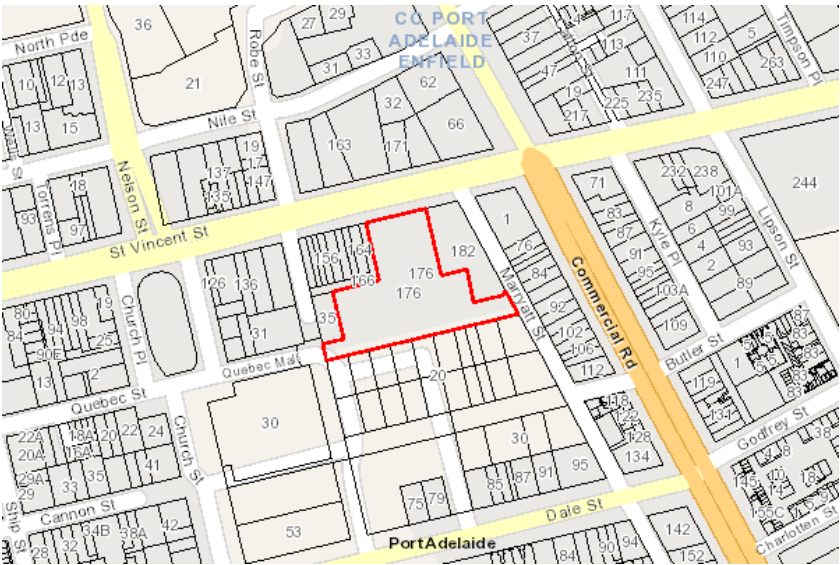


Address: 176 -180 ST VINCENT ST PORT ADELAIDE SA 5015

To view a detailed interactive property map in SAPPA click on the map below



Property Zoning Details

Zone

Urban Activity Centre

Sub Zone

Port Adelaide Centre

Overlay

- Airport Building Heights (Regulated) (All structures over 110 metres)
- Advertising Near Signalised Intersections
- Affordable Housing
- Coastal Flooding
- Design
- Historic Area (PAdE4)
- Heritage Adjacency
- Hazards (Flooding - General)
- Local Heritage Place (3070)
- Noise and Air Emissions
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development
- Urban Transport Routes

Local Variation (TNV)

- Finished Ground and Floor Levels (Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD)
- Concept Plan (Concept Plan 56 - Main Street)
- Concept Plan (Concept Plan 63 - Retail Core)
- Maximum Building Height (Levels) (Maximum building height is 5 levels)

Selected Development(s)

Shop

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

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

Shop - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Urban Activity Centre Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A cohesive and legible environment supporting a broad spectrum of regional level business, shopping, entertainment and recreational facilities that can cater for large crowds, smaller social gatherings and events over extended hours.
DO 2	Primary business, shopping and entertaining areas are integrated with public transport facilities, pedestrian and cycling networks, and community transport infrastructure, and designed to enhance the quality of the public realm.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Shops, offices, entertainment, health, education and recreation related uses and other businesses that provide a comprehensive range of goods and services to the region.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Advertisement (b) Car park facility (c) Child care facility (d) Cinema (e) Co-living (f) Consulting room (g) Community transport facilities (h) Community facility (i) Consulting room (j) Dwelling (k) Educational facility (l) Emergency services facility (m) Hospital

	(n) Hotel (o) Indoor recreation facility (p) Library (q) Licensed Premises (r) Light industry (s) Office (t) Place of worship (u) Public transport facilities (v) Retail fuel outlet (w) Retirement facility (x) Shop (y) Store (z) Student accommodation (aa) Supported accommodation (ab) Telecommunications facility (ac) Tourist accommodation (ad) Warehouse
PO 1.2 Facilities within the centre sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity.	DTS/DPF 1.2 None are applicable.
PO 1.6 Development sited and designed to achieve or maintain a vibrant and interesting streetscape within retail areas.	DTS/DPF 1.6 Any of the following: (a) shop, other than a bulky goods outlet with a gross leasable floor area more than 500m² (b) cinema (c) hotel (d) licensed premises.
PO 1.7 Changes in the use of land encourage the efficient reuse of commercial premises to maintain and enhance vibrancy within activity centres.	DTS/DPF 1.7 A change of use to a shop, office, consulting room or any combination of these uses where all the following are achieved: (a) the area to be occupied by the proposed development is in an existing building and is currently used as a shop, office, consulting room or any combination of these uses (b) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, areas used for the storage and collection of refuse are sited at least 10 metres from any neighbourhood-type zone, or the site of a dwelling (other than a dwelling directly associated with the proposed shop) (c) if the proposed change of use is for a shop that primarily involves heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any neighbourhood-type 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

	(d) if the change in use involves a gross leasable floor area greater than 250m² and has direct frontage to an arterial road, it achieves either (i) or (ii): (i) 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 (ii) 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 (e) off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number, whether exclusive to the premises or shared as part of an integrated complex containing two or more tenancies with shared facilities for off-street vehicle parking.
Built Form and Character	
PO 2.1 Development throughout the zone that integrates with existing development through building scale, connections and complementary land uses.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development integrated with existing or planned public or community transport interchanges and networks to support pedestrian access to activity centre facilities and services.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are sited and designed to create pedestrian, vehicular, open space and visual linkages between the various built-form elements within the zone and adjoining main roads and thoroughfares.	DTS/DPF 2.3 None are applicable.
PO 2.4 Vehicular access points and car parks are coordinated and consolidated to enable the shared use of parking spaces.	DTS/DPF 2.4 None are applicable.
PO 2.5 Development promotes the use of pedestrian and cyclist connections to centre facilities and services.	DTS/DPF 2.5 None are applicable.
PO 2.6 Buildings and facilities are sited and designed to provide an active frontage to the public realm, contributing to streetscapes and spaces that encourage social interaction.	DTS/DPF 2.6 Not less than 50% of the ground floor primary frontage of buildings are visually permeable, transparent or clear glazed.
Building height and setbacks	

PO 3.1 Building height is consistent with the form expressed in any relevant <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> and <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> or is generally medium-rise development, with the highest intensity of built form at the centre of the zone, and lower scale at the peripheral zone interface.	DTS/DPF 3.1 Building height is: (a) not greater than: <table><tr><th>Maximum Building Height (Levels)</th></tr><tr><td>Maximum building height is 5 levels</td></tr></table> and (b) not less than: In relation to DTS/DPF 3.1, in instances where: (c) more than one value is returned in the same field then: (i) for the purpose of DTS/DPF 3.1(a), refer to the <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> or <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development (ii) for the purpose of DTS/DPF 3.1(b) refer to the <i>Minimum Building Height (Levels) Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development (d) only one value is returned for DTS/DPF 3.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other (e) no value is returned (ie there is a blank field), then: (i) for the purpose of DTS/DPF 3.1(a), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy (ii) for the purpose of DTS/DPF 3.1(b), then there is no minimum building height and DTS/DPF 3.1(b) is met.	Maximum Building Height (Levels)	Maximum building height is 5 levels
Maximum Building Height (Levels)			
Maximum building height is 5 levels			
PO 3.2 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 3.2 Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary or where this boundary is the street boundary):		

PO 3.3 Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.	DTS/DPF 3.3 Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram (except where this boundary is a street boundary):
PO 3.4 Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.	DTS/DPF 3.4 None are applicable.
Land Division	
PO 4.1 Land division that creates allotments that vary in size and are suitable for a variety of business and community facilities.	DTS/DPF 4.1 None are applicable.
Vehicle parking	
PO 6.1 Vehicle parking areas are sited and designed to minimise visual dominance when viewed from the public realm.	DTS/DPF 6.1 Vehicle parking areas are sited above or below street level, in decked or basement parking.
Concept Plans	
PO 7.1	DTS/DPF 7.1

Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: <table><tr><th>Description</th></tr><tr><td>Concept Plan 63 - Retail Core</td></tr><tr><td>Concept Plan 56 - Main Street</td></tr></table> In relation to DTS/DPF 7.1, in instances where: (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 7.1 is met.	Description	Concept Plan 63 - Retail Core	Concept Plan 56 - Main Street
Description				
Concept Plan 63 - Retail Core				
Concept Plan 56 - Main Street				

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).

3. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) child care facility (c) co-living (d) consulting room (e) dwelling (f) office (g) residential flat building (h) student accommodation (i) supported accommodation.	Except development that exceeds the maximum building height specified in Urban Activity Centre Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Urban Activity Centre Zone DTS/DPF 3.2 2. Urban Activity Centre Zone DTS/DPF 3.3.
4. Any development involving any of the following (or of any combination of any of the following): (a) hotel (b) licensed premises (c) shop.	Except development that exceeds the maximum building height specified in Urban Activity Centre Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Urban Activity Centre Zone DTS/DPF 1.6 2. Urban Activity Centre Zone DTS/DPF 3.2 3. Urban Activity Centre Zone DTS/DPF 3.3.
5. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.	None specified.
6. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).

Policy24		P&D Code (in effect) Version 2026.6 26/03/2026
7. Railway line.	Except where located outside of a rail corridor or rail reserve.	
Placement of Notices - Exemptions for Performance Assessed Development		
None specified.		
Placement of Notices - Exemptions for Restricted Development		
None specified.		

Port Adelaide Centre Subzone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Tourism, cultural and recreational facilities related to Port Adelaide's unique maritime and commercial heritage and character, and promotion of the zone as a major State tourism destination.
DO 2	Optimal use of vacant and under-utilised land, buildings and the inner harbour of the Port Adelaide River.
DO 3	Conservation and enhancement of items and areas of significance to the zone's unique maritime and commercial heritage, townscape, waterscape and landscape character.
DO 4	A substantial increase in the number of residential dwellings, resident population and provision of accommodation and services for a wide range of people and household types in appropriate areas.

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

Performance Outcome		Deemed-to-Satisfy Criteria / Designated Performance Feature	
Land Use and Intensity			
PO 1.1 Development is located, staged and designed such that vacant or under-utilised land and buildings are redeveloped or reused for more appropriate uses.		DTS/DPF 1.1 None are applicable.	
PO 1.2 Development is located, staged and designed such that vacant or under-utilised land and buildings are redeveloped or reused for more appropriate uses.		DTS/DPF 1.2 None are applicable.	
Concept Map	Envisaged land uses		
Cruickshank's Corner	Tourism and commercial development, with links to public open space, the public waterfront promenade and shore area		
Dock One	Medium to high density residential		

	development that includes mixed uses at ground floor level Small craft mooring facilities	
East End	Northern and south western parts: Offices, consulting rooms and similar uses that are suited to the conversion or rehabilitation of historic buildings in this area. Old Port Dock Railway Station and yards: tourism, museum uses and car parking, with sites fronting St Vincent Street and Lipson Street primarily office, commercial and institutional uses Southern part: Light industry, service industry, warehouse	
Fletcher's Slip	Medium to high density residential dwellings Small scale marine related businesses and tourism activity	
Hart's Mill	Areas fronting Vincent Street: Tourist accommodation and tourist or commercial uses at ground level Adjacent to the waterfront: Residential dwellings and mixed uses	
Mainstreet	Small scale shops, offices, showrooms and consulting rooms Residential development integrated above ground floor envisaged uses.	
McLaren's Wharf	Mixed tourism, retail, office, recreational, educational and residential development of diverse character which capitalises on its access to the waterfront. Development overlooking the Port Adelaide River: medium density to high density residential development.	
North West	Medium to high density residential and small scale mixed use activities including some small scale tourist accommodation Areas over water: ground level non-residential purposes including retail, tourism and commercial uses	
Old Port	Medium to high-density residential	

Reach	development, including affordable housing
Port Adelaide State Heritage Area	Civic and administrative uses, small-scale offices, shipping agents and related commercial uses, and tourist facilities compatible with the area's historic townscape character.
Port Approach	Light industrial and commercial activities with opportunities for tourist infrastructure such as the maritime museum, tourist accommodation, offices, low impact commercial activities, and residential and mixed use development adjacent Dock One. Development to the south of the Port River Expressway: residential and mixed use development, commercial, office and tourist activities. Industrial development should not occur south of the road and rail bridges nearby residential activities.
Railways	Railway activities and associated commercial and industrial uses.
Retail Core	Major supermarkets and discount department stores, together with associated specialty shops, consulting rooms, offices and community service facilities. Medium to high-density residential development located above active ground floor uses
Southern Approach	Retail, showrooms, commercial, institutional development North-western part of the area: residential development.
Southern Gateway	Offices, commercial, showrooms, service trade premises and shops. Medium to high density residential development, including affordable housing, on sites in close proximity to major public transport facilities.
West	medium to high density residential development with associated open space areas and mixed use activities including some small-scale tourist accommodation

Woolstores	Low impact commercial, warehouse and storage activities Residential development where compatible with nearby land uses. Light industry, service industry and home industry in the area to the south of Brock Street.	
PO 1.3 Land adjacent to the Port Adelaide River not required for port or shipping activities is progressively redeveloped for a range of the following uses, where consistent with the intent of any relevant Concept Plans: (a) community uses (b) medium and higher density residential uses (c) recreation (d) tourism (e) office (f) retail.	DTS/DPF 1.3 None are applicable.	
PO 1.7 Major shops and groups of shops are concentrated within the areas constituting the 'Mainstreet' and 'Retail Core' Concept Plans.	DTS/DPF 1.7 None are applicable.	
PO 1.10 Large landscaped or other open areas fronting on to Commercial Road and St Vincent Street are not developed.	DTS/DPF 1.10 None are applicable.	
Built form and character		
PO 2.1 Buildings are situated close to or abutting street frontages, particularly on corner sites, to reinforce the prevailing townscape character within the subzone.	DTS/DPF 2.1 None are applicable.	
PO 2.2 Development is sited to provide view lines and reinforce existing vistas indicated on a relevant Concept Plan including: View corridors: (a) take the form of one or more of the following: (i) public road reservations (ii) public reserves (iii) wider spaces between buildings (b) incorporate pedestrian linkages (c) have a minimum width of 17.5 metres if identified as a major view corridor (d) have a minimum width of 12 metres if identified as a minor view corridor.	DTS/DPF 2.2 None are applicable.	

PO 2.3 The siting, form and scale of buildings on corner sites: (a) increases the presence of built form on street intersections (b) addresses both street frontages (c) minimises unusable open space on the street frontages.	DTS/DPF 2.3 None are applicable.
PO 2.4 Street furniture, including lighting, advertisements, advertising hoardings, litter bins, seats, bicycle parking facilities and bollards, are designed and located so as to complement the townscape character of the area and respond to its maritime locality.	DTS/DPF 2.4 None are applicable.
PO 2.5 Development abutting St Vincent Street, Commercial Road, Church Place and Dale Street, public spaces and pedestrian malls has facades of no less than two storeys.	DTS/DPF 2.5 None are applicable.
PO 2.6 Materials reflect and reinforce the historic, maritime character of the subzone wherever practicable.	DTS/DPF 2.6 None are applicable.
PO 2.7 Development adjacent to the public promenade, public plazas, public reserves, main roads and edges of public spaces is designed to: (a) maintain an active interface through architectural detail and interest in skyline and pedestrian levels (b) provide active street frontages at ground level with land uses such as cafes, restaurants, local shops and home offices that contribute to the vibrancy and diversity of the area (c) maintain the continuity of streetscape with streets and public spaces defined by consistent building frontages at the street alignment (d) maximise solar access and limit overshadowing of these areas (e) protect the amenity of residents at ground level (f) protect pedestrian amenity (g) provide for varied and attractive building elevations.	DTS/DPF 2.7 None are applicable.
PO 2.8 Landmark buildings indicated on a Concept Plans are designed to: (a) preserve a pleasant pedestrian environment (b) create consistent building frontages at the street, plaza or promenade alignment (c) assist to deflect wind downdrafts from penetrating to street level plazas and promenades	DTS/DPF 2.8 None are applicable.

(d) be exemplary in their design quality and enhance the locality with architectural elements characteristic of the Port Adelaide, heritage buildings and waterfront environment.	
PO 2.9 Development facilitates the provision of a continuous pedestrian and cyclist 'Inner Harbour Ring Route' including connections to nearby bicycle routes, schools and stations shown on Concept Maps relating to: (a) Cruickshank's Corner (b) Dock One (c) Fletcher's Slip (d) Hart's Mill (e) Mainstreet (f) McLaren's Wharf (g) North West (h) Old Port Reach (i) Port Approach (j) West	DTS/DPF 2.9 None are applicable.
PO 2.10 Waterfront development is designed and sited to allow for future potential flood mitigation measures such as the creation of sea walls or levees that will provide protection from stormwater and seawater flooding in a consistent and integrated manner.	DTS/DPF 2.10 None are applicable.
PO 2.11 Buildings greater than three storeys provide human scale street frontages through one or more of the following methods: (a) stepped reduction of building heights towards street frontages (b) use of the podium level (c) use of secondary/adjoining building elements to the street.	DTS/DPF 2.11 None are applicable.
Building height	
PO 3.1 Buildings are designed to reflect the street wall heights and horizontal elements of adjacent buildings by reinforcing: (a) the prevailing datum heights, including parapet levels, balconies or distinguishing elements such as verandas and canopies at the street level (b) a distinction of levels below and above prevailing horizontal elements through architectural expression.	DTS/DPF 3.1 None are applicable.
Land Division	
PO 4.1	DTS/DPF 4.1

Development is sited to ensure that original grid street layouts within the centre are retained and wherever possible, re-established.	None are applicable.
Vehicle parking and access	
PO 5.1 Car parking areas, including decked car parking: (a) do not intrude upon, or interrupt the continuity of built-form desired along major street frontages in the subzone (b) do not detract from areas of architectural or townscape value. (c) in relation to multi-level car parking, are designed as buildings that contribute to the desired built form character include ground level uses adjacent to street frontages, such as offices, shops and tourist development.	DTS/DPF 5.1 None are applicable.
Waterfront development	
PO 6.1 Development creates and enhances a public promenade with a minimum width of 8 metres along the waterfront that achieves: (a) continuous public pedestrian and cyclist access (b) convenient, safe and attractive linkages between sections in areas of high pedestrian or cycle traffic and in front of key tourism uses (c) allowance for infrastructure provision and flood mitigation including a sea wall or levee.	DTS/DPF 6.1 None are applicable.
PO 6.3 Development is sited to take advantage of waterfront views and activities.	DTS/DPF 6.3 None are applicable.
PO 6.5 Development along the waterfront comprises bold, robust architectural forms with articulated and modelled facades and materials which reflect the character of older maritime/industrial buildings nearby.	DTS/DPF 6.5 None are applicable.
PO 6.6 Development encourages and facilitates the provision of a continuous 'Major Pedestrian/Cycle Path' and 'Inner Harbour Ring Route' public promenade including connections to nearby bicycle routes, schools and stations as shown on Concept Plans 'Port Adelaide Centre Traffic and Transport' and "McLaren's Wharf".	DTS/DPF 6.6 None are applicable.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

Coastal Flooding Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Recognition of coastal flood hazards to avoid the need, now and in the future, for public expenditure on protection of the environment and development.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature		
PO 1.1 Development, including associated roads and parking areas, but not minor structures unlikely to be adversely affected by flooding, is protected from the standard sea flood risk level and 1m of sea level rise.	DTS/DPF 1.1 Development incorporates finished ground and floor levels not less than: <table><tr><th>Finished Ground and Floor Levels</th></tr><tr><td>Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD</td></tr></table> In instances where no value is specified (i.e. there is a blank field): (a) finished ground levels allow for sea level rise by being raised 300mm or more above the standard sea flood risk level (b) finished floor levels are 550mm or more above the standard sea flood risk level (c) practical measures can be implemented to provide future protection against an additional sea level rise of 700mm plus an allowance to accommodate 100 years of land subsidence.	Finished Ground and Floor Levels	Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD
Finished Ground and Floor Levels			
Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD			

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

Design Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development positively contributes to the liveability, durability and sustainability of the built environment through high-quality design.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Medium to high rise buildings and state significant development demonstrate high quality design.	DTS/DPF 1.1 None are applicable.

Procedural Matters (PM)

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where the development comprises a variation to an application that is, in the opinion of the relevant authority, minor in nature or would not warrant a referral when considering the purpose of the referral, any of the following classes of development: (a) development within the area of the overlay located within the Corporation of the City of Adelaide where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$10,000,000 (b) development within the area of the overlay located within the City of Port Adelaide Enfield where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$3 000 000 (c) development within all other areas of the overlay that involves the erection or construction of a building that exceeds 4 building levels.	Government Architect or Associate Government Architect	To provide expert design advice to the relevant authority on how the development: (a) responds to its surrounding context and contributes to the quality and character of a place (b) contributes to inclusiveness, connectivity, and universal design of the built environment (c) enables buildings and places that are fit for purpose, adaptable and long-lasting (d) adds value by positively contributing to places and communities (e) optimises performance and public benefit (f) supports sustainable and environmentally responsible development.	Development of a class to which Schedule 9 clause 3 item 22 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature		
Flood Resilience			
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than: <table><tr><th>Finished Ground and Floor Levels</th></tr><tr><td>Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD</td></tr></table> In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.	Finished Ground and Floor Levels	Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD
Finished Ground and Floor Levels			
Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD			
Environmental Protection			
PO 3.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	DTS/DPF 3.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.		

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

Heritage Adjacency Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place.	DTS/DPF 1.1 None are applicable.

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development which in the opinion of the relevant authority materially affects the context within which the State Heritage Place is situated. Note - Referrals are not required where the Overlay relates to a Local Heritage Place	Minister responsible for the administration of the <i>Heritage Places Act 1993</i> .	To provide expert assessment and direction to the relevant authority on the potential impacts of development adjacent State Heritage Places.	Development of a class to which Schedule 9 clause 3 item 17 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Historic Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
PO 1.1 All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.	DTS/DPF 1.1 None are applicable.
Built Form	
PO 2.1 The form and scale of new buildings and structures that are visible from the public realm are consistent with the prevailing historic characteristics of the historic area.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is consistent with the prevailing building and wall heights in the historic area.	DTS/DPF 2.2 None are applicable.
PO 2.3 Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) complement the prevailing characteristics in the historic area.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development is consistent with the prevailing front and side boundary setback pattern in the historic area.	DTS/DPF 2.4 None are applicable.
PO 2.5 Materials are either consistent with or complement those within the historic area.	DTS/DPF 2.5 None are applicable.
Context and Streetscape Amenity	
PO 6.1 The width of driveways and other vehicle access ways are consistent with the prevailing width of existing driveways of the historic area.	DTS/DPF 6.1 None are applicable.
PO 6.2 Development maintains the valued landscape patterns and characteristics that contribute to the historic area, except where they compromise safety, create nuisance, or impact adversely on buildings or infrastructure.	DTS/DPF 6.2 None are applicable.

Ruins	
PO 8.1 Development conserves and complements features and ruins associated with former activities of significance.	DTS/DPF 8.1 None are applicable.

Historic Area Statements

Statement#	Statement	
Historic Areas affecting City of Port Adelaide Enfield		
PAdeE4	Mainstreet Historic Area Statement (PAdeE4) The Historic Area Overlay identifies localities that comprise characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality. These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area. The preparation of an Historic Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.	
	Eras, themes and context	1850's - 1940's built development.
	Allotments, subdivision and built form patterns	Focused around Commercial Road, St Vincent Street, Dale Street and Church Place. Allotments configured with their long axes running perpendicular to these roads. Allotments sizes vary to accommodate retail and commercial uses. Commercial buildings generally built to road frontages.
	Architectural styles, detailing and built form features	Commercial buildings featuring a fine grain fabric of small scale tenancies with narrow frontages. The extensive use of balconies and verandahs over footpaths.
	Building height	Predominately single and two storey with a small number three and four storey buildings to the east of Commercial Road.
	Materials	Materials consistent with the style of building and era of its original construction.
	Fencing	[Not stated]
	Setting, landscaping, streetscape and public realm features	The area is a commercial and retail focus. It acts as a buffer and an approach area to the Port Adelaide State Heritage Area noting that the boundary around the Port Adelaide State Heritage Area is relatively arbitrary and the Main street Policy Area contains some buildings that are of equal significance to buildings within the Port Adelaide State Heritage Area. It features a large number of early buildings, many of which have housed the same continuous functions since the time of their construction. The State Heritage listed St Paul's Church is a prominent building in the area and provides a land mark along a major view corridor from the Nelson St Bridge. Similarly, the State Heritage listed Uniting Church off Commercial Road is an important landmark and southern gateway to this area. The area contains a number of State Heritage places and many Local Heritage places.
	Representative Buildings	Identified - refer to SA planning database.

Statement#	Statement

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

Local Heritage Place Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 The form of new buildings and structures maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.1 None are applicable.
PO 1.2 Massing, scale and siting of development maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.2 None are applicable.
PO 1.3 Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys and verandahs) maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is consistent with boundary setbacks and setting.	DTS/DPF 1.4 None are applicable.
PO 1.5	DTS/DPF 1.5

Policy24		P&D Code (in effect) Version 2026.6 26/03/2026	
Materials and colours are either consistent with or complement the heritage values of the Local Heritage Place.		None are applicable.	
PO 1.6	New buildings and structures are not placed or erected between the primary or secondary street boundaries and the façade of a Local Heritage Place.	DTS/DPF 1.6	None are applicable.
PO 1.7	Development of a Local Heritage Place retains features contributing to its heritage value.	DTS/DPF 1.7	None are applicable.
Landscape Context and Streetscape Amenity			
PO 5.1	Individually heritage listed trees, parks, historic gardens and memorial avenues are retained unless: (a) trees / plantings are, or have the potential to be, a danger to life or property or (b) trees / plantings are significantly diseased and their life expectancy is short.	DTS/DPF 5.1	None are applicable.
Conservation Works			
PO 7.1	Conservation works to the exterior of a Local Heritage Place (and other features identified in the extent of listing) match original materials to be repaired and utilise traditional work methods.	DTS/DPF 7.1	None are applicable.

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more (h) supported accommodation and/or a retirement facility containing in excess of 50 residences, on a significant retirement facility and supported accommodation site.
PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more (h) supported accommodation and/or a retirement facility containing in excess of 50 residences, on a significant retirement facility and supported accommodation site.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development:

State Maintained Road network.	(a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more (h) supported accommodation and/or a retirement facility containing in excess of 50 residences, on a significant retirement facility and supported accommodation site.
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Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road: (a) except where a proposed development has previously been referred under clause (b) - a building, or buildings, containing in excess of 50 dwellings (b) except where a proposed development has previously been referred under clause (a) - land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more (h) supported accommodation and/or a retirement facility containing in excess of 50 residences, on a significant retirement facility and supported accommodation site.	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Urban Transport Routes Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from Urban Transport Routes.

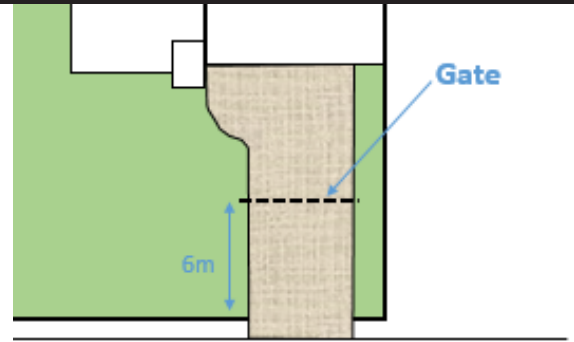
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Access - Safe Entry and Exit (Traffic Flow)	
PO 1.1 Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): (a) where servicing a single (1) dwelling / residential allotment all of the following are satisfied: (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 3m and 4m (measured at the site boundary) (b) where the development will result in 2 and up to 6 dwellings all of the following are satisfied: (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 5.8m to 6m (measured at the site boundary) and an access depth of 6m (measured from the site boundary into the site) (c) where the development will result in 7 or more dwellings, or is a non-residential land use all of the following are satisfied: (i) it will not result in more than one access point servicing the development site

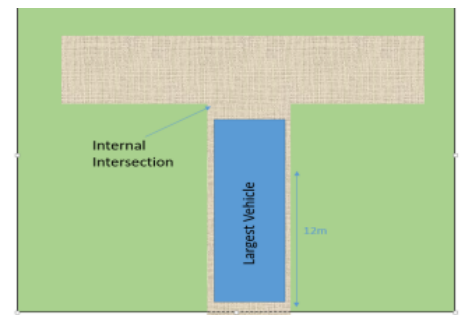
	(ii) vehicles can enter and exit the site using left turn only movements (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (v) it will have a width of between 6m and 7m (measured at the site boundary), where the development is expected to accommodate vehicles with a length of 6.4m or less (vi) it will have a width of between 6m and 9m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4m to 8.8m (vii) it will have a width of between 9m and 12m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8m to 12.5m (viii) provides for simultaneous two-way vehicle movements at the access: A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road - and B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.
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Access - On-Site Queuing

PO 2.1 Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and maintain safe vehicle movements.	DTS/DPF 2.1 An access point satisfies (a), (b) or (c): (a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) as shown in the following diagram:
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- (b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and all of the following are satisfied:
- (i) is expected to be serviced by vehicles with a length no greater than 6.4m
 - (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site)
- (c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and all of the following are satisfied:
- (i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle
 - (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site)
 - (iii) any termination of or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop
 - (iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram:



Access - (Location Spacing) - Existing Access Point

PO 3.1

Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.

DTS/DPF 3.1

An existing access point satisfies (a), (b) or (c):

- (a) it will not service, or is not intended to service, more than 6 dwellings
- (b) it is not located on a Controlled Access Road and will not service development that will result in a larger class of vehicle expected to access the site using the existing access
- (c) is not located on a Controlled Access Road and development constitutes one or more of the following:
 - (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa
 - (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment
 - (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area
 - (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area
 - (v) an office or consulting room with a <500m² gross leasable floor area
 - (vi) a change of use from a residential dwelling to a shop, office, consulting room or personal or domestic services establishment with <250m² gross leasable floor area.

Access - Location (Spacing) - New Access Points

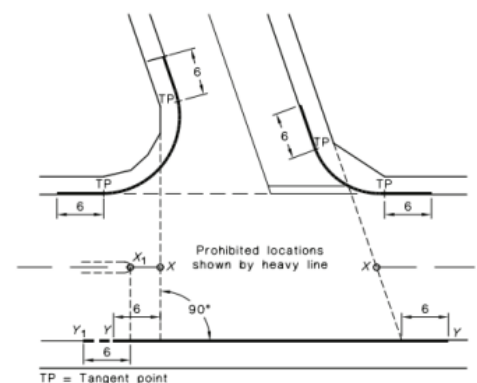
PO 4.1

New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.

DTS/DPF 4.1

A new access point satisfies (a), (b) or (c):

- (a) where a development site is intended to serve between 1 and 6 dwellings, access to the site is from the local road network (not being a Controlled Access Road) and is located outside of the bold lines shown in the following diagram:



NOTE:

The points marked X₁ and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y₁.

- (b) where the development site is intended to serve between 1 and 6 dwellings, the new access satisfies all of the following:

- (i) is not located on a Controlled Access Road
 - (ii) is not located on a section of road affected by double barrier lines
 - (iii) will be on a road with a speed environment of 70km/h or less
 - (iv) is located outside of the bold lines on the diagram shown in the diagram following part (a)
 - (v) is located a minimum of 6m from a median opening or pedestrian crossing
- (c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:

Speed Limit	Separation between access points	Separation from public road junctions and merging/terminating lanes
50 km/h or less	No spacing requirement	20m
60 km/h	5m (for development intended to serve between 1 and 6 dwellings) and 10m for all other cases	73m
70 km/h	40m	92m
80 km/h	50m	114m
90 km/h	65m	139m
100 km/h	80m	165m
110 km/h	100m	193m

Access - Location (Sight Lines)

PO 5.1

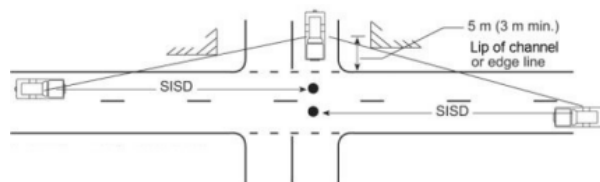
Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

DTS/DPF 5.1

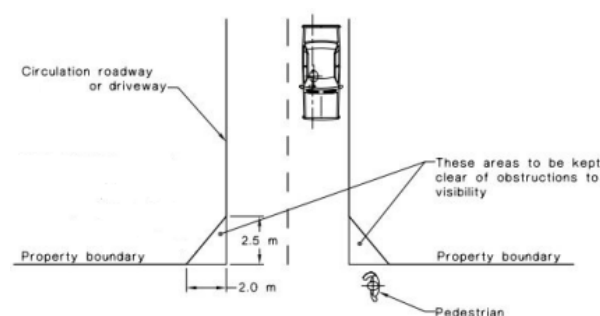
An access point satisfies (a) and (c) or (b) and (c):

- (a) the development site does or is intended to serve between 1 and 6 dwellings and utilises an existing access point
or
- (b) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

Speed Limit	Access point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	47m	73m
50 km/h	63m	97m
60 km/h	81m	123m
70 km/h	100m	151m
80 km/h	121m	181m
90 km/h	144m	226m
100 km/h	169m	262m
110km/h	195m	300m



and
(c) pedestrian sightlines in accordance with the following diagram:



Access – Mud and Debris

PO 6.1

Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.

DTS/DPF 6.1

Where the road has an unsealed shoulder and the road is not kerbed, the access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer).

Access - Stormwater

PO 7.1

Access points are designed to minimise negative impact on roadside drainage of water.

DTS/DPF 7.1

Development does not result in any of the following:

- (a) decrease the capacity of an existing drainage point
- (b) restrict or prevent the flow of stormwater through an existing drainage point and system
- (c) result in access points becoming stormwater flow paths directly onto the road.

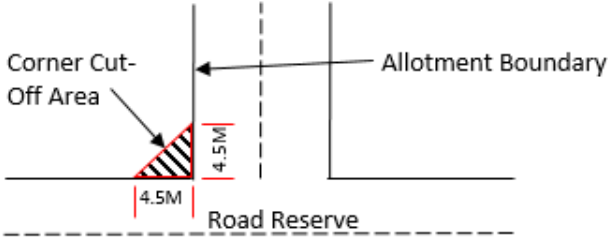
Building on Road Reserve

PO 8.1

Buildings or structures that encroach onto, above or below

DTS/DPF 8.1

Buildings or structures are not located on, above or below the

road reserves are designed and sited to minimise impact on safe movements by all road users.	road reserve.
Public Road Junctions	
PO 9.1 New junctions with a public road (including the opening of unmade public road junctions) or modifications to existing road junctions are located and designed to ensure safe operating conditions are maintained on the State Maintained Road.	DTS/DPF 9.1 Development does not comprise any of the following: (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.
Corner Cut-Offs	
PO 10.1 Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to contribute to driver safety.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram: 

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, development (including the division of land, but not an excluded land division) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road: (a) creation of a new access or junction	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development

(b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority) (c) development that changes the nature of vehicular movements or increase the number or frequency of movements through an existing access (except where deemed to be minor in the opinion of the relevant authority).			and Infrastructure (General) Regulations 2017 applies.
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Part 4 - General Development Policies

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i> (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (b) durable - fit for purpose, adaptable and long lasting

	(c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	

PO 2.1	DTS/DPF 2.1
Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	None are applicable.
PO 2.2	DTS/DPF 2.2
Development is designed to differentiate public, communal and private areas.	None are applicable.
PO 2.3	DTS/DPF 2.3
Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	None are applicable.
PO 2.4	DTS/DPF 2.4
Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	None are applicable.
PO 2.5	DTS/DPF 2.5
Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	None are applicable.
Landscaping	
PO 3.1	DTS/DPF 3.1
Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	None are applicable.
Environmental Performance	
PO 4.1	DTS/DPF 4.1
Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	None are applicable.
PO 4.2	DTS/DPF 4.2
Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	None are applicable.
PO 4.3	DTS/DPF 4.3
Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	None are applicable.

On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not result in any of the following: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries and (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped	DTS/DPF 7.6 None are applicable.

to provide shade and positively contribute to amenity.	
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Overlooking / Visual Privacy (low rise buildings)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone satisfy at least one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level

	(c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve (or combination of) that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	
External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at	DTS/DPF 12.2 None are applicable.

lower building levels near the public interface are provided to reinforce a human scale.	
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings satisfy all of the following: (a) are oriented towards the street (b) are clearly visible and easily identifiable from the street and vehicle parking areas (c) are designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) are designed to provide shelter, a sense of personal address and transitional space around the entry (e) are located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) are designed to avoid the creation of potential areas of entrapment.
PO 12.8 Building services, plant and mechanical equipment are screened from the public realm.	DTS/DPF 12.8 None are applicable.
Landscaping	
PO 13.1 Development facing a street provides a well landscaped area	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the

that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.																																				
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired. <table><tr><th>Site area</th><th>Minimum deep soil area</th><th>Minimum dimension</th><th>Tree / deep soil zones</th></tr><tr><td><300 m²</td><td>10 m²</td><td>1.5m</td><td>1 small tree / 10 m²</td></tr><tr><td>300-1500 m²</td><td>7% site area</td><td>3m</td><td>1 medium tree / 30 m²</td></tr><tr><td>>1500 m²</td><td>7% site area</td><td>6m</td><td>1 large or medium tree / 60 m²</td></tr><tr><td colspan="4">Tree size and site area definitions</td></tr><tr><td>Small tree</td><td colspan="3">4-6m mature height and 2-4m canopy spread</td></tr><tr><td>Medium tree</td><td colspan="3">6-12m mature height and 4-8m canopy spread</td></tr><tr><td>Large tree</td><td colspan="3">12m mature height and >8m canopy spread</td></tr><tr><td>Site area</td><td colspan="3">The total area for development site, not average area per dwelling</td></tr></table>	Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones	<300 m ²	10 m ²	1.5m	1 small tree / 10 m ²	300-1500 m ²	7% site area	3m	1 medium tree / 30 m ²	>1500 m ²	7% site area	6m	1 large or medium tree / 60 m ²	Tree size and site area definitions				Small tree	4-6m mature height and 2-4m canopy spread			Medium tree	6-12m mature height and 4-8m canopy spread			Large tree	12m mature height and >8m canopy spread			Site area	The total area for development site, not average area per dwelling		
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PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.																																				
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.																																				
Environmental																																					
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.																																				

PO 14.2	DTS/DPF 14.2
Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	None are applicable.
PO 14.3	DTS/DPF 14.3
Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level.	None are applicable.
Car Parking	
PO 15.1	DTS/DPF 15.1
Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages and (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2	DTS/DPF 15.2
Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	None are applicable.
Overlooking/Visual Privacy	
PO 16.1	DTS/DPF 16.1
Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms	None are applicable.

(d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	
All non-residential development	
Water Sensitive Design	
PO 42.1 Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 42.1 None are applicable.
PO 42.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 42.2 None are applicable.
PO 42.3 Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.	DTS/DPF 42.3 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 43.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 43.1 None are applicable.
Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

where:

- (a) existing utility infrastructure and services are capable of accommodating the development
- (b) the primary street can support access by emergency and regular service vehicles (such as waste collection)
- (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems)
- (d) safety of pedestrians or vehicle movement is maintained
- (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature	
Hours of Operation		
PO 2.1	DTS/DPF 2.1	
Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:	Development operating within the following hours:	
	Class of Development	Hours of operation
(a) the nature of the development	Consulting room	7am to 9pm, Monday to Friday
(b) measures to mitigate off-site impacts		8am to 5pm, Saturday
(c) the extent to which the development is desired in the zone	Office	7am to 9pm, Monday to Friday
(d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.		8am to 5pm, Saturday
	Shop, other than any one or combination of the following: (a) restaurant	7am to 9pm, Monday to Friday
		8am to 5pm, Saturday and Sunday

	(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone		
Overshadowing			
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.		
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.		
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	DTS/DPF 3.3 None are applicable.		
PO 3.4 Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.	DTS/DPF 3.4 None are applicable.		
Activities Generating Noise or Vibration			
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.		

PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.				
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.5 None are applicable.				
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: <table border="1" data-bbox="833 1263 1487 1585"> <thead> <tr> <th>Assessment location</th><th>Music noise level</th></tr> </thead> <tbody> <tr> <td>Externally at the nearest existing or envisaged noise sensitive location</td><td>Less than 8dB above the level of background noise (L_{90,15min}) in any octave band of the sound spectrum (LOCT_{10,15} < LOCT_{90,15} + 8dB)</td></tr> </tbody> </table>	Assessment location	Music noise level	Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise (L _{90,15min}) in any octave band of the sound spectrum (LOCT _{10,15} < LOCT _{90,15} + 8dB)
Assessment location	Music noise level				
Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise (L _{90,15min}) in any octave band of the sound spectrum (LOCT _{10,15} < LOCT _{90,15} + 8dB)				
Air Quality					
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.				
Light Spill					

PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.
Solar Reflectivity / Glare	
PO 7.1 Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.	DTS/DPF 7.1 None are applicable.

Site Contamination

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form) (d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: (i) a site contamination audit report has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that- A. site contamination does not exist (or no longer exists) at the land - or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation)

	or C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).
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Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1	DTS/DPF 3.1

Safe and convenient access minimises impact or interruption on the operation of public roads.	The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back in accordance with all of the following: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.

PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing: (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place (e) proximity to high frequency public transport Note: In circumstances where a land use is not defined in Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas or Table 1 - General Off-Street Car Parking Requirements (as applicable), an appropriate car parking rate may be defined by reference to similar development in comparable locations.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.

another.	
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the	DTS/DPF 9.3 None are applicable.

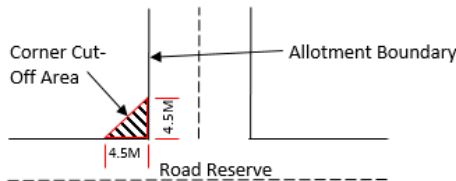
facilities to encourage cycling as a mode of journey-to-work transport.	
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

Table 1 - General Off-Street Car Parking Requirements

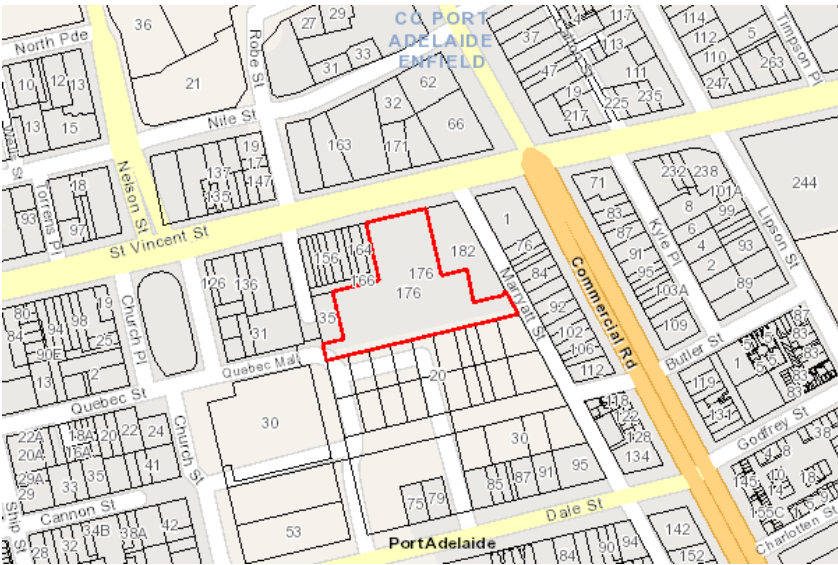
Class of Development	Car Parking Rate (unless varied by Table 2 onwards)
Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.	
Commercial Uses	
Shop (no commercial kitchen)	5.5 spaces per 100m² of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m² of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 0 spaces where located on a significant retirement facility and supported accommodation site, and is subordinate to, and associated with, a retirement facility or supported accommodation.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m ² of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m² of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.

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

Class of Development	Car Parking Rate		Designated Areas
	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.		
	Minimum number of spaces	Maximum number of spaces	
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	6 spaces per 100m2 of gross leasable floor area.	Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area Suburban Activity Centre Zone when the site is also in a high frequency public transit area Suburban Business Zone when the site is also in a high frequency public transit area Business Neighbourhood Zone outside of the City of Adelaide when the site is also in a high frequency public transit area Suburban Main Street Zone when the site is also in a high frequency public transit area Urban Activity Centre Zone

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Property Zoning Details

Zone

Urban Activity Centre

Sub Zone

Port Adelaide Centre

Overlay

- Airport Building Heights (Regulated) (All structures over 110 metres)
- Advertising Near Signalised Intersections
- Affordable Housing
- Coastal Flooding
- Design
- Historic Area (PAdE4)
- Heritage Adjacency
- Hazards (Flooding - General)
- Local Heritage Place (3070)
- Noise and Air Emissions
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development
- Urban Transport Routes

Local Variation (TNV)

- Finished Ground and Floor Levels (Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD)
- Concept Plan (Concept Plan 56 - Main Street)
- Concept Plan (Concept Plan 63 - Retail Core)
- Maximum Building Height (Levels) (Maximum building height is 5 levels)

Selected Development(s)

Tree-damaging activity

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

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

Tree-damaging activity - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Urban Activity Centre Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A cohesive and legible environment supporting a broad spectrum of regional level business, shopping, entertainment and recreational facilities that can cater for large crowds, smaller social gatherings and events over extended hours.
DO 2	Primary business, shopping and entertaining areas are integrated with public transport facilities, pedestrian and cycling networks, and community transport infrastructure, and designed to enhance the quality of the public realm.

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does not require notification.

Class of Development (Column A)	Exceptions (Column B)
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1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
3. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) child care facility (c) co-living (d) consulting room (e) dwelling (f) office (g) residential flat building (h) student accommodation (i) supported accommodation.	Except development that exceeds the maximum building height specified in Urban Activity Centre Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Urban Activity Centre Zone DTS/DPF 3.2 2. Urban Activity Centre Zone DTS/DPF 3.3.
4. Any development involving any of the following (or of any combination of any of the following): (a) hotel (b) licensed premises (c) shop.	Except development that exceeds the maximum building height specified in Urban Activity Centre Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Urban Activity Centre Zone DTS/DPF 1.6 2. Urban Activity Centre Zone DTS/DPF 3.2 3. Urban Activity Centre Zone DTS/DPF 3.3.
5. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah	None specified.

(r) water tank.	
6. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
7. Railway line.	Except where located outside of a rail corridor or rail reserve.
Placement of Notices - Exemptions for Performance Assessed Development	
None specified.	
Placement of Notices - Exemptions for Restricted Development	
None specified.	

Part 3 - Overlays

Local Heritage Place Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Landscape Context and Streetscape Amenity	
PO 5.1 Individually heritage listed trees, parks, historic gardens and memorial avenues are retained unless: (a) trees / plantings are, or have the potential to be, a danger to life or property - or (b) trees / plantings are significantly diseased and their life expectancy is short.	DTS/DPF 5.1 None are applicable.

Procedural Matters (PM) - Referrals

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

Infrastructure (General) Regulations 2017.

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	
PO 1.1 Regulated trees are retained where they: (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species and / or (c) provide an important habitat for native fauna.	DTS/DPF 1.1 None are applicable.
PO 1.2 Significant trees are retained where they: (a) make an important contribution to the character or amenity of the local area (b) are indigenous to the local area and are listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species (c) represent an important habitat for native fauna (d) are part of a wildlife corridor of a remnant area of native vegetation (e) are important to the maintenance of biodiversity in the local environment and / or (f) form a notable visual element to the landscape of the local area.	DTS/DPF 1.2 None are applicable.
PO 1.3	DTS/DPF 1.3

A tree damaging activity not in connection with other development satisfies (a) and (b): (a) tree damaging activity is only undertaken to: (i) remove a diseased tree where its life expectancy is short (ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like (iii) rectify or prevent extensive damage to a building of value as comprising any of the following: A. a Local Heritage Place B. a State Heritage Place C. a substantial building of value and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity (iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire (v) treat disease or otherwise in the general interests of the health of the tree and / or (vi) maintain the aesthetic appearance and structural integrity of the tree (b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective.	None are applicable.
PO 1.4 A tree-damaging activity in connection with other development satisfies all the following: (a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible (b) in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.	DTS/DPF 1.4 None are applicable.
Ground work affecting trees	
PO 2.1 Regulated and significant trees, including their root systems, are not unduly compromised by excavation and / or filling of land, or the sealing of surfaces within the vicinity of the tree to support their retention and health.	DTS/DPF 2.1 None are applicable.
Land Division	
PO 3.1 Land division results in an allotment configuration that enables its subsequent development and the retention of regulated and significant trees as far as is reasonably practicable.	DTS/DPF 3.1 Land division where: (a) there are no regulated or significant trees located within or adjacent to the plan of division - or (b) the application demonstrates that an area exists to

Policy24		P&D Code (in effect) Version 2026.6 26/03/2026
		accommodate subsequent development of proposed allotments after an allowance has been made for a tree protection zone around any regulated tree within and adjacent to the plan of division.

Procedural Matters (PM) - Referrals

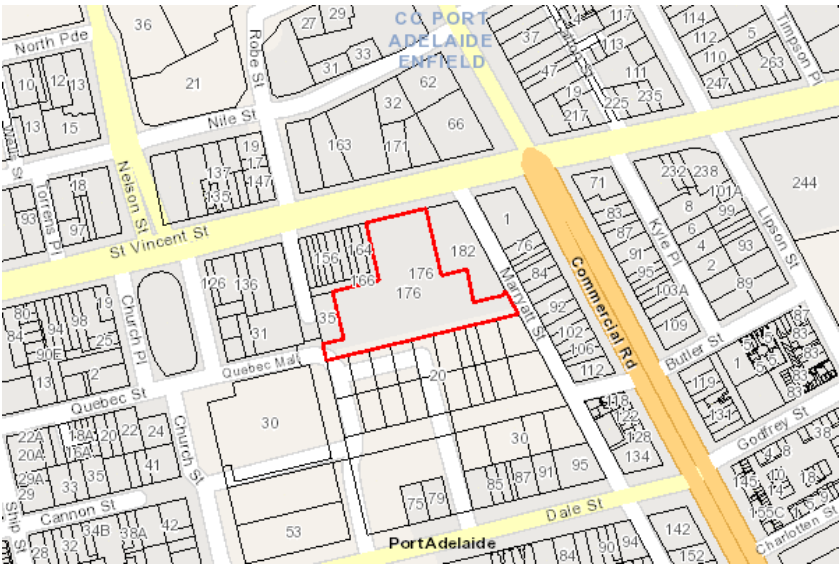
The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

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Property Zoning Details

Zone	Urban Activity Centre
Sub Zone	Port Adelaide Centre
Overlay	Airport Building Heights (Regulated) (All structures over 110 metres) Advertising Near Signalised Intersections Affordable Housing Coastal Flooding Design Historic Area (PAdE4) Heritage Adjacency Hazards (Flooding - General) Local Heritage Place (3070) Noise and Air Emissions Prescribed Wells Area Regulated and Significant Tree Traffic Generating Development Urban Transport Routes
Local Variation (TNV)	Finished Ground and Floor Levels (Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD) Concept Plan (Concept Plan 56 - Main Street) Concept Plan (Concept Plan 63 - Retail Core) Maximum Building Height (Levels) (Maximum building height is 5 levels)

Selected Development(s)

Advertisement

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

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

Advertisement - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Urban Activity Centre Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A cohesive and legible environment supporting a broad spectrum of regional level business, shopping, entertainment and recreational facilities that can cater for large crowds, smaller social gatherings and events over extended hours.
DO 2	Primary business, shopping and entertaining areas are integrated with public transport facilities, pedestrian and cycling networks, and community transport infrastructure, and designed to enhance the quality of the public realm.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Advertisements	
PO 5.1 Advertisements are sited and designed to achieve an overall consistency and appearance along individual street frontages.	DTS/DPF 5.1 None are applicable.
PO 5.2 Freestanding advertisements: (a) identify the associated business(es) (b) are of a size that is commensurate with the scale of the centre and the street frontage (c) avoid visual clutter (d) positively respond to the context without dominating the locality.	DTS/DPF 5.2 Freestanding advertisements: (a) do not exceed 10m in height, the adjacent building wall height, or the zone's height allowance (whichever is the lesser) and (b) do not have a sign face that exceeds 8m ² per side.

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: - the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) - the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
3. Any development involving any of the following (or of any combination of any of the following): - advertisement - child care facility - co-living - consulting room - dwelling - office - residential flat building - student accommodation - supported accommodation.	Except development that exceeds the maximum building height specified in Urban Activity Centre Zone DTS/DPF 3.1 or does not satisfy any of the following: - Urban Activity Centre Zone DTS/DPF 3.2 - Urban Activity Centre Zone DTS/DPF 3.3.
4. Any development involving any of the following (or of any combination of any of the following): - hotel - licensed premises - shop.	Except development that exceeds the maximum building height specified in Urban Activity Centre Zone DTS/DPF 3.1 or does not satisfy any of the following: - Urban Activity Centre Zone DTS/DPF 1.6 - Urban Activity Centre Zone DTS/DPF 3.2 - Urban Activity Centre Zone DTS/DPF 3.3.
5. Any development involving any of the following (or of any combination of any of the following): air handling unit, air conditioning system or	None specified.

- exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.	
6. Demolition.	Except any of the following: - the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) - the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
7. Railway line.	Except where located outside of a rail corridor or rail reserve.
Placement of Notices - Exemptions for Performance Assessed Development	
None specified.	
Placement of Notices - Exemptions for Restricted Development	
None specified.	

Port Adelaide Centre Subzone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Tourism, cultural and recreational facilities related to Port Adelaide's unique maritime and commercial heritage and character, and promotion of the zone as a major State tourism destination.
DO 2	Optimal use of vacant and under-utilised land, buildings and the inner harbour of the Port Adelaide River.
DO 3	Conservation and enhancement of items and areas of significance to the zone's unique maritime and commercial heritage, townscape, waterscape and landscape character.

DO 4	A substantial increase in the number of residential dwellings, resident population and provision of accommodation and services for a wide range of people and household types in appropriate areas.
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Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built form and character	
PO 2.4 Street furniture, including lighting, advertisements, advertising hoardings, litter bins, seats, bicycle parking facilities and bollards, are designed and located so as to complement the townscape character of the area and respond to its maritime locality.	DTS/DPF 2.4 None are applicable.

Part 3 - Overlays

Advertising Near Signalised Intersections Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Provision of a safe road environment by reducing driver distraction at key points of conflict on the road.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Advertisements Near Signalised Intersections	
PO 1.1 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 1.1 Advertising satisfies all of the following: (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory
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		Reference	
Advertisement or advertising hoarding that:	Commissioner of Highways.	To provide expert technical assessment on potential risks relating to pedestrian and road safety which may arise from advertisements near intersections.	Development of a class to which Schedule 9 clause 3 item 21 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
(a) is within 100m of a: (i) signalised intersection or (ii) signalised pedestrian crossing and			
(b) will: (i) be internally illuminated or (ii) incorporate a moving or changing display or message or (iii) incorporate a flashing light.			

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

Coastal Flooding Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Recognition of coastal flood hazards to avoid the need, now and in the future, for public expenditure on protection of the environment and development.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature				
PO 1.1 Development, including associated roads and parking areas, but not minor structures unlikely to be adversely affected by flooding, is protected from the standard sea flood risk level and 1m of sea level rise.	DTS/DPF 1.1 Development incorporates finished ground and floor levels not less than: <table border="1"> <tr> <th colspan="2">Finished Ground and Floor Levels</th></tr> <tr> <td colspan="2">Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD</td></tr> </table> In instances where no value is specified (i.e. there is a blank field): (a) finished ground levels allow for sea level rise by being raised 300mm or more above the standard sea flood risk level (b) finished floor levels are 550mm or more above the standard sea flood risk level (c) practical measures can be implemented to provide future protection against an additional sea level rise of 700mm plus an allowance to accommodate 100 years of land subsidence.	Finished Ground and Floor Levels		Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD	
Finished Ground and Floor Levels					
Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD					

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

Heritage Adjacency Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place.	DTS/DPF 1.1 None are applicable.

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development which in the opinion of the relevant authority materially affects the context within which the State Heritage Place is situated. Note - Referrals are not required where the Overlay relates to a Local Heritage Place	Minister responsible for the administration of the <i>Heritage Places Act 1993</i> .	To provide expert assessment and direction to the relevant authority on the potential impacts of development adjacent State Heritage Places.	Development of a class to which Schedule 9 clause 3 item 17 of the Planning, Development

Policy24			P&D Code (in effect) Version 2026.6 26/03/2026
			and Infrastructure (General) Regulations 2017 applies.

Historic Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
PO 1.1 All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.	DTS/DPF 1.1 None are applicable.
Built Form	
PO 2.1 The form and scale of new buildings and structures that are visible from the public realm are consistent with the prevailing historic characteristics of the historic area.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is consistent with the prevailing building and wall heights in the historic area.	DTS/DPF 2.2 None are applicable.
PO 2.3 Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) complement the prevailing characteristics in the historic area.	DTS/DPF 2.3 None are applicable.
PO 2.5 Materials are either consistent with or complement those within the historic area.	DTS/DPF 2.5 None are applicable.
Ancillary development	
PO 4.3	DTS/DPF 4.3

Advertising and advertising hoardings are located and designed to complement the building, be unobtrusive, be below the parapet line, not conceal or obstruct significant architectural elements and detailing, or dominate the building or its setting.	None are applicable.
Context and Streetscape Amenity	
PO 6.2 Development maintains the valued landscape patterns and characteristics that contribute to the historic area, except where they compromise safety, create nuisance, or impact adversely on buildings or infrastructure.	DTS/DPF 6.2 None are applicable.
Ruins	
PO 8.1 Development conserves and complements features and ruins associated with former activities of significance.	DTS/DPF 8.1 None are applicable.

Historic Area Statements

Statement#	Statement													
Historic Areas affecting City of Port Adelaide Enfield														
PAdE4	Mainstreet Historic Area Statement (PAdE4) The Historic Area Overlay identifies localities that comprise characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality. These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area. The preparation of an Historic Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.													
	<table> <tr> <td>Eras, themes and context</td><td>1850's - 1940's built development.</td></tr> <tr> <td>Allotments, subdivision and built form patterns</td><td>Focused around Commercial Road, St Vincent Street, Dale Street and Church Place. Allotments configured with their long axes running perpendicular to these roads. Allotments sizes vary to accommodate retail and commercial uses. Commercial buildings generally built to road frontages.</td></tr> <tr> <td>Architectural styles, detailing and built form features</td><td>Commercial buildings featuring a fine grain fabric of small scale tenancies with narrow frontages. The extensive use of balconies and verandahs over footpaths.</td></tr> <tr> <td>Building height</td><td>Predominately single and two storey with a small number three and four storey buildings to the east of Commercial Road.</td></tr> <tr> <td>Materials</td><td>Materials consistent with the style of building and era of its original construction.</td></tr> <tr> <td>Fencing</td><td>[Not stated]</td></tr> <tr> <td>Setting, landscaping,</td><td>The area is a commercial and retail focus. It acts as a buffer and an approach area to the Port</td></tr> </table>	Eras, themes and context	1850's - 1940's built development.	Allotments, subdivision and built form patterns	Focused around Commercial Road, St Vincent Street, Dale Street and Church Place. Allotments configured with their long axes running perpendicular to these roads. Allotments sizes vary to accommodate retail and commercial uses. Commercial buildings generally built to road frontages.	Architectural styles, detailing and built form features	Commercial buildings featuring a fine grain fabric of small scale tenancies with narrow frontages. The extensive use of balconies and verandahs over footpaths.	Building height	Predominately single and two storey with a small number three and four storey buildings to the east of Commercial Road.	Materials	Materials consistent with the style of building and era of its original construction.	Fencing	[Not stated]	Setting, landscaping,
Eras, themes and context	1850's - 1940's built development.													
Allotments, subdivision and built form patterns	Focused around Commercial Road, St Vincent Street, Dale Street and Church Place. Allotments configured with their long axes running perpendicular to these roads. Allotments sizes vary to accommodate retail and commercial uses. Commercial buildings generally built to road frontages.													
Architectural styles, detailing and built form features	Commercial buildings featuring a fine grain fabric of small scale tenancies with narrow frontages. The extensive use of balconies and verandahs over footpaths.													
Building height	Predominately single and two storey with a small number three and four storey buildings to the east of Commercial Road.													
Materials	Materials consistent with the style of building and era of its original construction.													
Fencing	[Not stated]													
Setting, landscaping,	The area is a commercial and retail focus. It acts as a buffer and an approach area to the Port													

Statement#	Statement	
	streetscape and public realm features	Adelaide State Heritage Area noting that the boundary around the Port Adelaide State Heritage Area is relatively arbitrary and the Main street Policy Area contains some buildings that are of equal significance to buildings within the Port Adelaide State Heritage Area. It features a large number of early buildings, many of which have housed the same continuous functions since the time of their construction. The State Heritage listed St Paul's Church is a prominent building in the area and provides a land mark along a major view corridor from the Nelson St Bridge. Similarly, the State Heritage listed Uniting Church off Commercial Road is an important landmark and southern gateway to this area. The area contains a number of State Heritage places and many Local Heritage places.
	Representative Buildings	Identified - refer to SA planning database.

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

Local Heritage Place Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 The form of new buildings and structures maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.1 None are applicable.
PO 1.2 Massing, scale and siting of development maintains the heritage	DTS/DPF 1.2 None are applicable.

values of the Local Heritage Place.	
PO 1.3 Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys and verandahs) maintains the heritage values of the Local Heritage Place.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is consistent with boundary setbacks and setting.	DTS/DPF 1.4 None are applicable.
PO 1.5 Materials and colours are either consistent with or complement the heritage values of the Local Heritage Place.	DTS/DPF 1.5 None are applicable.
PO 1.6 New buildings and structures are not placed or erected between the primary or secondary street boundaries and the façade of a Local Heritage Place.	DTS/DPF 1.6 None are applicable.
PO 1.7 Development of a Local Heritage Place retains features contributing to its heritage value.	DTS/DPF 1.7 None are applicable.
Alterations and Additions	
PO 2.1 Alterations and additions complement the subject building and are sited to be unobtrusive, not conceal or obstruct heritage elements and detailing, or dominate the Local Heritage Place or its setting.	DTS/DPF 2.1 None are applicable.
PO 2.2 Adaptive reuse and revitalisation of Local Heritage Places to support their retention in a manner that respects and references the original use of the Local Heritage Place.	DTS/DPF 2.2 None are applicable.
Ancillary Development	
PO 3.3 Advertising and advertising hoardings are designed to complement the Local Heritage Place, be unobtrusive, be below the parapet line, not conceal or obstruct heritage elements and detailing, or dominate the building or its setting.	DTS/DPF 3.3 None are applicable.

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
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Policy24		P&D Code (in effect) Version 2026.6 26/03/2026	
None	None	None	None

Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Advertisements and advertising hoardings are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter, and do not create hazard.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Appearance	
PO 1.1 Advertisements are compatible and integrated with the design of the building and/or land they are located on.	DTS/DPF 1.1 Advertisements attached to a building satisfy all of the following: (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: (i) if located at canopy level, are in the form of a fascia sign (ii) if located above canopy level: A. do not have any part rising above parapet height or B. are not attached to the roof of the building (c) where they are not flush with a wall: (i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (ii) if attached to a two-storey building all of the following are satisfied: A. has no part located above the finished floor level of the second storey of the building B. does not protrude beyond the outer limits of any verandah structure below C. does not have a sign face that exceeds 1m ² per side. (d) if located below canopy level, are flush with a wall (e) if located at canopy level, are in the form of a fascia sign

	(f) if located above a canopy all of the following are satisfied: (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building (i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.
PO 1.2 Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	DTS/DPF 1.2 Where development comprises an advertising hoarding, the supporting structure is: (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
PO 1.3 Advertising does not encroach on public land or the land of an adjacent allotment.	DTS/DPF 1.3 Advertisements and/or advertising hoardings are contained within the boundaries of the site.
PO 1.4 Where possible, advertisements on public land are integrated with existing structures and infrastructure.	DTS/DPF 1.4 Advertisements on public land that meet at least one of the following: (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
Proliferation of Advertisements	
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: (a) are attached to a building

	(b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.
Advertising Content	
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.
Amenity Impacts	
PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.	DTS/DPF 4.1 Advertisements do not incorporate any illumination.
Safety	
PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.	DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.
PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2 No advertisement illumination is proposed.
PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to drivers by: (a) being liable to interpretation by drivers as an official traffic sign or signal (b) obscuring or impairing drivers' view of official traffic signs or signals (c) obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings.	DTS/DPF 5.3 Advertisements satisfy all of the following: (a) are not located in a public road or rail reserve (b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram 
PO 5.4 Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.	DTS/DPF 5.4 Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.
PO 5.5 Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.	DTS/DPF 5.5 Where the advertisement or advertising hoarding is: (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb

	(b) on an unkerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following distance from the roadside edge of the kerb or the seal: (a) 110 km/h road - 14m (b) 100 km/h road - 13m (c) 90 km/h road - 10m (d) 70 or 80 km/h road - 8.5m.
PO 5.6 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 5.6 Advertising satisfies all of the following: (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i> (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

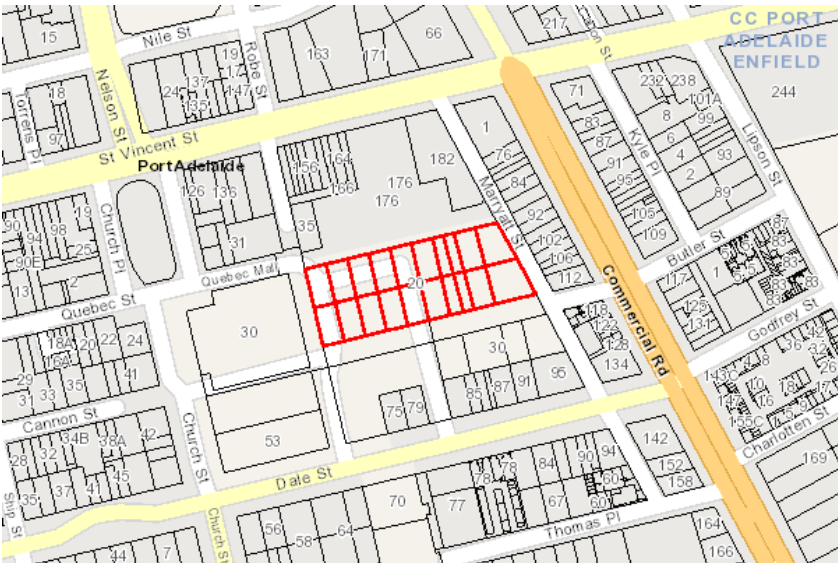
Policy24		P&D Code (in effect) Version 2026.6 26/03/2026
Desired Outcome		
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.	

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

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

Address: 20 -26 MARRYATT ST PORT ADELAIDE SA 5015

To view a detailed interactive property map in SAPPA click on the map below



Property Zoning Details

Zone

Urban Activity Centre

Sub Zone

Port Adelaide Centre

Overlay

- Airport Building Heights (Regulated) (All structures over 110 metres)
- Affordable Housing
- Coastal Flooding
- Design
- Hazards (Flooding)
- Heritage Adjacency
- Hazards (Flooding - General)
- Noise and Air Emissions
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development

Local Variation (TNV)

- Finished Ground and Floor Levels (Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD)
- Concept Plan (Concept Plan 63 - Retail Core)
- Maximum Building Height (Levels) (Maximum building height is 5 levels)

Selected Development(s)

Shop

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

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

Shop - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Urban Activity Centre Zone

Assessment Provisions (AP)

Desired Outcome (DO)

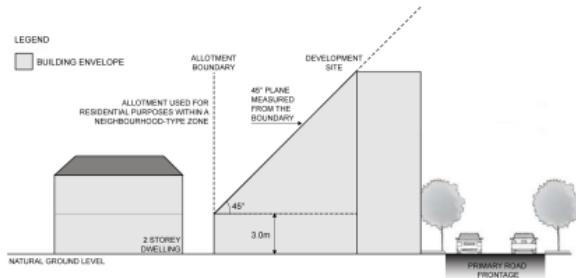
Desired Outcome	
DO 1	A cohesive and legible environment supporting a broad spectrum of regional level business, shopping, entertainment and recreational facilities that can cater for large crowds, smaller social gatherings and events over extended hours.
DO 2	Primary business, shopping and entertaining areas are integrated with public transport facilities, pedestrian and cycling networks, and community transport infrastructure, and designed to enhance the quality of the public realm.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Shops, offices, entertainment, health, education and recreation related uses and other businesses that provide a comprehensive range of goods and services to the region.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Advertisement (b) Car park facility (c) Child care facility (d) Cinema (e) Co-living (f) Consulting room (g) Community transport facilities (h) Community facility (i) Consulting room (j) Dwelling (k) Educational facility (l) Emergency services facility (m) Hospital (n) Hotel (o) Indoor recreation facility (p) Library (q) Licensed Premises (r) Light industry (s) Office

	(t) Place of worship (u) Public transport facilities (v) Retail fuel outlet (w) Retirement facility (x) Shop (y) Store (z) Student accommodation (aa) Supported accommodation (ab) Telecommunications facility (ac) Tourist accommodation (ad) Warehouse
PO 1.2 Facilities within the centre sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity.	DTS/DPF 1.2 None are applicable.
PO 1.6 Development sited and designed to achieve or maintain a vibrant and interesting streetscape within retail areas.	DTS/DPF 1.6 Any of the following: (a) shop, other than a bulky goods outlet with a gross leasable floor area more than 500m² (b) cinema (c) hotel (d) licensed premises.
PO 1.7 Changes in the use of land encourage the efficient reuse of commercial premises to maintain and enhance vibrancy within activity centres.	DTS/DPF 1.7 A change of use to a shop, office, consulting room or any combination of these uses where all the following are achieved: (a) the area to be occupied by the proposed development is in an existing building and is currently used as a shop, office, consulting room or any combination of these uses (b) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, areas used for the storage and collection of refuse are sited at least 10 metres from any neighbourhood-type zone, or the site of a dwelling (other than a dwelling directly associated with the proposed shop) (c) if the proposed change of use is for a shop that primarily involves heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any neighbourhood-type 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 (d) if the change in use involves a gross leasable floor area greater than 250m² and has direct frontage to an arterial road, it achieves either (i) or (ii): (i) 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 (ii) 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 (e) off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number, whether exclusive to the premises or shared as part of an integrated complex containing two or more tenancies with shared facilities for off-street vehicle parking.		
Built Form and Character			
PO 2.1 Development throughout the zone that integrates with existing development through building scale, connections and complementary land uses.	DTS/DPF 2.1 None are applicable.		
PO 2.2 Development integrated with existing or planned public or community transport interchanges and networks to support pedestrian access to activity centre facilities and services.	DTS/DPF 2.2 None are applicable.		
PO 2.3 Buildings are sited and designed to create pedestrian, vehicular, open space and visual linkages between the various built-form elements within the zone and adjoining main roads and thoroughfares.	DTS/DPF 2.3 None are applicable.		
PO 2.4 Vehicular access points and car parks are coordinated and consolidated to enable the shared use of parking spaces.	DTS/DPF 2.4 None are applicable.		
PO 2.5 Development promotes the use of pedestrian and cyclist connections to centre facilities and services.	DTS/DPF 2.5 None are applicable.		
PO 2.6 Buildings and facilities are sited and designed to provide an active frontage to the public realm, contributing to streetscapes and spaces that encourage social interaction.	DTS/DPF 2.6 Not less than 50% of the ground floor primary frontage of buildings are visually permeable, transparent or clear glazed.		
Building height and setbacks			
PO 3.1 Building height is consistent with the form expressed in any relevant <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> and <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> or is generally medium-rise development, with the highest intensity of built form at the centre of the zone, and lower scale at the peripheral zone interface.	DTS/DPF 3.1 Building height is: (a) not greater than: <table><tr><td>Maximum Building Height (Levels)</td></tr><tr><td>Maximum building height is 5 levels</td></tr></table> and	Maximum Building Height (Levels)	Maximum building height is 5 levels
Maximum Building Height (Levels)			
Maximum building height is 5 levels			

	(b) not less than: In relation to DTS/DPF 3.1, in instances where: (c) more than one value is returned in the same field then: (i) for the purpose of DTS/DPF 3.1(a), refer to the <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> or <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development (ii) for the purpose of DTS/DPF 3.1(b) refer to the <i>Minimum Building Height (Levels) Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development (d) only one value is returned for DTS/DPF 3.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other (e) no value is returned (ie there is a blank field), then: (i) for the purpose of DTS/DPF 3.1(a), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy (ii) for the purpose of DTS/DPF 3.1(b), then there is no minimum building height and DTS/DPF 3.1(b) is met.
PO 3.2 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 3.2 Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary or where this boundary is the street boundary): 
PO 3.3 Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.	DTS/DPF 3.3 Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram (except where this boundary is a street

	boundary): LEGEND ■ BUILDING ENVELOPE ■ ALLOTMENT USED FOR RESIDENTIAL PURPOSES WITHIN A NEIGHBOURHOOD-TYPE ZONE ■ DEVELOPMENT SITE 30° PLANE MEASURED FROM THE BOUNDARY 3.0m NORTH → PRIMARY ROAD FRONTAGE		
PO 3.4 Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.	DTS/DPF 3.4 None are applicable.		
Land Division			
PO 4.1 Land division that creates allotments that vary in size and are suitable for a variety of business and community facilities.	DTS/DPF 4.1 None are applicable.		
Vehicle parking			
PO 6.1 Vehicle parking areas are sited and designed to minimise visual dominance when viewed from the public realm.	DTS/DPF 6.1 Vehicle parking areas are sited above or below street level, in decked or basement parking.		
Concept Plans			
PO 7.1 Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	DTS/DPF 7.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: <table border="1"><thead><tr><th>Description</th></tr></thead><tbody><tr><td>Concept Plan 63 - Retail Core</td></tr></tbody></table> In relation to DTS/DPF 7.1, in instances where: (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 7.1 is met.	Description	Concept Plan 63 - Retail Core
Description			
Concept Plan 63 - Retail Core			

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: - the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) - the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
3. Any development involving any of the following (or of any combination of any of the following): - advertisement - child care facility - co-living - consulting room - dwelling - office - residential flat building - student accommodation - supported accommodation.	Except development that exceeds the maximum building height specified in Urban Activity Centre Zone DTS/DPF 3.1 or does not satisfy any of the following: - Urban Activity Centre Zone DTS/DPF 3.2 - Urban Activity Centre Zone DTS/DPF 3.3.
4. Any development involving any of the following (or of any combination of any of the following): - hotel - licensed premises - shop.	Except development that exceeds the maximum building height specified in Urban Activity Centre Zone DTS/DPF 3.1 or does not satisfy any of the following: - Urban Activity Centre Zone DTS/DPF 1.6 - Urban Activity Centre Zone DTS/DPF 3.2 - Urban Activity Centre Zone DTS/DPF 3.3.
5. Any development involving any of the following (or of any combination of any of the following): - air handling unit, air conditioning system or exhaust fan - carport	None specified.

(c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.	
6. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
7. Railway line.	Except where located outside of a rail corridor or rail reserve.
Placement of Notices - Exemptions for Performance Assessed Development	
None specified.	
Placement of Notices - Exemptions for Restricted Development	
None specified.	

Port Adelaide Centre Subzone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Tourism, cultural and recreational facilities related to Port Adelaide's unique maritime and commercial heritage and character, and promotion of the zone as a major State tourism destination.
DO 2	Optimal use of vacant and under-utilised land, buildings and the inner harbour of the Port Adelaide River.
DO 3	Conservation and enhancement of items and areas of significance to the zone's unique maritime and commercial heritage, townscape, waterscape and landscape character.
DO 4	A substantial increase in the number of residential dwellings, resident population and provision of accommodation and

services for a wide range of people and household types in appropriate areas.

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

Performance Outcome		Deemed-to-Satisfy Criteria / Designated Performance Feature	
Land Use and Intensity			
PO 1.1		DTS/DPF 1.1	
Development is located, staged and designed such that vacant or under-utilised land and buildings are redeveloped or reused for more appropriate uses.		None are applicable.	
PO 1.2		DTS/DPF 1.2	
Development is located, staged and designed such that vacant or under-utilised land and buildings are redeveloped or reused for more appropriate uses.		None are applicable.	
Concept Map	Envisaged land uses		
Cruickshank's Corner	Tourism and commercial development, with links to public open space, the public waterfront promenade and shore area		
Dock One	Medium to high density residential development that includes mixed uses at ground floor level Small craft mooring facilities		
East End	Northern and south western parts: Offices, consulting rooms and similar uses that are suited to the conversion or rehabilitation of historic buildings in this area. Old Port Dock Railway Station and yards: tourism, museum uses and car parking, with sites fronting St Vincent Street and Lipson Street primarily office, commercial and institutional uses Southern part: Light industry, service industry, warehouse		
Fletcher's Slip	Medium to high density residential dwellings Small scale marine related businesses and tourism activity		
Hart's Mill	Areas fronting Vincent Street: Tourist accommodation and tourist or commercial uses at ground level Adjacent to the waterfront: Residential dwellings and mixed uses		

Mainstreet	Small scale shops, offices, showrooms and consulting rooms Residential development integrated above ground floor envisaged uses.
McLaren's Wharf	Mixed tourism, retail, office, recreational, educational and residential development of diverse character which capitalises on its access to the waterfront. Development overlooking the Port Adelaide River: medium density to high density residential development.
North West	Medium to high density residential and small scale mixed use activities including some small scale tourist accommodation Areas over water: ground level non-residential purposes including retail, tourism and commercial uses
Old Port Reach	Medium to high-density residential development, including affordable housing
Port Adelaide State Heritage Area	Civic and administrative uses, small-scale offices, shipping agents and related commercial uses, and tourist facilities compatible with the area's historic townscape character.
Port Approach	Light industrial and commercial activities with opportunities for tourist infrastructure such as the maritime museum, tourist accommodation, offices, low impact commercial activities, and residential and mixed use development adjacent Dock One. Development to the south of the Port River Expressway: residential and mixed use development, commercial, office and tourist activities. Industrial development should not occur south of the road and rail bridges nearby residential activities.
Railways	Railway activities and associated commercial and industrial uses.
Retail Core	Major supermarkets and discount department stores, together with associated specialty shops, consulting rooms, offices and community service facilities.

	Medium to high-density residential development located above active ground floor uses	
Southern Approach	Retail, showrooms, commercial, institutional development North-western part of the area: residential development.	
Southern Gateway	Offices, commercial, showrooms, service trade premises and shops. Medium to high density residential development, including affordable housing, on sites in close proximity to major public transport facilities.	
West	medium to high density residential development with associated open space areas and mixed use activities including some small-scale tourist accommodation	
Woolstores	Low impact commercial, warehouse and storage activities Residential development where compatible with nearby land uses. Light industry, service industry and home industry in the area to the south of Brock Street.	
PO 1.3	Land adjacent to the Port Adelaide River not required for port or shipping activities is progressively redeveloped for a range of the following uses, where consistent with the intent of any relevant Concept Plans: (a) community uses (b) medium and higher density residential uses (c) recreation (d) tourism (e) office (f) retail.	DTS/DPF 1.3 None are applicable.
PO 1.7	Major shops and groups of shops are concentrated within the areas constituting the 'Mainstreet' and 'Retail Core' Concept Plans.	DTS/DPF 1.7 None are applicable.
PO 1.10	Large landscaped or other open areas fronting on to Commercial Road and St Vincent Street are not developed.	DTS/DPF 1.10 None are applicable.
Built form and character		

PO 2.1 Buildings are situated close to or abutting street frontages, particularly on corner sites, to reinforce the prevailing townscape character within the subzone.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is sited to provide view lines and reinforce existing vistas indicated on a relevant Concept Plan including: View corridors: (a) take the form of one or more of the following: (i) public road reservations (ii) public reserves (iii) wider spaces between buildings (b) incorporate pedestrian linkages (c) have a minimum width of 17.5 metres if identified as a major view corridor (d) have a minimum width of 12 metres if identified as a minor view corridor.	DTS/DPF 2.2 None are applicable.
PO 2.3 The siting, form and scale of buildings on corner sites: (a) increases the presence of built form on street intersections (b) addresses both street frontages (c) minimises unusable open space on the street frontages.	DTS/DPF 2.3 None are applicable.
PO 2.4 Street furniture, including lighting, advertisements, advertising hoardings, litter bins, seats, bicycle parking facilities and bollards, are designed and located so as to complement the townscape character of the area and respond to its maritime locality.	DTS/DPF 2.4 None are applicable.
PO 2.5 Development abutting St Vincent Street, Commercial Road, Church Place and Dale Street, public spaces and pedestrian malls has facades of no less than two storeys.	DTS/DPF 2.5 None are applicable.
PO 2.6 Materials reflect and reinforce the historic, maritime character of the subzone wherever practicable.	DTS/DPF 2.6 None are applicable.
PO 2.7 Development adjacent to the public promenade, public plazas, public reserves, main roads and edges of public spaces is designed to: (a) maintain an active interface through architectural detail and interest in skyline and pedestrian levels (b) provide active street frontages at ground level with land	DTS/DPF 2.7 None are applicable.

uses such as cafes, restaurants, local shops and home offices that contribute to the vibrancy and diversity of the area (c) maintain the continuity of streetscape with streets and public spaces defined by consistent building frontages at the street alignment (d) maximise solar access and limit overshadowing of these areas (e) protect the amenity of residents at ground level (f) protect pedestrian amenity (g) provide for varied and attractive building elevations.	
PO 2.8 Landmark buildings indicated on a Concept Plans are designed to: (a) preserve a pleasant pedestrian environment (b) create consistent building frontages at the street, plaza or promenade alignment (c) assist to deflect wind downdrafts from penetrating to street level plazas and promenades (d) be exemplary in their design quality and enhance the locality with architectural elements characteristic of the Port Adelaide, heritage buildings and waterfront environment.	DTS/DPF 2.8 None are applicable.
PO 2.9 Development facilitates the provision of a continuous pedestrian and cyclist 'Inner Harbour Ring Route' including connections to nearby bicycle routes, schools and stations shown on Concept Maps relating to: (a) Cruickshank's Corner (b) Dock One (c) Fletcher's Slip (d) Hart's Mill (e) Mainstreet (f) McLaren's Wharf (g) North West (h) Old Port Reach (i) Port Approach (j) West	DTS/DPF 2.9 None are applicable.
PO 2.10 Waterfront development is designed and sited to allow for future potential flood mitigation measures such as the creation of sea walls or levees that will provide protection from stormwater and seawater flooding in a consistent and integrated manner.	DTS/DPF 2.10 None are applicable.
PO 2.11 Buildings greater than three storeys provide human scale street frontages through one or more of the following methods: (a) stepped reduction of building heights towards street frontages (b) use of the podium level	DTS/DPF 2.11 None are applicable.

(c) use of secondary/adjoining building elements to the street.	
Building height	
PO 3.1 Buildings are designed to reflect the street wall heights and horizontal elements of adjacent buildings by reinforcing: (a) the prevailing datum heights, including parapet levels, balconies or distinguishing elements such as verandas and canopies at the street level (b) a distinction of levels below and above prevailing horizontal elements through architectural expression.	DTS/DPF 3.1 None are applicable.
Land Division	
PO 4.1 Development is sited to ensure that original grid street layouts within the centre are retained and wherever possible, re-established.	DTS/DPF 4.1 None are applicable.
Vehicle parking and access	
PO 5.1 Car parking areas, including decked car parking: (a) do not intrude upon, or interrupt the continuity of built-form desired along major street frontages in the subzone (b) do not detract from areas of architectural or townscape value. (c) in relation to multi-level car parking, are designed as buildings that contribute to the desired built form character include ground level uses adjacent to street frontages, such as offices, shops and tourist development.	DTS/DPF 5.1 None are applicable.
Waterfront development	
PO 6.1 Development creates and enhances a public promenade with a minimum width of 8 metres along the waterfront that achieves: (a) continuous public pedestrian and cyclist access (b) convenient, safe and attractive linkages between sections in areas of high pedestrian or cycle traffic and in front of key tourism uses (c) allowance for infrastructure provision and flood mitigation including a sea wall or levee.	DTS/DPF 6.1 None are applicable.
PO 6.3 Development is sited to take advantage of waterfront views and activities.	DTS/DPF 6.3 None are applicable.
PO 6.5 Development along the waterfront comprises bold, robust architectural forms with articulated and modelled facades and	DTS/DPF 6.5 None are applicable.

Policy24		P&D Code (in effect) Version 2026.6 26/03/2026	
materials which reflect the character of older maritime/industrial buildings nearby.			
PO 6.6	Development encourages and facilitates the provision of a continuous 'Major Pedestrian/Cycle Path' and 'Inner Harbour Ring Route' public promenade including connections to nearby bicycle routes, schools and stations as shown on Concept Plans 'Port Adelaide Centre Traffic and Transport' and "McLaren's Wharf".	DTS/DPF 6.6	None are applicable.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development:	The airport-operator company for the relevant	To provide expert assessment and	Development of a class to which Schedule 9

Policy24		P&D Code (in effect) Version 2026.6 26/03/2026		
(a)	building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the <i>Airport Building Heights (Regulated) Overlay</i>	airport within the meaning of the <i>Airports Act 1996</i> of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the <i>Airports Act 1996</i> of the Commonwealth.	direction to the relevant authority on potential impacts on the safety and operation of aviation activities.	clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
(b)	building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the <i>Airport Building Heights (Regulated) Overlay</i> .			

Coastal Flooding Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Recognition of coastal flood hazards to avoid the need, now and in the future, for public expenditure on protection of the environment and development.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature				
PO 1.1 Development, including associated roads and parking areas, but not minor structures unlikely to be adversely affected by flooding, is protected from the standard sea flood risk level and 1m of sea level rise.	DTS/DPF 1.1 Development incorporates finished ground and floor levels not less than: <table border="1"> <tr> <th colspan="2">Finished Ground and Floor Levels</th></tr> <tr> <td colspan="2">Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD</td></tr> </table> In instances where no value is specified (i.e. there is a blank field): (a) finished ground levels allow for sea level rise by being raised 300mm or more above the standard sea flood risk level (b) finished floor levels are 550mm or more above the standard sea flood risk level (c) practical measures can be implemented to provide future protection against an additional sea level rise of 700mm plus an allowance to accommodate 100 years of land subsidence.	Finished Ground and Floor Levels		Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD	
Finished Ground and Floor Levels					
Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD					

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

Design Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development positively contributes to the liveability, durability and sustainability of the built environment through high-quality design.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Medium to high rise buildings and state significant development demonstrate high quality design.	DTS/DPF 1.1 None are applicable.

Procedural Matters (PM)

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where the development comprises a variation to an application that is, in the opinion of the relevant authority, minor in nature or would not warrant a referral when considering the purpose of the referral, any of the following classes of development:	Government Architect or Associate Government Architect	To provide expert design advice to the relevant authority on how the development: (a) responds to its surrounding context and contributes to the	Development of a class to which Schedule 9 clause 3 item 22 of the Planning, Development and

(a) development within the area of the overlay located within the Corporation of the City of Adelaide where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$10,000,000 (b) development within the area of the overlay located within the City of Port Adelaide Enfield where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$3 000 000 (c) development within all other areas of the overlay that involves the erection or construction of a building that exceeds 4 building levels.		quality and character of a place (b) contributes to inclusiveness, connectivity, and universal design of the built environment (c) enables buildings and places that are fit for purpose, adaptable and long-lasting (d) adds value by positively contributing to places and communities (e) optimises performance and public benefit (f) supports sustainable and environmentally responsible development.	Infrastructure (General) Regulations 2017 applies.
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Hazards (Flooding) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from high flood risk are minimised by retaining areas free from development, and minimising intensification where development has occurred.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 3.1 Development avoids the need for flood protection works.	DTS/DPF 3.1 None are applicable.
PO 3.2 Development does not cause unacceptable impacts on any adjoining property by the diversion of flood waters or an increase in flood velocity or flood level.	DTS/DPF 3.2 None are applicable.
PO 3.3 Development does not impede the flow of floodwaters through the allotment or the surrounding land, or cause an unacceptable loss of flood storage.	DTS/DPF 3.3 None are applicable.

PO 3.4	DTS/DPF 3.4
Development avoids frequently flooded or high velocity areas, other than where it is part of a flood mitigation scheme to reduce flood impact.	Other than a recreation area, development is located outside of the 5% AEP principal flow path.
PO 3.5	DTS/DPF 3.5
Buildings are sited, designed and constructed to prevent the entry of floodwaters in a 1% AEP flood event where the entry of floodwaters is likely to result in undue damage to, or compromise ongoing activities within, buildings.	Buildings comprise one of the following: (a) a porch or portico with at least 2 open sides (b) a verandah with at least 3 open sides (c) a carport or outbuilding with at least 2 open sides (whichever elevations face the direction of the flow) (d) any post construction with open sides (e) a building with a finished floor level that is at least 300mm above the height of a 1% AEP flood event.
Environmental Protection	
PO 4.1	DTS/DPF 4.1
Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.
PO 4.2	DTS/DPF 4.2
Development does not create or aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood.	None are applicable.
Site Earthworks	
PO 5.1	DTS/DPF 5.1
The depth and extent of filling required to raise the finished floor level of a building does not cause unacceptable impact on any adjoining property by diversion of flood waters, an increase in flood velocity or flood level, or an unacceptable loss of flood storage.	None are applicable.
PO 5.2	DTS/DPF 5.2
Driveways, access tracks and parking areas are designed and constructed to minimise excavation and filling.	Filling for ancillary purposes: (a) does not exceed 300mm above existing ground level and (b) is no more than 5m wide.
Access	
PO 6.1	DTS/DPF 6.1
Development does not occur on land: (a) from which evacuation to areas not vulnerable to flood risk is not possible during a 1% AEP flood event (b) which cannot be accessed by emergency services vehicles or essential utility service vehicles during a 1% AEP flood event.	None are applicable.
PO 6.2	DTS/DPF 6.2

Access driveways and tracks to significant development (i.e. dwellings, places of work, etc.) consist of a safe, all-weather trafficable surface that is accessible during a 1% AEP flood event.	None are applicable.
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Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature		
Flood Resilience			
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than: <table><tr><td>Finished Ground and Floor Levels</td></tr><tr><td>Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD</td></tr></table> In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.	Finished Ground and Floor Levels	Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD
Finished Ground and Floor Levels			
Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD			
Environmental Protection			
PO 3.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks	DTS/DPF 3.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or		

leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.

flow path.

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

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

Heritage Adjacency Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place.	DTS/DPF 1.1 None are applicable.

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development which in the opinion of the relevant authority materially affects the context within which	Minister responsible for the administration of the <i>Heritage</i>	To provide expert assessment and direction to	Development of a class to

Policy24		P&D Code (in effect) Version 2026.6 26/03/2026	
the State Heritage Place is situated.	<i>Places Act 1993.</i>	the relevant authority on the potential impacts of development adjacent State Heritage Places.	which Schedule 9 clause 3 item 17 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
Note - Referrals are not required where the Overlay relates to a Local Heritage Place			

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more (h) supported accommodation and/or a retirement facility containing in excess of 50 residences, on a significant retirement facility and supported accommodation site.
PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development:

	(a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more (h) supported accommodation and/or a retirement facility containing in excess of 50 residences, on a significant retirement facility and supported accommodation site.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more (h) supported accommodation and/or a retirement facility containing in excess of 50 residences, on a significant retirement facility and supported accommodation site.

Procedural Matters (PM) - Referrals

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

Note: Additional referrals are also found in Part 9 - Referrals of the Planning and Design Code.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road: (a) except where a proposed development has	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the	Development of a class to which Schedule 9 clause 3 item 7 of the

previously been referred under clause (b) - a building, or buildings, containing in excess of 50 dwellings (b) except where a proposed development has previously been referred under clause (a) - land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m² or more (d) retail development with a gross floor area of 2,000m² or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (f) industry with a gross floor area of 20,000m² or more (g) educational facilities with a capacity of 250 students or more (h) supported accommodation and/or a retirement facility containing in excess of 50 residences, on a significant retirement facility and supported accommodation site.		Commissioner of Highways as described in the Planning and Design Code.	Planning, Development and Infrastructure (General) Regulations 2017 applies.
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Part 4 - General Development Policies

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i> (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.

PO 1.5	DTS/DPF 1.5
The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	None are applicable.
Safety	
PO 2.1	DTS/DPF 2.1
Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	None are applicable.
PO 2.2	DTS/DPF 2.2
Development is designed to differentiate public, communal and private areas.	None are applicable.
PO 2.3	DTS/DPF 2.3
Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	None are applicable.
PO 2.4	DTS/DPF 2.4
Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	None are applicable.
PO 2.5	DTS/DPF 2.5
Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	None are applicable.
Landscaping	
PO 3.1	DTS/DPF 3.1
Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	None are applicable.
Environmental Performance	
PO 4.1	DTS/DPF 4.1
Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	None are applicable.
PO 4.2	DTS/DPF 4.2
Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption	None are applicable.

and reliance on mechanical systems, such as heating and cooling.	
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not result in any of the following: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of:

from public places.	(a) 1m along all public road frontages and allotment boundaries and (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslide or increase the potential for landslide or land surface instability.	DTS/DPF 8.5 None are applicable.
Overlooking / Visual Privacy (low rise buildings)	

PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone satisfy at least one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve (or combination of) that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	
External Appearance	
PO 12.1	DTS/DPF 12.1

Buildings positively contribute to the character of the local area by responding to local context.	None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings satisfy all of the following: (a) are oriented towards the street (b) are clearly visible and easily identifiable from the street and vehicle parking areas (c) are designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) are designed to provide shelter, a sense of personal address and transitional space around the entry (e) are located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) are designed to avoid the creation of potential areas of entrapment.
PO 12.8 Building services, plant and mechanical equipment are screened	DTS/DPF 12.8 None are applicable.

from the public realm.

Landscaping

PO 13.1

Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.

DTS/DPF 13.1

Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.

PO 13.2

Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.

DTS/DPF 13.2

Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.

Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones
<300 m ²	10 m ²	1.5m	1 small tree / 10 m ²
300-1500 m ²	7% site area	3m	1 medium tree / 30 m ²
>1500 m ²	7% site area	6m	1 large or medium tree / 60 m ²
Tree size and site area definitions			
Small tree	4-6m mature height and 2-4m canopy spread		
Medium tree	6-12m mature height and 4-8m canopy spread		
Large tree	12m mature height and >8m canopy spread		
Site area	The total area for development site, not average area per dwelling		

PO 13.3

Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.

DTS/DPF 13.3

None are applicable.

PO 13.4

Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.

DTS/DPF 13.4

Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.

Environmental	
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level.	DTS/DPF 14.3 None are applicable.
Car Parking	
PO 15.1 Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1 Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages and (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	DTS/DPF 15.2 None are applicable.
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid	DTS/DPF 16.1 None are applicable.

direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	
All non-residential development	
Water Sensitive Design	
PO 42.1 Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 42.1 None are applicable.
PO 42.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 42.2 None are applicable.
PO 42.3 Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.	DTS/DPF 42.3 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 43.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 43.1 None are applicable.
Laneway Development	
Infrastructure and Access	
PO 44.1	DTS/DPF 44.1

Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.
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Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature									
Hours of Operation										
PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to: (a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the zone (d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.	DTS/DPF 2.1 Development operating within the following hours: <table><thead><tr><th>Class of Development</th><th>Hours of operation</th></tr></thead><tbody><tr><td>Consulting room</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr><tr><td>Office</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr><tr><td>Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday</td></tr></tbody></table>		Class of Development	Hours of operation	Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
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Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday									

	Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	
Overshadowing		
PO 3.1	DTS/DPF 3.1	
Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.	
PO 3.2	DTS/DPF 3.2	
Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.	
PO 3.3	DTS/DPF 3.3	
Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	None are applicable.	
PO 3.4	DTS/DPF 3.4	
Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.	None are applicable.	
Activities Generating Noise or Vibration		
PO 4.1	DTS/DPF 4.1	
Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.	
PO 4.2	DTS/DPF 4.2	

Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	None are applicable.				
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.5 None are applicable.				
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: <table border="1"> <thead> <tr> <th>Assessment location</th><th>Music noise level</th></tr> </thead> <tbody> <tr> <td>Externally at the nearest existing or envisaged noise sensitive location</td><td>Less than 8dB above the level of background noise (L_{90,15min}) in any octave band of the sound spectrum (LOCT_{10,15} < LOCT_{90,15} + 8dB)</td></tr> </tbody> </table>	Assessment location	Music noise level	Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise (L _{90,15min}) in any octave band of the sound spectrum (LOCT _{10,15} < LOCT _{90,15} + 8dB)
Assessment location	Music noise level				
Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise (L _{90,15min}) in any octave band of the sound spectrum (LOCT _{10,15} < LOCT _{90,15} + 8dB)				
Air Quality					
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.				
Light Spill					
PO 6.1 External lighting is positioned and designed to not cause	DTS/DPF 6.1 None are applicable.				

unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	
Solar Reflectivity / Glare	
PO 7.1 Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.	DTS/DPF 7.1 None are applicable.

Site Contamination

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form) (d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: (i) a site contamination audit report has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that- A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation

	works will be implemented in association with the development)
	and (ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or

	(b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back in accordance with all of the following: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing:

	(a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place (e) proximity to high frequency public transport Note: In circumstances where a land use is not defined in Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas or Table 1 - General Off-Street Car Parking Requirements (as applicable), an appropriate car parking rate may be defined by reference to similar development in comparable locations.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.

PO 6.3	DTS/DPF 6.3
Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	None are applicable.
PO 6.4	DTS/DPF 6.4
Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	None are applicable.
PO 6.5	DTS/DPF 6.5
Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	None are applicable.
PO 6.6	DTS/DPF 6.6
Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	Loading areas and designated parking spaces are wholly located within the site.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1	DTS/DPF 7.1
Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1	DTS/DPF 9.1
The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2	DTS/DPF 9.2
Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	None are applicable.
PO 9.3	DTS/DPF 9.3
Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	None are applicable.
Corner Cut-Offs	
PO 10.1	DTS/DPF 10.1
Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:

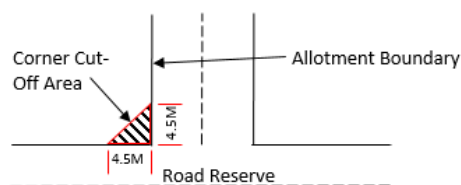


Table 1 - General Off-Street Car Parking Requirements

Class of Development	Car Parking Rate (unless varied by Table 2 onwards)
Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.	
Commercial Uses	
Shop (no commercial kitchen)	5.5 spaces per 100m² of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m² of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 0 spaces where located on a significant retirement facility and supported accommodation site, and is subordinate to, and associated with, a retirement facility or supported accommodation.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m ² of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m² of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.

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

Class of Development	Car Parking Rate		Designated Areas
	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.		
	Minimum number of spaces	Maximum number of spaces	
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	6 spaces per 100m2 of gross leasable floor area.	Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham

			Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area Suburban Activity Centre Zone when the site is also in a high frequency public transit area Suburban Business Zone when the site is also in a high frequency public transit area Business Neighbourhood Zone outside of the City of Adelaide when the site is also in a high frequency public transit area Suburban Main Street Zone when the site is also in a high frequency public transit area Urban Activity Centre Zone
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