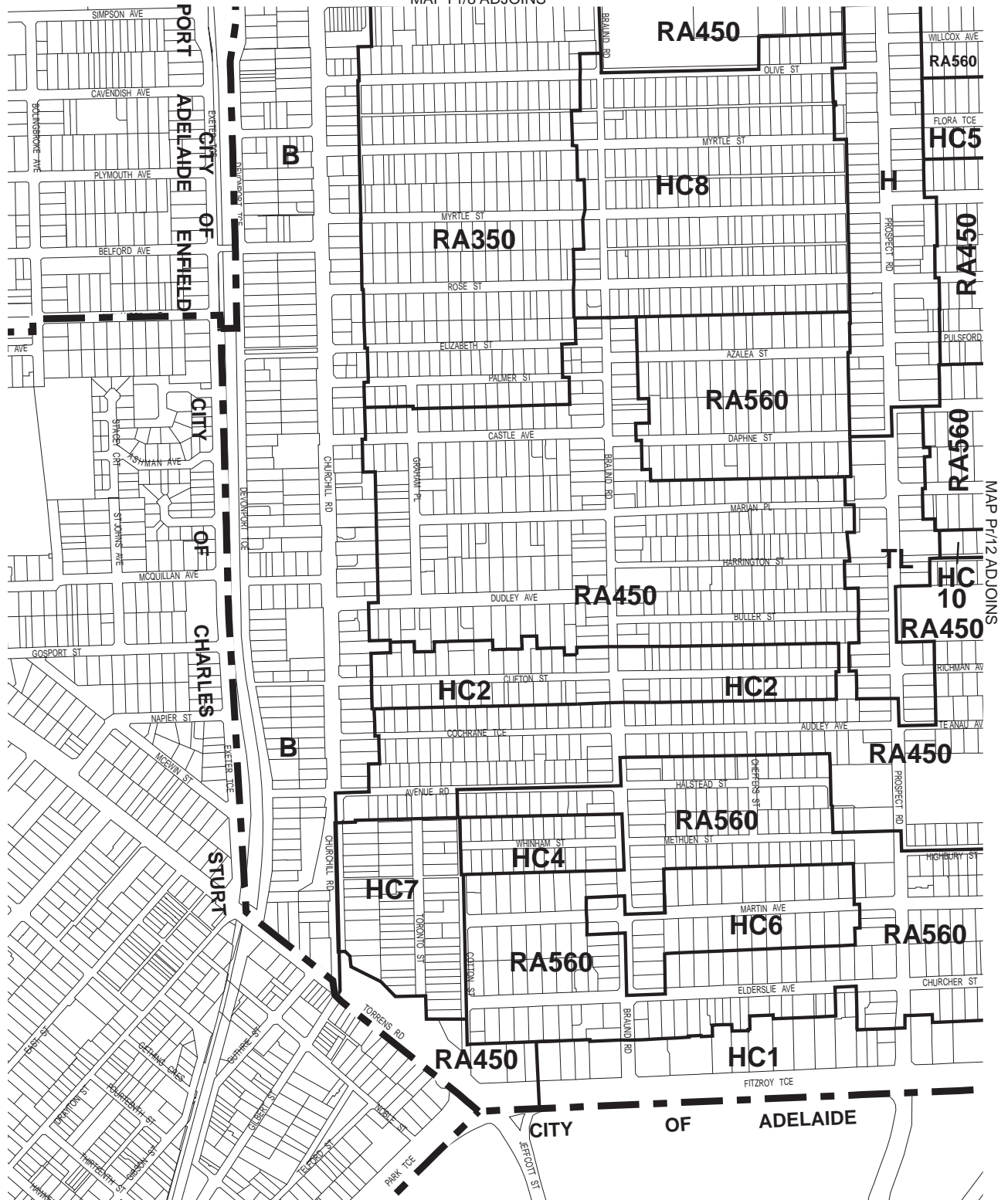
- Policy Area Boundary
- Development Plan Boundary
- Area not covered by Policy

Scale 1:8000



# **PROSPECT COUNCIL** **POLICY AREAS** **MAP Pr/8**

Consolidated - 13 February 2018



- RA560** Residential Policy Area A560
- RA450** Residential Policy Area A450
- RA350** Residential Policy Area A350
- HC1** Historic Conservation Area 1 Policy Area
- HC2** Historic Conservation Area 2 Policy Area
- HC4** Historic Conservation Area 4 Policy Area
- HC5** Historic Conservation Area 5 Policy Area
- HC6** Historic Conservation Area 6 Policy Area
- HC7** Historic Conservation Area 7 Policy Area
- HC8** Historic Conservation Area 8 Policy Area
- HC10** Historic Conservation Area 10 Policy Area
- B** Boulevard Policy Area
- H** High Street Policy Area
- TL** Transit Living Policy Area

— — — — — Policy Area Boundary

Area not covered by Policy

# **PROSPECT COUNCIL** **POLICY AREAS** **MAP Pr/11**

Consolidated - 13 February 2018