

DEVELOPMENT PLAN CONSENT CONDITIONS

1. The development shall be undertaken and completed in accordance with the associated stamped plans and documentation, except where varied by conditions below (if any).

Reason for condition: To ensure the development is undertaken in accordance with this consent.

2. Construction of all road, stormwater and footpath infrastructure is to be in accordance with the following construction hold points with a minimum of 48 hours' notice given to the relevant council to attend site:
 - a. Stormwater Hold Points – Excavation; pit and pipe installation; and backfill material.
 - b. Road Hold Points – Subgrade inspection, Subbase inspection, Basecourse inspection, and asphalt installation.
 - c. Footpath Hold Points – Formwork prior to concrete pour.

Reason for condition: To ensure that infrastructure is provided in an orderly manner.

3. All fire tracks shall be designed to allow safe and convenient access for fire vehicles to adequately access dwellings for the purpose of fire protection and allow safe evacuation of the community in the event of a fire in accordance with the Ministers Code for Undertaking Development in Bushfire Protection Areas.

Reason for condition: To ensure infrastructure is provided for the purpose of Bushfire fighting purposes.

4. All roads shall be designed in accordance with the Ministers Code for Undertaking Development in Bushfire Protection Areas, where required, for safe and convenient movement of vehicles and have a sealed surface.

Reason for condition: To ensure that Bushfire fighting service vehicles and personnel can operate within the site.

5. All physical infrastructure services, including electricity and telecommunication services are to be provided underground.

Reason for condition: To improve the character and amenity of the locality.

6. If required by the Department for Energy and Mining, the Applicant must participate in any Safety Management Study arising from the grant of this consent and initiated by the pipeline operator that takes place in relation to the land the subject of this land division application.

Reason for condition: To ensure the gas pipeline operates in accordance with the requirements of the Department for Energy and Mining.

LAND DIVISION CONSENT CONDITIONS

1. The final design and engineering specifications shall be undertaken in consultation with the relevant council (Town of Gawler or The Barossa Council) and take into account:
 - the specifications prescribed in *Part 9, Division 2 – Prescribed requirements – general land division* of the *Development Regulations 2008*; and
 - the relevant council (Town of Gawler and The Barossa Council) design standards; and
 - the relevant Australian Standards.

Prior to the issue of a Certificate under Section 51 of the Development Act 1993, the final design and engineering specifications in relation to relevant stage of development (i.e. the relevant stage for which clearance is being sought) shall be submitted to the reasonable satisfaction of the State Commission Assessment Panel.

Reason for condition: To ensure that infrastructure is provided to an appropriate standard.

2. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services SA Water 2019/00266.

Reason for condition: To satisfy the requirements of SA Water.

3. The augmentation requirements of the SA Water Corporation shall be met.

Reason for condition: To satisfy the requirements of SA Water.

4. The necessary easements shall be vested to SA Water.

Reason for condition: To satisfy the requirements of SA Water.

5. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

Reason for condition: To satisfy the requirements of the Registrar General.

6. Detailed civil engineering design plans and specifications prepared by a suitably qualified professional engineer in relation to relevant stage of development (i.e. the relevant stage for which clearance is being sought) shall be provided to the relevant council prior to the issue of Section 51 Clearance.

Reason for condition: To ensure that civil design details are provided to the relevant council.

7. A stormwater Management Plan, to be provided in stages (including provision for WSUD features), prepared by a suitably qualified hydrological engineer, in consultation with and to the reasonable satisfaction of the relevant council, shall be provided to the relevant State Commission Assessment Panel, in relation to the relevant stage of development (i.e. the relevant stage for which clearance is being sought) prior to the issue of Section 51 clearance for the relevant stage.

The stormwater management plan should consider that overall peak discharge rate from the land post-development shall be limited to the predevelopment flow rate for all storm events up to and including the 1 in 100-year ARI storm event with detention storage provided inside and outside of watercourse environments (where appropriate).

Reason for condition: To ensure impact on the environment is minimised as a result of development.

8. The Applicant shall provide detailed landscape design drawings and specifications, prepared by a suitably qualified landscape architect, for all proposed landscape works in proposed road reserves and open space areas to be vested in the Town of Gawler and/or The Barossa Council ("council"). The detailed landscape design drawings and specifications, in relation to relevant stage of development (i.e. the relevant stage for which clearance is being sought), shall be to the satisfaction of the relevant council and provided to the State Commission Assessment Panel prior to the issue of Section 51 Clearance.

Reason for condition: To ensure the open space to be vested in the council can be reasonably maintained by the council and includes flora deemed appropriate by the council.

9. All works proposed for the construction of proposed public roads and the proposed reserves must be completed or otherwise appropriately bonded, to the satisfaction of the State Commission Assessment Panel, prior to Section 51 Clearance.

Reason for condition: to provide for the construction of satisfactory public roads and reserves.

10. An allotment plan shall be provided to, and approved by, the State Commission Assessment Panel showing the extent and the depth of filling on the allotments approved as part of this division.

A compaction and clean fill certificate issued by a suitably qualified engineer shall be provided to the reasonable satisfaction of the State Commission Assessment Panel, in relation to relevant stage of development (i.e. the relevant stage for which clearance is being sought), indicating that the compacted fill is suitable to support standard footings for residential development prior to the issue of Section 51 Clearance.

Reason for condition: To ensure the subject land is suitable for its intended use.

ADVISORY NOTES

- a. This Development Plan Consent will expire after 10 years from the date of this Notification, unless final Development Approval has been received within that period or this Consent has been extended by the State Planning Commission.
- b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval and substantially completed within 10 years of the date of final Development Approval, unless that Development Approval is extended by the State Commission Assessment Panel.
- c. All local Residential Roads for traffic volumes up to 3,000 vehicles per day should have a 14 metre wide road reserve with a 7.4 metre wide road carriageway and include a 1.5m wide concrete footpath constructed on one side of the roadway in accordance with the relevant council standard.
- d. All Collector Roads Type 1 for traffic volumes between 8,000 vehicles per day and 15,000 vehicles per day should have a road reserve width of 20 metres and include 1.5 metre wide bike lanes, 3.5 metre wide traffic lanes, a 3 metre wide central median and 2.1 metre wide on-street parking to both sides of the roadway with 1.5 metre wide concrete footpath to both sides of the roadway in accordance with the relevant council standard.

- e. All Collector Roads Type 2 for traffic volumes between 3,000 vehicles per day and 8,000 vehicles per day should have a road reserve width of 20 metres and include 2.1 metre wide on-street parking to both sides of the roadway and 3.5 metre wide traffic lanes and a 1.5 metre wide concrete footpath to one side of the roadway, a 3.0 metre wide shared path to one side of the roadway and barrier kerb and gutter in accordance with the relevant council standard.
- f. All shared paths should be 3m in width and constructed in accordance with the relevant council standard.
- g. All roads should be designed to facilitate safe and convenient movement of vehicles by achieving a sign posted speed environment of 50 kilometres per hour unless specified otherwise by the relevant council.
- h. Access roads within high pedestrian volume areas including town centre area should be designed as shared streetscapes and create pedestrian friendly environments designed generally in accordance with the most recent 'Streets for People: Compendium for South Australian Practice'.
- i. Stormwater detention and WSUD systems should be integrated within public open space areas and be designed to consider function, amenity, safety, future maintenance and be rationalised where possible.
- j. A Soil Erosion and Drainage Management Plan (SEDMP) should be provided to the relevant council prior to commencement of the approved works.
- k. The applicant is reminded of their statutory obligations under the *Native Vegetation Act 1991* and the *Environment Protection and Biodiversity Conservation Act 1999* and should comply with those obligations before undertaking the approved development.
- l. All traffic control devices and roadway intersections should be designed to the relevant Australian Standards, Austroads Guidelines, the Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices and to the reasonable satisfaction of the relevant council.
- m. Street name signs shall be in accordance with the relevant council's standard design detail.
- n. The design detail for the formed surface of roads should be based on Chapter 12 of the Austroads Guide to Pavement Technology, Part 2: Pavement Structural Design should be utilised for pavement design and construction.
- o. Public street lighting and public area lighting should comply in all respects with the Australian Standard AS1158.
- p. Light Emitting Diode (LED) Lighting should be provided to all public roads, laneways, cyclist paths and open spaces as well as around public facilities such as toilets, bus stops, seating, bins, and carparks.
- q. All open space areas should be designed in accordance with the relevant council's open space guidelines.
- r. Street trees should be planted in accordance with the relevant council policy. The species and location of trees should be to the satisfaction of Council and consider the common service trench location, street light location and setback from the kerb.

- s. Irrigated areas should be designed in accordance with the relevant council's open space guidelines and consider the sustainable use of water to the satisfaction of the relevant council.
- t. Design should be developed considering Crime Protection through Environmental Design (CPTED) principles and a safety in design assessment provided to the relevant council.
- u. "As constructed" drawings should be provided to the relevant council prior to the date of Practical Completion in respect of all infrastructure constructed as part of the development. The drawings should be provided in hard copy format and electronic "DWG" or "DXF" and "PDF" format.
- v. All required road works should be designed and constructed in accordance with Austroads Guides/Australian Standards and to the reasonable satisfaction of the relevant council. All associated costs (including project management and any necessary road lighting and drainage upgrades) should be borne by the applicant.
- w. Temporary turnaround areas and appropriate road and allotment drainage should be provided to the reasonable satisfaction of the relevant council to facilitate proposed staging or works.
- x. All costs for the design and construction of all infrastructure should be borne by the applicant. Following a certificate of practical completion from the relevant council the applicant should be responsible for all maintenance for a period to be agreed with the relevant council (defects liability period).
- y. During construction, precautions should be taken to prevent the pollution of stormwater by mud, silt, dust or other debris from the site in accordance with Environment Protection Agency's Code of Practice for the Building and Construction Industry.
- z. A Maintenance and Management Plan should be prepared for any areas of open space that are proposed to be vested in a council.
- aa. Road pavement design and construction should have a design life of 30-years, including allowance for predicted road traffic, future road construction traffic, residential construction traffic, future potential bus routes and the construction of future stages of the land division to the satisfaction of the relevant council.
- bb. All bridge structures should be designed by a suitably qualified professional engineer in accordance with the relevant Australian Standards.
- cc. Construction works associated with bridge structures should be inspected and certified that it has been constructed in accordance with the approved plans and specifications by a suitably qualified and experienced structural engineer.
- dd. All activities on the site should be undertaken cognisant of the *Local Nuisance and Litter Control Act 2016*.
- ee. Approvals from all service authorities to modify services infrastructure are required to be obtained prior to commencement of construction and a copy of the approvals provided to the relevant council.
- ff. Noise levels should comply with the Environment Protection (Noise) Policy 2007.
- gg. The applicant should be responsible for liaison with SA Power Networks in respect to both public lighting and for the provision of an underground electricity service to all new allotments in the development.

- hh. The appropriate Council Officer(s) shall be notified prior to commencing the various stages of infrastructure installation in order to inspect installation and traffic management.
- ii. No retaining walls are approved as part of this land division application. Any retaining wall exceeding one (1) metre in height or combination of retaining wall and fence exceeding the height of 2.1 metres or any addition to an existing retaining wall and/or fence exceeding the afore mentioned heights shall require Development Approval.
- jj. No blasting should occur on the subject land.
- kk. Future land owners are advised that landscaping of road verges in front of private properties requires council approval in accordance with Section 221 of the Local Government.
- ll. Maintenance access tracks should be provided along the top of embankments to the satisfaction of the relevant council, in relation to relevant stage of development (i.e. the relevant stage for which clearance is being sought), in accordance with the following:
 - Access tracks should be 3 metres in width and if forming part of a cycling connection shall be of asphalt type in accordance with the relevant council standard requirements.
 - Access tracks should be 3 metres in width and if not forming part of a cycling connection should be of cement stabilised crushed rock type in accordance with the relevant council requirements.
 - Include appropriate drainage systems, retaining structures and scour control measures to the satisfaction of the relevant council.
 - Provide safe and convenient access to stormwater basins, stormwater water quality.
 - Devices and any other public infrastructure in accordance with Australian Standard AS2890, Austroads Guidelines and ARRB Group 'Unsealed Roads Manual: Guidelines for Good Practice.'

EPA Advisory Notes

- mm. The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- nn. The applicant is reminded that due care should be taken to prevent or minimise adverse impacts and to appropriately manage stormwater runoff during construction and post-construction. Guidance can be found in the EPA's *Stormwater Pollution Prevention*

Code of Practice for the Building and Construction Industry:

http://www.epa.sa.gov.au/files/47790_bccop1.pdf

If during any site works, contamination is identified which poses actual or potential harm to the health or safety of human beings or the environment that is not trivial, taking into account the land use, or harm to water that is not trivial, the applicant may need to remediate the contamination in accordance with EPA guidelines.

EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>

00. The applicant has a right of appeal against the conditions which have been imposed on this approval. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).