

# Council Assessment Panel Agenda & Reports

**18 August 2025**

## **Our Vision**

*A City which values its heritage, cultural diversity,  
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable  
and socially cohesive, with a strong community spirit.*

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City of  
Norwood  
Payneham  
& St Peters

13 August 2025

### To all Members of the Council Assessment Panel:

- Mr Stephen Smith (Presiding Member)
- Mr Julian Rutt
- Cr Christel Mex
- Mr Paul Mickan (Deputy Member)
- Mr Mark Adcock
- Mr Ross Bateup
- Cr Kester Moorhouse (Deputy Member)

### NOTICE OF MEETING

I wish to advise that pursuant to Clause 1.5 of the Meeting Procedures, the next Ordinary Meeting of the Norwood Payneham & St Peters Council Assessment Panel, will be held in the Council Chambers, Norwood Town Hall, 175 The Parade, Norwood, on:

**Monday 18 August 2025, commencing at 6.30pm.**

Please advise Daniella Hadgis on 8366 4508 or email [dhadgis@npsp.sa.gov.au](mailto:dhadgis@npsp.sa.gov.au) if you are unable to attend this meeting or will be late.

Yours faithfully



Geoff Parsons  
**ASSESSMENT MANAGER**

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City of  
Norwood  
Payneham  
& St Peters



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**VENUE** Council Chambers, Norwood Town Hall

**HOUR** 6.30pm

**PRESENT**

**Panel Members** Mr Stephen Smith  
Mr Mark Adcock  
Mr Ross Bateup  
Mr Julian Rutt  
Cr Christel Mex

**Staff** Geoff Parsons– Manager, Development & Regulatory Services  
Kieran Fairbrother – Senior Urban Planner  
Ned Feary – Senior Urban Planner  
Daniella Hadgis – Administration Officer  
Tala Aslat – Administration Officer

**APOLOGIES**

**ABSENT**

1. **COMMENCEMENT AND WELCOME**
2. **APOLOGIES**
3. **CONFIRMATION OF THE MINUTES OF THE MEETING OF THE COUNCIL ASSESSMENT PANEL HELD ON 28 JULY 2025**
4. **DECLARATION OF INTERESTS**

**5. DEVELOPMENT APPLICATIONS – PDI ACT**

**5.1 DEVELOPMENT NUMBER ID 25007037 – HEALTH SPACE CONSTRUCTIONS AND INTERIORS  
– 139 PAYNEHAM ROAD ST PERTERS**

<b>DEVELOPMENT NO.:</b>	25007037
<b>APPLICANT:</b>	Health Space Constructions and Interiors
<b>ADDRESS:</b>	139 PAYNEHAM RD ST PETERS SA 5069
<b>NATURE OF DEVELOPMENT:</b>	Change of use to consulting rooms and shop with associated signage, and the establishment of a car parking area within the existing building
<b>ZONING INFORMATION:</b>	<p><b>Zones:</b></p> <ul style="list-style-type: none"> <li>• Business Neighbourhood</li> </ul> <p><b>Overlays:</b></p> <ul style="list-style-type: none"> <li>• Airport Building Heights (Regulated)</li> <li>• Advertising Near Signalised Intersections</li> <li>• Future Road Widening</li> <li>• Historic Area</li> <li>• Heritage Adjacency</li> <li>• Hazards (Flooding - General)</li> <li>• Prescribed Wells Area</li> <li>• Regulated and Significant Tree</li> <li>• Traffic Generating Development</li> <li>• Urban Transport Routes</li> </ul> <p><b>Technical Numeric Variations (TNVs):</b></p> <ul style="list-style-type: none"> <li>• Maximum Building Height (Levels) (Maximum building height is 2 levels)</li> </ul>
<b>LODGEMENT DATE:</b>	28 Mar 2025
<b>RELEVANT AUTHORITY:</b>	Assessment panel at City of Norwood, Payneham and St. Peters
<b>PLANNING &amp; DESIGN CODE VERSION:</b>	P&D Code (in effect) Version 2025.6 27/3/2025
<b>CATEGORY OF DEVELOPMENT:</b>	Code Assessed - Performance Assessed
<b>NOTIFICATION:</b>	Yes
<b>RECOMMENDING OFFICER:</b>	Kieran Fairbrother, Senior Urban Planner
<b>REFERRALS STATUTORY:</b>	Commissioner of Highways
<b>REFERRALS NON-STATUTORY:</b>	Rebecca Van Der Pennen, Senior Traffic Engineer

**CONTENTS:**

<b>APPENDIX 1:</b>	<b>Relevant P&amp;D Code Policies</b>	<b>ATTACHMENT 5:</b>	<b>Representations</b>
<b>ATTACHMENT 1:</b>	<b>Application Documents</b>	<b>ATTACHMENT 6:</b>	<b>Response to Representations</b>
<b>ATTACHMENT 2:</b>	<b>Subject Land Map</b>	<b>ATTACHMENT 7:</b>	<b>Prescribed Body Responses</b>
<b>ATTACHMENT 3:</b>	<b>Zoning Map</b>	<b>ATTACHMENT 8:</b>	<b>Internal Referral Advice</b>
<b>ATTACHMENT 4:</b>	<b>Representation Map</b>	<b>ATTACHMENT 9:</b>	<b>Applicant's Responses</b>

## DETAILED DESCRIPTION OF PROPOSAL:

This application seeks to change the use of an existing building from a bulky goods outlet and warehousing to medical consulting rooms, while retaining the existing showroom front to Payneham Road as a separate shop tenancy. Internal works are proposed to the rear warehouse area to retrofit this as a car parking area capable of accommodating sixteen (16) car parking spaces.

The site will operate as a one-way site with access obtained via First Lane and egress obtained via a left-hand turn onto Stephen Terrace. Pedestrian access into the building can be obtained via Payneham Road, Stephen Terrace, as well as the rear car park.

The medical consulting rooms are proposed to operate from 07:00am to 10:00pm, 7 days a week.

## ADDITIONAL INFORMATION:

Representor 2 raised a question as to whether the former bulky good outlet (showroom) land use can ordinarily be regarded as constituting an “existing land use”, primarily for the purposes of determining if the proposed car parking numbers are sufficient. Conversely, Representor 2 suggests that the land use rights associated with this site have been discontinued.

Council administration is of the opinion that the bulky goods outlet and warehouse uses still exist and should be considered so during any assessment of the subject proposal. In *Leeming v Corporation of City of Port Adelaide*<sup>1</sup>, Chief Justice King held (at 512):

The concept of ‘use’ in planning law is not to be equated with activity on the land nor does a period of inactivity or failure to exercise the use actively necessarily indicate that the use has been terminated, that is to say discontinued. A period of inactivity in the exercise of the use is consistent with continuation of the use.

Similarly, an approval to change the use of land does not have the immediate effect of changing the use; it is only when that approval is acted upon and realised that the land use formally changes.<sup>2</sup>

Whether or not a land use has been properly discontinued depends on the facts of the circumstances; which includes a consideration of the intentions of the owner or occupier as to resumption of the use, or any words or conduct on the part of the owner or occupier unequivocally indicating an intention to terminate or abandon that use. The intentions, words or conduct of the owner or occupier are not necessarily decisive in determining whether a land use has been discontinued, but they are relevant.

Since this building was vacated by the previous occupant (the bulky goods outlet) it has been advertised for lease and for sale as a “showroom, warehouse and office”. Despite the previous tenant “emptying” the building by removing their goods, there has been no evidence that the owner intended to abandon the showroom use and this is evidenced by the description of the real estate advertisements. The site could’ve been leased/sold and continue to be used as a showroom just as much as it could’ve been sold to be changed to a consulting room as is the case here now. In the absence of any unequivocal evidence to the contrary, Council administration considers the previous land use of a bulky goods outlet to still continue and therefore not abandoned or discontinued.

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<sup>1</sup> (1987) SASR 506.

<sup>2</sup> ACN 068 691 092 Pty Ltd v City of Charles Sturt (No 2) [2008] SAERDC 92.

## SUBJECT LAND & LOCALITY:

### Site Description:

**Location reference:** 139 PAYNEHAM RD ST PETERS SA 5069

**Title ref.:** CT **Plan Parcel:** F136600 **Council:** THE CITY OF NORWOOD PAYNEHAM AND  
5403/249 AL49 ST PETERS

Shape:	semi-regular
Frontage width:	approx. 63.2 metres to Stephen Terrace and 17.2 metres to Payneham Road
Area:	approx. 1522m <sup>2</sup>
Topography:	relatively flat
Existing Structures:	a single-storey disused commercial building (previously showroom and warehousing) constructed along both street boundaries
Existing Vegetation:	Nil

### Locality

Due to the prominence of the subject land and its siting on a major intersection, the locality is considered to be the area extending 100m in all directions from the intersection of Payneham Road and Stephen Terrace/Nelson Street.

Payneham Road is characterised predominantly by non-residential development in the form of single- and two-storey buildings, comprising a variety of land uses including a motor repair station, consulting rooms, offices and shops. The exception to this is a three-storey residential flat building located approximately 75m northeast of the land. The Avenues Shopping Centre is located directly east of the subject site, presenting to the intersection by way of a large sign board, a car parking area and, further back into the site, a large single-storey building containing a group of shops. This intersection generally enjoys a low level of physical amenity and streetscape character.

Immediately west and north of the subject site are the 'Avenues' of St Peters, which is comprised predominantly of historic dwelling stock in the form of single-storey detached dwellings that enjoy a high level of amenity, with the exception of those fronting Stephen Terrace who experience significant levels of daily traffic.

### CONSENT TYPE REQUIRED:

Planning Consent

### CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**  
Consulting room: Code Assessed - Performance Assessed  
Shop: Code Assessed – Performance Assessed  
Advertisement: Code Assessed – Performance Assessed
- **OVERALL APPLICATION CATEGORY:**  
Code Assessed - Performance Assessed

- **REASON**  
P&D Code

## PUBLIC NOTIFICATION

- **REASON**  
The development involves a change of use to a consulting room where the gross leasable floor area exceeds 250sqm
- **LIST OF REPRESENTATIONS**

Given Name	Surname	Address	Position	Wishes to be heard?
Ryan	McGrath		Opposed	No
Nick	Wilson		Opposed	Yes
Paul	Hewett		Opposed	Yes

- **SUMMARY**

The representors' objections to this proposal can be summarised as follows:

- Concerns about a medical centre opening on a 'dangerous' intersection
- Concerns about the additional traffic created along First Lane and the potential for vehicles to park in First Avenue
- The lack of any planning report, acoustic report, waste management plan and elevation plan for the northwest elevation
- No details regarding external lighting of the site and the amenity impacts this may have
- The proposed hours of operation are unreasonable and are not low-impact as envisaged for the Zone
- Noise from the premises will have an unreasonable impact on the amenity of adjacent dwellings
- A theoretical shortfall of car parking spaces and no end-of-trip facilities provided to promote bicycle use
- Concerns as to how waste collection will take place, noting the likely need to occur outside of operational hours of the consulting rooms which will cause a nuisance to neighbouring dwellings

## AGENCY REFERRALS

- Commissioner of Highways

The Commissioner of Highways is supportive of the proposal.

## INTERNAL REFERRALS

- Rebecca Van Der Pennen, Traffic Engineer

Council's Senior Traffic Engineer is supportive of the proposal. While they acknowledge that traffic volumes through First Lane will be increased as a result of the development, they acknowledge that there is nothing to prevent this occurring under the Planning & Design Code given movements have been demonstrated to be safe and convenient and First Lane is capable of handling the additional vehicle movements.

## PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in Appendix One.

### Land Use

Desired Outcome 1 of the Business Neighbourhood Zone states:

*A variety of housing and accommodation types and compatible employment-generating land uses in an environment characterised by primarily low-rise buildings.*

Performance Outcome 1.1 of the Business Neighbourhood Zone states:

*Housing and accommodation types appropriate to the locality complemented by shops, offices, consulting rooms and other non-residential uses that do not materially impact residential amenity.*

Performance Outcome 1.2 of the Business Neighbourhood Zone states:

*Business and commercial land uses complement and enhance the prevailing or emerging neighbourhood character.*

Performance Outcome 1.3 of the Business Neighbourhood Zone states:

*Changes in the use of land between similar businesses encourages the efficient reuse of commercial premises and supports continued local access to a range of services compatible to the locality.*

If the subject building was considered to wholly comprise a bulky goods outlet (which is a type of shop) then this development would be a deemed-to-satisfy form of development and would not have required public notification and hence would not be before the Panel for a decision. But, because the existing land use includes a separate (albeit related) warehouse use, the application is a performance-assessed form of development.

This is relevant because this talks to the proposed land uses being specifically envisaged and supported within the Business Neighbourhood Zone. It is the non-conformance with DPF 1.2 of the Zone that necessitated public notification of this application – the fact that the gross leasable floor area exceeds 250m<sup>2</sup>; not the land use. Accordingly, the proposed consulting room and shop uses are considered consistent with the Performance Outcomes above. The potential impacts of these uses are discussed in later sections of this report.

Performance Outcome 1.1 of the Out of Activity Centre module states:

*Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres:*

- (a) As primary locations for shopping, administrative, cultural, entertainment and community services*
- (b) As a focus for regular social and business gatherings*
- (c) In contributing to or maintain a pattern of development that supports equitable community access to services and facilities.*

Performance Outcome 1.2 of the Out of Activity Centre module states:

*Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities:*

- (a) That support the needs of local residents and workers, particularly in underserviced locations*
- (b) At the edge of Activity Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre.*

As shown in **Attachment 3**, the subject site is located on the fringe of a Suburban Activity Centre. This Activity Centre includes a large shopping centre and other non-residential sites that could accommodate a medical consulting room such as that herein proposed. Notwithstanding, the proposed development provides a service to support the needs of local residents and workers and will support the role of the Activity Centre without diminishing its role, consistent with the abovementioned Performance Outcomes.

### **Traffic Impact, Access and Parking**

Performance Outcome 1.1 of the Urban Transport Routes Overlay states:

*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.*

Performance Outcome 3.1 of the Urban Transport Routes Overlay states:

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

Performance Outcome 1.4 of the Transport, Access and Parking module of the general development policies states:

*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.*

This application proposes that one-way access into the car park is provided via First Lane, and a one-way exit is provided to Stephen Terrace. This application was referred internally to Council's Senior Traffic Engineer and externally to the Commissioner of Highways for comment, both of whom had initial concerns regarding the traffic increase in First Lane that will be generated for this development.

The Commissioner of Highways requested traffic generation and distribution detail from the Applicant. This was provided by way of traffic surveys undertaken during a morning peak period (7:30am to 9:30am) and an afternoon peak period (3:00pm to 6:00pm), along with a SIDRA assessment of queue length on Stephen Terrace.

The Applicant's traffic engineer's findings and assessment were that:

- In each of the two survey periods, 9 entry/exit movements were observed at the relevant intersection between First Lane and Stephen Terrace.
- This development has the potential to generate up to 42 weekday peak hour vehicle movements (21 entry movements and 21 exit movements), which represents a 233% increase in vehicle movements at this intersection (was 9, now 30).



- Of the additional 21 entry movements into First Lane, 17 are expected to be a left turn movement from Stephen Terrace and only 4 are expected to be a right turn movement from the north-western approach of Stephen Terrace.
- For those right turn movements, the SIDRA assessment indicates that:
  - there will be a maximum queue of one vehicle at the 95<sup>th</sup> percentile probability level; and
  - the average delay (queue time) for drivers to undertake the turn is 18.8 seconds.

Consequently, despite the increase in total traffic movements experienced in First Lane, this is not considered to cause any unreasonable impact on the public road network or create unreasonable potential for vehicle conflict within First Lane. Moreover, because the entrance to the car park associated with this development is only 23 metres from the intersection with Stephen Terrace, the potential for vehicle conflict is significantly lower than if the building was further southwest along the lane, which is a positive.

Accordingly, the Commissioner of Highways is supportive of the proposal in the context of the abovementioned Performance Outcomes. Similarly, despite concerns generally with the increase in traffic movements, Council's Senior Traffic Engineer acknowledges that First Lane has the capacity to accommodate the increased vehicle movements and won't result in unreasonable potential for vehicle conflicts. Therefore, the abovementioned Performance Outcomes are considered to be satisfied, and access for this development is considered to be safe and convenient.

Performance Outcome 2.1 of the Transport, Access and Parking module states:

*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.*

The Applicant's traffic engineer has provided sightline diagrams at the exit to Stephen Terrace, which demonstrate compliance with Australian Standard AS 2890.1:2004 (see "Figure 2" in **Attachment 9**). This is achieved through partial demolition of the external walls of the building on Stephen Terrace, for a length of 2 metres either side of the 3.3-metre-wide egress point. The Commissioner of Highways has reinforced the need to undertake this work to provide these sightlines by way of condition. Accordingly, this Performance Outcome is considered to be met.

Performance Outcome 5.1 of the Transport, Access and Parking module states:

*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.*

The corresponding Designated Performance Feature suggests that satisfaction of the rates in Table 1 or 2 of this module (as applicable) is sufficient to satisfy this Performance Outcome. Because this site is located on an arterial road along which a high frequency public transit service operates, the site is a Designated Area for the purposes of parking, and Table 2 rates are applicable to this site. Table 2 prescribes the same car parking rate for all non-residential land uses of 3 spaces per 100m<sup>2</sup> of gross leasable floor area. In other words, whether the land use is a consulting room, shop, warehouse or other non-residential use, the same parking rate is applicable.

It is well-established in planning law that any existing car parking shortfall can be carried over to any new land use where the total floor area to be used is not being increased. This principle is directly applicable to this application because the gross leasable floor area of the subject site is actually being reduced as a result of this development. Consequently, because the same car parking rate is prescribed to the existing

showroom and warehouse uses as it is to the proposed consulting room and shop uses, any existing shortfall can be carried over to the new uses.

To that end, the site currently provides zero dedicated on-site car parking spaces (acknowledging that some vehicles would've been able to park at the rear of the building if required). Therefore, consistent with previous ERD Court rulings, there is a strong argument that the proposed development does not need to provide any parking spaces to satisfy Performance Outcome 5.1 above. Nonetheless, sixteen (16) parking spaces are being provided in the rear of the existing building to support this development, which is considered to satisfy this Performance Outcome.

The policies applicable to this assessment (**Appendix 1**) fail to include any policies that require consideration of the functionality of the car parking area provided for this development. Notwithstanding, this is considered to be a necessary aspect of any planning assessment involving a car parking area and the Applicant's Traffic Engineer has sufficiently demonstrated that this car parking area is functional and adequate room for vehicle manoeuvring is provided within.

Performance Outcome 9.1 of the Transport, Access and Parking module states:

*The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.*

The corresponding Designated Performance Feature suggests that the provision of bicycle parking spaces commensurate with the rates specified in Table 3 of the module is sufficient to satisfy this Performance Outcome. In this respect, Table 3 suggests that the development should provide two (2) bicycle parking spaces based on the number of staff and consulting rooms.

No bicycle parking spaces have been provided for this development. The Applicant's traffic engineer suggests that bicycle parking could be provided for both staff and clients by way of double-sided bicycle rails located both in the rear car parking area and within the walkway entrance from Stephen Terrace. This would provide for the parking of four (4) bicycles which would satisfy Performance Outcome 9.1 (above) and be a good outcome for this development. Consequently, a Reserved Matter has been recommended to this effect.

## Noise Emissions

Performance Outcome 1.2 of the Interface Between Land Uses module states:

*Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.*

Performance Outcome 4.1 of the Interface Between Land Uses module states:

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

The corresponding Designated Performance Feature suggests that compliance with the relevant *Environment Protection (Commercial and Industrial Noise) Policy* criteria will satisfy this Performance outcome.

In response to the representations raised, the Applicant provided an acoustic report prepared by Sonus (**Attachment 1**). Sonus undertook acoustic modelling for the proposed development based on criteria

developed by reference to the relevant Noise Policy. Specifically, the criteria derived for the “day period” as defined in the Noise Policy (being 7:00am to 10:00pm, 7 days a week) were:

- 52 dB(A) for noise sensitive receivers within the same Business Neighbourhood Zone; and
- 50 dB(A) for noise sensitive receivers within the adjacent Established Neighbourhood Zone.

The Sonus assessment was based on the following activity occurring in a “worst-case 15-minute period”:

- 10 vehicles moving through the car park area;
- General car parking activity within 10 car parking spaces; and
- Continuous operation of 10 roof-mounted air-conditioning condenser units.

Based on this activity, the modelling undertaken predicted the following highest noise levels:

- 33 dB(A) at a noise sensitive receiver in the Business Neighbourhood Zone; and
- 43 dB(A) at a noise sensitive receiver in the Established Neighbourhood Zone.

The highest predicted noise levels are well below the permitted noise level criteria derived from the Noise Policy and are therefore considered to be reasonable and acceptable for the ‘day time period’. It is worth highlighting too that the Applicant’s traffic engineer predicted peak operating times for this site to be between 8:00am and 12:00pm and 4:00pm to 6:00pm on weekdays, during which the development is anticipated to generate up to 42 vehicle movements. Hence, the “worst case scenario” of 10 vehicle movements within the car park area in a 15-minute window is certainly *possible*, but is most likely to occur only during the peak operating hours and not after 7pm, for example, when the expected amenity level for adjacent sensitive receivers is arguably higher.

As a result of the acoustic assessment undertaken, the Applicant amended the proposed hours of operation to be 7:00am to 10:00pm, 7 days a week (i.e. the same hours defined as the ‘day time period’ in the relevant Noise Policy). The original application – which was reflected in the public notification documentation – proposed a closing time of 11:00pm. It is not evident in the acoustic report provided, but one might infer that the modelling demonstrated non-compliance with the Noise Policy after 10pm which is why the proposed hours of operation were reduced.

Performance Outcome 2.1 of the Interface Between Land Uses module of the general development policies states:

*Non-residential development does not unreasonable 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...*

The hours of operation proposed reflect the typical hours one might expect of a medical consulting room; particularly one located along an arterial road. In the context of the acoustic modelling undertaken, these hours are considered reasonable because they will not create an unacceptable impact on adjoining sensitive receivers. Condition No. 3 has been recommended to reflect the proposed hours of operation, which will ensure the amenity of adjacent sensitive receivers is maintained.

Performance Outcome 6.2 of the Transport, Access and Parking module states:

*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.*

The rear car parking area is being constructed within the existing building, providing acoustic protection for adjacent sensitive receivers consistent with this Performance Outcome. The acoustic modelling undertaken by Sonus demonstrates this to be the case.

With respect to noise from waste collection, Schedule 1(4)(a)(i)(D) of the *Local Nuisance and Litter Control Act* suggests that waste collection should only occur between 9:00am and 7:00pm on a Sunday or public holiday and between 7:00am and 7:00pm on any other day. This legislation will apply to this development and if waste is collected outside of these times the Council has powers under this Act to force compliance. The development is expected to coordinate their waste collection outside of their peak operating hours, but within the hours prescribed by the *Local Nuisance and Litter Control Act*. It is not considered pertinent to condition specific times for waste collection for this development because compliance with a specific condition would require the dedicated availability of the business's chosen waste collection provider. Accordingly, an Advisory Note has been recommended that alerts the Applicant to these requirements.

## **Waste Management**

Performance Outcome 1.5 of the Design in Urban Areas module states:

*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...*

The Applicant has identified that a suitable storage area for waste can be provided in the southwest corner of the car park – adjacent to parking space no. 5 and the car park entrance. This area is approximately 13m<sup>2</sup> in size, which is suitable for accommodating waste bins without impacting vehicle movements within the car parking area. This area provides screening from the public realm consistent with the abovementioned Performance Outcome. Condition No. 5 ensures continued compliance with this expectation also.

Waste collection is proposed to occur within First Lane via private contractor, outside of the peak operating hours of the consulting rooms. By way of reminder, the peak operating hours are suggested as being 08:00am to midday and 4:00pm to 6:00pm on weekdays. Two representors have raised concerns with this arrangement proposed arrangement, citing potential traffic conflicts and noise generation as reasons why this should not be supported.

Performance Outcome 1.2 of the Transport, Access and Parking module states:

*Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.*

Performance Outcome 1.4 of the Transport, Access and Parking module states:

*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.*

Performance Outcome 6.6 of the Transport, Access and Parking module states:

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

This application is not proposing the construction of a whole new building and car parking area. Rather, it is seeking to retrofit an existing building to accommodate a new commercial use and associated car parking area. By retaining the existing building and roller door entry, it is not possible for a medium rigid vehicle to

access the site (as required for general waste collection) which is why First Lane is proposed as the collection point.

Council's own waste collection provider, East Waste, services First Lane already for several residential premises that have a frontage to First Lane and therefore such truck movements are already accommodated by this lane.

This development will be serviced in First Lane only once a fortnight for general waste collection. Medical waste and confidential waste are able to be collected within the site, and this will occur once a fortnight and once every three months respectively. East Waste have confirmed that they attend First Lane every Tuesday at approximately 7am and midday to collect general waste and recycling/organics respectively. This proposal involves only one (1) additional waste vehicle movement through the lane per fortnight in addition to the existing four (4) movements. This is not considered to cause a negative impact to the operation of First Lane or to adjacent sensitive receivers. Accordingly, the proposal is not considered to be at odds with Performance Outcome 1.2 above.

This collection arrangement does offend Performance Outcomes 1.4 and 6.6 above, but this is not considered to be fatal to this application given the infrequency of the interruption to traffic in First Lane. An advisory note has been recommended that suggests that the applicant coordinates their waste collection so that it does not conflict with East Waste's schedule to avoid the potential for waste truck conflict within First Lane.

## **Signage**

This application proposes three advertising displays: one on the side wall of the building (between the Stephen Terrace entrance and the car park exit); one set further back (approx 9.8m) into the Stephen Terrace entry way above the internal building elevation; and one adjacent the entry door within this same entry way. It is only the first sign that will be visible from the public realm and therefore, pursuant to Schedule 4 of the *Planning, Development and Infrastructure (General) Regulations 2017*, it is only this sign that requires development approval.

Performance Outcome 4.3 of the Historic Area Overlay states:

*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.*

Performance Outcome 1.1 of the Advertisements module states:

*Advertisements are compatible and integrated with the design of the building and/or land they are located on.*

Performance Outcome 1.5 of the Advertisements module states:

*Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.*

The proposed sign is non-illuminated, measures 1m(H) x 3.6m(W), is located 2.4m above ground level and below the parapet line of the building and will be flush with the building wall. This advertisement is an appropriate size for this locality and is compatible with, and will complement, the subject building, consistent with these Performance Outcomes.

### Question of Seriously at Variance

Having considered the proposal against the relevant provisions of the Planning & Design Code (version 2025.6, dated 27/03/2025), the proposal is not considered to be seriously at variance with the provisions of the Planning & Design Code because:

- Consulting rooms and shops are envisaged within the Business Neighbourhood Zone, as is signage associated with such land uses;
- Sufficient car parking is provided on-site to satisfy the expectations of the P&D Code; and
- The proposed hours of operation are not unreasonable.

### CONCLUSION

This application seeks approval for land uses that are envisaged within the Business Neighbourhood Zone and that are capable of being compatible with residential land uses nearby. The Applicant's acoustic report sufficiently demonstrates that the proposed development will not adversely impact on the amenity of adjacent dwellings through its operations – whether that is by its operating hours, the traffic volumes and noise, or the noise from fixed plant and equipment on the site. As such, the proposed land use and operating times are considered appropriate. The one advertisement proposed on the Stephen Terrace elevation is appropriate in size and scale for this building and the locality.

The proposal involves internal works to the rear of the existing building to create a car parking area capable of accommodating up to 16 vehicles. Four (4) of these spaces are tandem spaces that can only truly function to their potential if they are designated as staff parking spaces. With appropriate signage and line marking (which has been conditioned) this will be the case. The Applicant's traffic engineer has provided a report that forecast the likely peak traffic volumes of the site and justifies how First Lane and Stephen Terrace will not be adversely impacted by such traffic. Council's Senior Traffic Engineer and the Commissioner of Highways do not dispute these findings and therefore the proposal is deemed to be suitable from a traffic perspective. Further, because the development site is within a Designated Area for the purposes of car parking, and the gross leasable floor area of the site is being reduced as a result of this development, the addition of the 16 car parking spaces is considered to be adequate for the purposes of satisfying this planning assessment as to car parking provision. Although this may not meet the potential real parking demand of the premises, previous case law justifies the carry over of any existing shortfall to a new land use in such circumstances and therefore the theoretical shortfall is acceptable.

### RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.
2. Development Application Number 25007037, by Health Space Constructions and Interiors is granted Planning Consent subject to the following conditions and reserved matter:

### RESERVED MATTER

The following detailed information shall be submitted for further assessment and approval by the Council Assessment Panel as a reserved matter pursuant to Section 102(3) of the Planning, Development and Infrastructure Act 2016:

An amended site plan shall be provided to the reasonable satisfaction of the Assessment Manager that provides for at least four (4) bicycle parking spaces on the site (or within the building in a convenient location).

NOTE: Further conditions may be imposed on the Planning Consent in respect of the above matters.

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

## CONDITIONS

### **Planning Consent**

#### Condition 1

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

#### Condition 2

All car parking spaces, driveways and manoeuvring areas shall be designed, constructed and line-marked in accordance with the herein approved General Layout Plan (prepared by Health Space Construction & Interiors, Drawing Number: A03\_Rev\_O, dated 02 Jul 2025). Such line-marking shall be maintained in good condition at all times.

The car parking spaces numbered 13, 14, 15 and 16 shall be designated staff car parking spaces. Overhead signage and appropriate line-marking shall be provided for these four spaces that clearly identify them as designated staff spaces, to the reasonable satisfaction of the Assessment Manager.

The car parking spaces numbered 1, 2, 3, 4, 8, 11, 12, 13, 14, 15 and 16 shall all be fitted with wheel-stopping devices, which shall be maintained in good working condition at all times.

#### Condition 3

The hours of operation of the premises shall be restricted to following times:

- 07:00am to 10:00pm, 7 days a week

#### Condition 4

All external lighting of the site, including car parking areas and buildings, shall be located, directed and shielded and of such limited intensity that no nuisance or loss of amenity is caused to any person beyond the site to the reasonable satisfaction of the Assessment Manager.

#### Condition 5

All refuse shall be stored within the car parking area and screened from public view, except when presented for collection, to the reasonable satisfaction of the Assessment Manager. Further, such refuse shall be stored in a location that does not affect vehicle movements through the car parking area.

### *Conditions imposed by Commissioner of Highways under Section 122 of the Act*

#### Condition 6

All access to/from the development shall be gained in accordance with the site plan produced by Health Space, Drawing No. A01\_Rev\_C, dated 6 Mar 2025 and operate in accordance with the Traffic and Parking Statement produced by Phil Weaver & Associates, File:25-029, dated 6 Mar 2025.

Condition 7

The entry and exit points shall be suitably signed and line-marked to reinforce the desired traffic flow.

Condition 8

Clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in *AS/NZS 2890.1:2004*, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.

Condition 9

All vehicles shall enter and exit the site in a forward direction.

Condition 10

Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

ADVISORY NOTES

**Planning Consent**

Advisory Note 1

Appeal Rights - General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

Advisory Note 2

Consents issued for this Development Application will remain valid for the following periods of time:

1. Planning Consent is valid for 24 months following the date of issue, within which time Development Approval must be obtained;
2. Development Approval is valid for 24 months following the date of issue, within which time works must have substantially commenced on site;
3. Works must be substantially completed within 3 years of the date on which Development Approval is issued.

If an extension is required to any of the above-mentioned timeframes a request can be made for an extension of time by emailing the Planning Department at [townhall@npsp.sa.gov.au](mailto:townhall@npsp.sa.gov.au). Whether or not an extension of time will be granted will be at the discretion of the relevant authority.

Advisory Note 3

No work can commence on this development unless a Development Approval has been obtained. If one or more Consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.

Advisory Note 4

The Applicant shall note that waste collection for the premises is not permitted to occur outside of the hours prescribed under the *Local Nuisance and Litter Control Act*. It is recommended that waste collection is scheduled to not coincide with the peak operating times of the premises.

The Applicant shall note that Council's waste contractor collects residential waste from First Lane each week. To avoid potential vehicle conflict, it is further recommended that the Applicant's waste contractor coordinates their pick up time so as to not clash with that of Council's waste contractor, East Waste.



#### Advisory Note 5

The granting of this consent does not remove the need for the beneficiary to obtain all other consents which may be required by any other legislation.

The Applicant's attention is particularly drawn to the requirements of the *Fences Act 1975* regarding notification of any neighbours affected by new boundary development or boundary fencing. Further information is available in the 'Fences and the Law' booklet available through the Legal Services Commission.

#### Advisory Note 6

The Applicant is reminded of its responsibilities under the *Environment Protection Act 1993*, to not harm the environment. Specifically, paint, plaster, concrete, brick wastes and wash waters should not be discharged into the stormwater system, litter should be appropriately stored on site pending removal, excavation and site disturbance should be limited, entry/exit points to the site should be managed to prevent soil being carried off site by vehicles, sediment barriers should be used (particularly on sloping sites), and material stockpiles should all be placed on site and not on the footpath or public roads or reserves. Further information is available by contacting the EPA.

#### Advisory Note 7

The Applicant is advised that construction noise is not allowed:

1. on any Sunday or public holiday; or
2. after 7pm or before 7am on any other day

#### Advisory Note 8

The Applicant is advised that any works undertaken on Council owned land (including but not limited to works relating to crossovers, driveways, footpaths, street trees and stormwater connections), or works that require the closure of the footpath and / or road to undertake works on the development site, will require the approval of the Council pursuant to the *Local Government Act 1999* prior to any works being undertaken. Further information may be obtained by contacting Council's Public Realm Compliance Officer on 8366 4513.

#### Advisory Note 9

The Applicant is advised that the condition of the footpath, kerbing, vehicular crossing point, street tree(s) and any other Council infrastructure located adjacent to the subject land will be inspected by the Council prior to the commencement of building work and at the completion of building work. Any damage to Council infrastructure that occurs during construction must be rectified as soon as practicable and in any event, no later than four (4) weeks after substantial completion of the building work. The Council reserves its right to recover all costs associated with remedying any damage that has not been repaired in a timely manner from the appropriate person.

#### Advisory Note 10

The Council has not surveyed the subject land and has, for the purpose of its assessment, assumed that all dimensions and other details provided by the Applicant are correct and accurate.

#### Advisory Note 11

If excavating, it is recommended you contact Before You Dig Australia (BYDA) ([www.byda.com.au](http://www.byda.com.au)) to keep people safe and help protect underground infrastructure.

Advisory Note 12

The Applicant is advised that the property is located within an Historic Overlay area and that Approval must be obtained for most works involving the construction, demolition, removal, conversion, alteration or addition to any building and/or structure (including all fencing).

*Advisory Notes imposed by Commissioner of Highways under Section 122 of the Act*

Advisory Note 13

The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 4.5 metres in width from portion of the Stephen Terrace and 20 metres in width from the portion of Payneham Road frontage of this site for future upgrading of the of Payneham Road/ Stephen Terrace intersection . The consent of the Commissioner of Highways under the *Metropolitan Adelaide Road Widening Plan Act 1972* is required to all new building works located on or within 6 metres of the possible requirements. As this development does not result in additional encroachment within the above requirements, consent is not required in this instance.

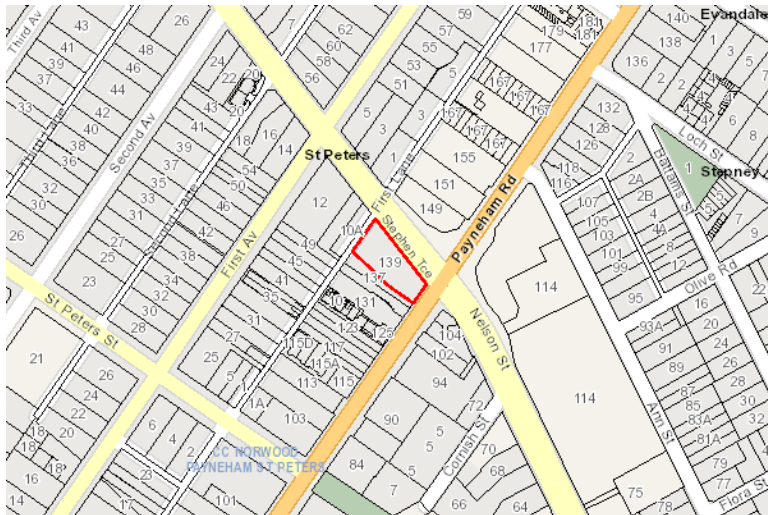
Advisory Note 14

Should traffic flows on the adjacent arterial roads be affected during installation of the unit the applicant should contact Traffic Management Centre Roadworks team on 1800 434 058 or email [dit.roadworks@sa.gov.au](mailto:dit.roadworks@sa.gov.au) prior to undertaking any works and the contractor(s) must complete a 'Notification of Works' form via the following link:

[https://www.dpti.sa.gov.au/contractor\\_documents/works\\_on\\_roads\\_by\\_other\\_organisation](https://www.dpti.sa.gov.au/contractor_documents/works_on_roads_by_other_organisation)

**Address:** 139 PAYNEHAM RD ST PETERS SA 5069

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



### Property Zoning Details

#### Zone

Business Neighbourhood

#### Overlay

Airport Building Heights (Regulated) (*All structures over 110 metres*)  
 Advertising Near Signalised Intersections  
 Future Road Widening  
 Historic Area (NPSP23)  
 Heritage Adjacency  
 Hazards (Flooding - General)  
 Prescribed Wells Area  
 Regulated and Significant Tree  
 Traffic Generating Development  
 Urban Transport Routes

#### Local Variation (TNV)

Maximum Building Height (Levels) (*Maximum building height is 2 levels*)

### Selected Development(s)

Consulting room & 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*

Consulting room - Code Assessed - Performance Assessed

## Part 2 - Zones and Sub Zones

### Business Neighbourhood Zone

#### Assessment Provisions (AP)

## Desired Outcome (DO)

Desired Outcome	
DO 1	A variety of housing and accommodation types and compatible employment-generating land uses in an environment characterised by primarily low-rise buildings
DO 2	Buildings of a scale and design that complements surrounding built form, streetscapes and local character and provide for landscaping and open space.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>Housing and accommodation types appropriate to the locality complemented by shops, offices, consulting rooms and other non-residential uses that do not materially impact residential amenity.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> <li>(a) Community facility</li> <li>(b) Consulting room</li> <li>(c) Dwelling</li> <li>(d) Office</li> <li>(e) Residential flat building</li> <li>(f) Shop</li> </ul>
<p>PO 1.2</p> <p>Business and commercial land uses complement and enhance the prevailing or emerging neighbourhood character.</p>	<p>DTS/DPF 1.2</p> <p>Shops, offices and consulting rooms (or any combination thereof) do not exceed 250m<sup>2</sup> in gross leasable floor area.</p>
<p>PO 1.3</p> <p>Changes in the use of land between similar businesses encourages the efficient reuse of commercial premises and supports continued local access to a range of services compatible to the locality.</p>	<p>DTS/DPF 1.3</p> <p>A change of use to a shop, office or consulting room or any combination of these uses where all of the following are achieved:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) if the proposed change of use is for a shop: <ul style="list-style-type: none"> <li>(i) the total gross leasable floor area of the shop will not exceed 250m<sup>2</sup></li> <li>(ii) if primarily involving the handling and sale of foodstuffs, areas used for the storage and collection of refuse are sited at least 10m from the site of a dwelling (other than a dwelling directly associated with the proposed shop)</li> <li>(iii) if primarily involving heating and cooking of foodstuffs in a commercial kitchen and is within 30m of any residential allotment within a neighbourhood-type zone 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</li> </ul> </li> <li>(c) 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, except where: <ul style="list-style-type: none"> <li>(i) the required contribution will be made into a relevant car parking offset scheme (other than where a relevant contribution has previously been made) or</li> <li>(ii) the building is a local heritage place.</li> </ul> </li> </ul>

Built Form and Character									
PO 2.1 Buildings are of a scale and design that complements surrounding built form, streetscapes and local character.	DTS/DPF 2.1 None are applicable.								
PO 2.2 Development provides attractive landscaping to the primary street frontage.	DTS/DPF 2.2 None are applicable.								
PO 2.3 Site coverage is limited to provide space for landscaping, open space and pervious areas.	DTS/DPF 2.3 Development does not result in site coverage exceeding 60%.								
Building height and setbacks									
PO 3.1 Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the built form character of the locality.	<div>DTS/DPF 3.1 Except on a Catalyst site in the Melbourne Street West Subzone, Building height (excluding garages, carports and outbuildings) is no greater than:  (a) the following: <table><tr><th>Maximum Building Height (Levels)</th></tr><tr><td>Maximum building height is 2 levels</td></tr></table> (b) in all other cases (ie there is a blank field for both values): (i) 2 building levels or 9m where the development is located adjoining a different zone that primarily envisages residential development (ii) 3 building levels or 12m in all other cases.  In relation to DTS/DPF 3.1, in instances where:  (c) more than one value is returned in the same field: (i) for the purpose of DTS/DPF 3.1(a), refer to the Maximum Building Height (Metres) Technical and Numeric Variation layer or Maximum Building Height (Levels) Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (ii) 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.</div>	Maximum Building Height (Levels)	Maximum building height is 2 levels						
Maximum Building Height (Levels)									
Maximum building height is 2 levels									
PO 3.2 Buildings are set back from primary street boundaries consistent with the existing streetscape.	<div>DTS/DPF 3.2 Buildings setback from the primary street boundary in accordance with the following table: <table><tr><th>Development Context</th><th>Minimum setback</th></tr><tr><td>There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.</td><td>The average setback of the existing buildings.</td></tr><tr><td>There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site.</td><td>The setback of the existing building.</td></tr><tr><td>There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.</td><td>(a) Where the existing building shares the same primary street frontage – the setback of the existing building</td></tr></table></div>	Development Context	Minimum setback	There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.	The average setback of the existing buildings.	There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site.	The setback of the existing building.	There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.	(a) Where the existing building shares the same primary street frontage – the setback of the existing building
Development Context	Minimum setback								
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There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.	(a) Where the existing building shares the same primary street frontage – the setback of the existing building								

		(b) Where the existing building has a different primary street frontage - 5m
	There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building.	5m
	<p>For the purposes of <b>DTS/DPF 3.2:</b></p> <ul style="list-style-type: none"> <li>(a) the setback of an existing building on an abutting site to the street boundary that it shares with the site of the proposed building is to be measured from the closest building wall to that street boundary at its closest point to the building wall and any existing projection from the building such as a verandah, porch, balcony, awning or bay window is not taken to form part of the building for the purposes of determining its setback</li> <li>(b) any proposed projections such as a verandah, porch, balcony, awning or bay window may encroach not more than 1.5 metres into the minimum setback prescribed in the table</li> </ul>	
<p>PO 3.3</p> <p>Buildings set back from secondary street boundaries (other than rear laneways) contribute to a consistent streetscape.</p>	<p>DTS/DPF 3.3</p> <p>Building walls are set back from the secondary street frontage:</p> <ul style="list-style-type: none"> <li>(a) the average of any existing buildings on adjoining sites having frontage to the same street</li> <li>OR</li> <li>(b) not less than 900mm where no building exists on an adjoining site.</li> </ul>	
<p>PO 3.4</p> <p>Walls on boundaries are limited in height and length to manage visual and overshadowing impacts on adjoining residential properties.</p>	<p>DTS/DPF 3.4</p> <p>Except where the building is a dwelling and is located on a central site within a row dwelling or terrace arrangement, side boundary walls occur only on one side boundary and satisfy (a) or (b) below:</p> <ul style="list-style-type: none"> <li>(a) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height</li> <li>(b) side boundary walls do not: <ul style="list-style-type: none"> <li>(i) exceed 3.2m in height from the lower of the natural or finished ground level</li> <li>(ii) exceed 11.5m in length</li> <li>(iii) when combined with other walls on the boundary of the subject development site, exceed a maximum 45% of the length of the boundary</li> <li>(iv) encroach within 3m of any other existing or proposed boundary walls on the subject land.</li> </ul> </li> </ul>	
<p>PO 3.5</p> <p>Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.</p>	<p>DTS/DPF 3.5</p> <p>Dwelling walls of dwellings in a semi-detached or row arrangement are set back at least 900mm from side boundaries shared with allotments outside the development site.</p>	
<p>PO 3.6</p> <p>Buildings are set back from side boundaries to provide:</p> <ul style="list-style-type: none"> <li>(a) separation between buildings in a way that complements the established character of the locality</li> <li>(b) access to natural light and ventilation for neighbours.</li> </ul>	<p>DTS/DPF 3.6</p> <p>Other than walls located on a side boundary, building walls are set back at least 900mm from side boundaries.</p>	
PO 3.7	DTS/DPF 3.7	

Buildings are set back from rear boundaries to provide: <ul style="list-style-type: none"> <li>(a) separation between buildings in a way that complements the established character of the locality</li> <li>(b) access to natural light and ventilation for neighbours</li> <li>(c) open space recreational opportunities</li> <li>(d) space for landscaping and vegetation.</li> </ul>	Buildings walls are set back from the rear boundary at least: <ul style="list-style-type: none"> <li>(a) 3m for the first building level</li> <li>(b) 5m for any second building level.</li> </ul>
Concept Plans	
PO 6.1 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 6.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 6.1, in instances where: <ul style="list-style-type: none"> <li>(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.</li> <li>(b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 6.1 is met.</li> </ul>

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

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

#### Interpretation

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

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

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

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

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. All development undertaken by: <ul style="list-style-type: none"> <li>(a) the South Australian Housing Trust either individually or jointly with other persons or bodies or</li> <li>(b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.</li> </ul>	Except development involving any of the following: <ul style="list-style-type: none"> <li>1. residential flat building(s) of 3 or more building levels</li> <li>2. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)</li> <li>3. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).</li> </ul>
3. Any development involving any of the following (or of any combination of any of the following):	Except development that:

<ul style="list-style-type: none"> <li>(a) advertisement</li> <li>(b) ancillary accommodation</li> <li>(c) community facility</li> <li>(d) dwelling</li> <li>(e) dwelling addition</li> <li>(f) residential flat building</li> <li>(g) student accommodation.</li> </ul>	<ul style="list-style-type: none"> <li>1. exceeds the maximum building height specified in Business Neighbourhood Zone DTS/DPF 3.1 or</li> <li>2. is on a Catalyst Site that exceeds the maximum building height in Business Neighbourhood Zone DTS/DPF 3.1 that applies to development not on a Catalyst Site or</li> <li>3. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: <ul style="list-style-type: none"> <li>(a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or</li> <li>(b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).</li> </ul> </li> </ul>
<p>4. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) consulting room</li> <li>(b) office</li> <li>(c) shop.</li> </ul>	<p>Except development that:</p> <ul style="list-style-type: none"> <li>1. does not satisfy Business Neighbourhood Zone DTS/DPF 1.2 or</li> <li>2. exceeds the maximum building height specified in Business Neighbourhood Zone DTS/DPF 3.1 or</li> <li>3. is on a Catalyst Site that exceeds the maximum building height in Business Neighbourhood Zone DTS/DPF 3.1 that applies to development not on a Catalyst Site or</li> <li>4. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: <ul style="list-style-type: none"> <li>(a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or</li> <li>(b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).</li> </ul> </li> </ul>
<p>5. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) air handling unit, air conditioning system or exhaust fan</li> <li>(b) carport</li> <li>(c) deck</li> <li>(d) fence</li> <li>(e) internal building work</li> <li>(f) land division</li> <li>(g) outbuilding</li> <li>(h) pergola</li> <li>(i) private bushfire shelter</li> <li>(j) replacement building</li> <li>(k) retaining wall</li> <li>(l) shade sail</li> <li>(m) solar photovoltaic panels (roof mounted)</li> </ul>	<p>None specified.</p>



<ul style="list-style-type: none"> <li>(n) swimming pool or spa pool and associated swimming pool safety features</li> <li>(o) temporary accommodation in an area affected by bushfire</li> <li>(p) tree damaging activity</li> <li>(q) verandah</li> <li>(r) water tank.</li> </ul>	
6. Demolition.	<p>Except any of the following:</p> <ul style="list-style-type: none"> <li>1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)</li> <li>2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).</li> </ul>
7. Railway line.	Except where located outside of a rail corridor or rail reserve.
<b>Placement of Notices - Exemptions for Performance Assessed Development</b>	
None specified.	
<b>Placement of Notices - Exemptions for Restricted Development</b>	
None specified.	

## 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.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
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Any of the following classes of development:	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.
(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> .			

## Future Road Widening Overlay

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development which is consistent with and will not compromise efficient delivery of future road widening requirements.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Future Road Widening	
PO 1.1 Development does not compromise or is located and designed to minimise its impact on future road widening requirements.	DTS/DPF 1.1 Development does not involve building work, or building work is located wholly outside the land subject to the 6m Consent Area, the C Type Requirement or the Strip Requirement of the Metropolitan Adelaide Road Widening Plan.

### Procedural Matters (PM)

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Other than where all deemed-to-satisfy criteria for all policies relevant to this referral are met, development (including the division of land) that is within or may encroach within a Future Road Widening Area.	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 4 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:  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.
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.

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.
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### Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development which in the opinion of the relevant authority materially affects the context within which the <b>State Heritage Place</b> is situated.	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 Norwood, Payneham and St Peters		
NPSP23	<b>Payneham Road Historic Area Statement (NPSP23)</b>  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	1870s and 1880s, early 1900s, and post-World War II.  Offices, consulting rooms and residential dwellings generally utilising historic buildings, with new residential apartments and townhouses. Mixed business strip, shops, administrative, shop/dwellings, civic and institutional buildings. Local commercial activities. Shopping facilities north of St Peters Street.
	Allotments, subdivision and built form patterns	Minimal set back from the Payneham Road frontage.
	Architectural styles, detailing and built form features	Valued architectural elements fronting Payneham Road including verandahs, façade treatments (including windows and entrances), shopfront detailing and roof and parapets.

Statement#	Statement	
		Street-level coherence across signage, canopies, shopfronts and overhanging fabric of buildings such as cornices.
	Building height	Single and two -storey.
	Materials	Original materials and finishes including unpainted brickwork, stonework and corrugated iron roofing.
	Fencing	[Not stated]
	Setting, landscaping, streetscape and public realm features	Vehicular movement is dominated by Payneham Road, which provides primary access for delivery, service and visitors vehicles. Access and car parking is generally shared. Car parking is generally located to the rear of buildings, or otherwise sensitively located.
	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.

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

	<ul style="list-style-type: none"> <li>(f) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(g) educational facilities with a capacity of 250 students or more.</li> </ul>
<p>PO 1.2</p> <p>Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.</p>	<p>DTS/DPF 1.2</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> <li>(a) building, or buildings, containing in excess of 50 dwellings</li> <li>(b) land division creating 50 or more additional allotments</li> <li>(c) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(d) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(f) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(g) educational facilities with a capacity of 250 students or more.</li> </ul>
<p>PO 1.3</p> <p>Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.</p>	<p>DTS/DPF 1.3</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> <li>(a) building, or buildings, containing in excess of 50 dwellings</li> <li>(b) land division creating 50 or more additional allotments</li> <li>(c) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(d) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(f) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(g) educational facilities with a capacity of 250 students or more.</li> </ul>

### Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>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:</p> <ul style="list-style-type: none"> <li>(a) except where a proposed development has previously been referred under clause (b) - a building, or buildings, containing in excess of 50 dwellings</li> <li>(b) except where a proposed development has previously been referred under clause (a) - land division creating 50 or more additional allotments</li> <li>(c) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(d) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(f) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(g) educational facilities with a capacity of 250 students or more.</li> </ul>	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.

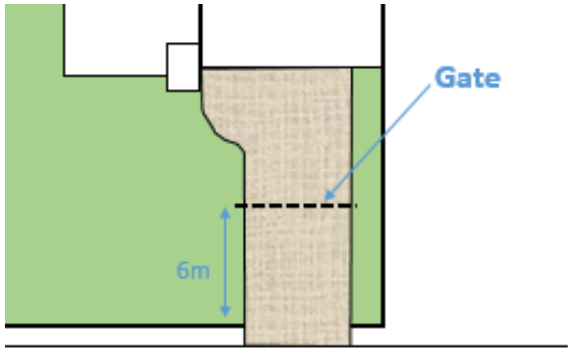
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Access - Safe Entry and Exit (Traffic Flow)	
<p>PO 1.1</p> <p>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.</p>	<p>DTS/DPF 1.1</p> <p>An access point satisfies (a), (b) or (c):</p> <p>(a) where servicing a single (1) dwelling / residential allotment:</p> <ul style="list-style-type: none"> <li>(i) it will not result in more than one access point</li> <li>(ii) vehicles can enter and exit the site in a forward direction</li> <li>(iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees</li> <li>(iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road</li> <li>(v) it will have a width of between 3m and 4m (measured at the site boundary)</li> </ul> <p>(b) where the development will result in 2 and up to 6 dwellings:</p> <ul style="list-style-type: none"> <li>(i) it will not result in more than one access point servicing the development site</li> <li>(ii) vehicles can enter and exit the site in a forward direction</li> <li>(iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees</li> <li>(iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road</li> <li>(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)</li> </ul> <p>(c) where the development will result in 7 or more dwellings, or is a non-residential land use:</p> <ul style="list-style-type: none"> <li>(i) it will not result in more than one access point servicing the development site</li> <li>(ii) vehicles can enter and exit the site using left turn only movements</li> <li>(iii) vehicles can enter and exit the site in a forward direction</li> <li>(iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees</li> <li>(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</li> <li>(vi) it will have a width of between 6m and 9m (measured</li> </ul>

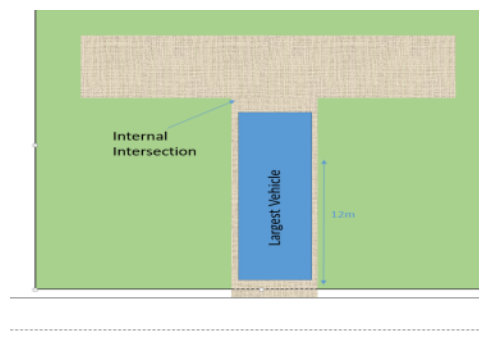


	<p>at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4m to 8.8m</p> <p>(vii) it will have a width of between 9m and 12m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8m to 12.5m</p> <p>(viii) provides for simultaneous two-way vehicle movements at the access:</p> <p>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</p> <p>and</p> <p>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.</p>
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## Access - On-Site Queuing

<p>PO 2.1</p> <p>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.</p>	<p>DTS/DPF 2.1</p> <p>An access point in accordance with one of the following:</p> <p>(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:</p>  <p>(b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and:</p> <p>(i) is expected to be serviced by vehicles with a length no greater than 6.4m</p> <p>(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)</p> <p>(c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and:</p> <p>(i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle</p> <p>(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)</p>
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- (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:
  - (i) a change of use between an office <500m<sup>2</sup> gross leasable floor area and a consulting room <500m<sup>2</sup> 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 <250m<sup>2</sup> gross leasable floor area to shop <250m<sup>2</sup> gross leasable floor area
  - (iv) a change of use from a shop <500m<sup>2</sup> gross leasable floor area to a warehouse <500m<sup>2</sup> gross leasable floor area
  - (v) an office or consulting room with a <500m<sup>2</sup> 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 <250m<sup>2</sup> gross leasable floor area.

## Access – Location (Spacing) – New Access Points

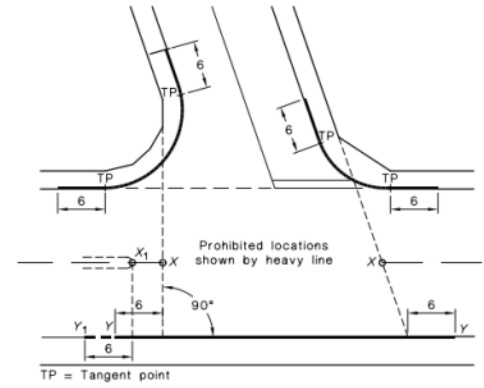
PO 4.1

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  $X_1$  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  $Y$  extends to Point  $T_1$ .

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

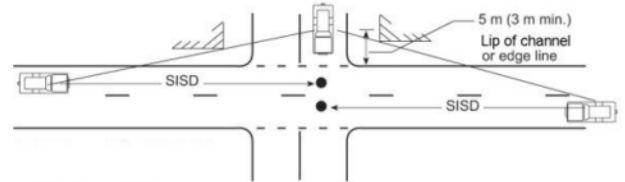
Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

## DTS/DPF 5.1

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

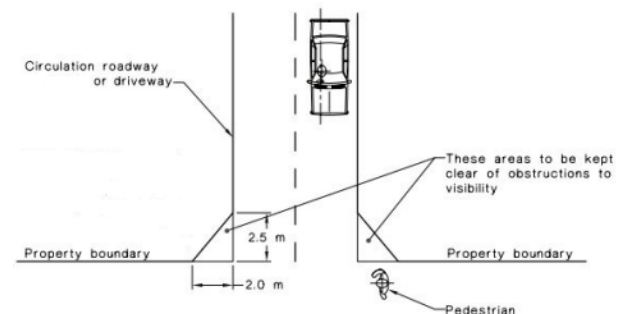
- (a) the development site does or is intended to serve between 1 and 6 dwellings and utilises an existing access point or
- (b) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

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:

- (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 road reserves are designed and sited to minimise impact on safe movements by all road users.

DTS/DPF 8.1

Buildings or structures are not located on, above or below the road reserve.

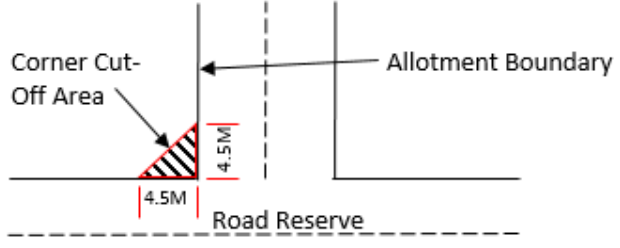
#### Public Road Junctions

PO 9.1

New junctions with a public road (including the opening of unmade public road junctions) or modifications to existing road junctions are

DTS/DPF 9.1

Development does not comprise any of the following:

located and designed to ensure safe operating conditions are maintained on the State Maintained Road.	(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.

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) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road: <ul style="list-style-type: none"> <li>(a) creation of a new access or junction</li> <li>(b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority)</li> <li>(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).</li> </ul>	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.

## 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	<p>Development is:</p> <ul style="list-style-type: none"> <li>(a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality</li> <li>(b) durable - fit for purpose, adaptable and long lasting</li> <li>(c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors</li> <li>(d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.</li> </ul>

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:	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.

<p>(a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces</p> <p>(b) screening rooftop plant and equipment from view</p> <p>(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.</p>	
<p>PO 1.5</p> <p>The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
Safety	
<p>PO 2.1</p> <p>Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Development is designed to differentiate public, communal and private areas.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.</p>	<p>DTS/DPF 2.3</p> <p>None are applicable.</p>
<p>PO 2.4</p> <p>Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.</p>	<p>DTS/DPF 2.4</p> <p>None are applicable.</p>
<p>PO 2.5</p> <p>Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.</p>	<p>DTS/DPF 2.5</p> <p>None are applicable.</p>
Landscaping	
<p>PO 3.1</p> <p>Soft landscaping and tree planting are incorporated to:</p> <p>(a) minimise heat absorption and reflection</p> <p>(b) maximise shade and shelter</p> <p>(c) maximise stormwater infiltration</p> <p>(d) enhance the appearance of land and streetscapes.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
Environmental Performance	
<p>PO 4.1</p> <p>Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p> <p>Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
<p>PO 4.3</p>	<p>DTS/DPF 4.3</p>

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:  (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 (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	
<p>PO 8.1</p> <p>Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.</p>	<p>DTS/DPF 8.1</p> <p>Development does not involve any of the following:</p> <ul style="list-style-type: none"> <li>(a) excavation exceeding a vertical height of 1m</li> <li>(b) filling exceeding a vertical height of 1m</li> <li>(c) a total combined excavation and filling vertical height of 2m or more.</li> </ul>
<p>PO 8.2</p> <p>Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.</p>	<p>DTS/DPF 8.2</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):</p> <ul style="list-style-type: none"> <li>(a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway</li> <li>(b) are constructed with an all-weather trafficable surface.</li> </ul>
<p>PO 8.3</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):</p> <ul style="list-style-type: none"> <li>(a) do not contribute to the instability of embankments and cuttings</li> <li>(b) provide level transition areas for the safe movement of people and goods to and from the development</li> <li>(c) are designed to integrate with the natural topography of the land.</li> </ul>	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>
<p>PO 8.4</p> <p>Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.</p>	<p>DTS/DPF 8.4</p> <p>None are applicable.</p>
<p>PO 8.5</p> <p>Development does not occur on land at risk of landslide or increase the potential for landslide or land surface instability.</p>	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>
Overlooking / Visual Privacy (low rise buildings)	
<p>PO 10.1</p> <p>Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.</p>	<p>DTS/DPF 10.1</p> <p>Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone:</p> <ul style="list-style-type: none"> <li>(a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm</li> <li>(b) have sill heights greater than or equal to 1.5m above finished floor level</li> <li>(c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.</li> </ul>
<p>PO 10.2</p> <p>Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.</p>	<p>DTS/DPF 10.2</p> <p>One of the following is satisfied:</p> <ul style="list-style-type: none"> <li>(a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace</li> <li>or</li> <li>(b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of:             <ul style="list-style-type: none"> <li>(i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable</li> </ul> </li> </ul>

	<p>window of a dwelling on adjacent land</p> <p>or</p> <p>(ii) 1.7m above finished floor level in all other cases</p>
Site Facilities / Waste Storage (excluding low rise residential development)	
<p>PO 11.1</p> <p>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.</p>	<p>DTS/DPF 11.1</p> <p>None are applicable.</p>
<p>PO 11.2</p> <p>Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.</p>	<p>DTS/DPF 11.2</p> <p>None are applicable.</p>
<p>PO 11.3</p> <p>Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.</p>	<p>DTS/DPF 11.3</p> <p>None are applicable.</p>
<p>PO 11.4</p> <p>Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.</p>	<p>DTS/DPF 11.4</p> <p>None are applicable.</p>
<p>PO 11.5</p> <p>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.</p>	<p>DTS/DPF 11.5</p> <p>None are applicable.</p>
All Development - Medium and High Rise	
External Appearance	
<p>PO 12.1</p> <p>Buildings positively contribute to the character of the local area by responding to local context.</p>	<p>DTS/DPF 12.1</p> <p>None are applicable.</p>
<p>PO 12.2</p> <p>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.</p>	<p>DTS/DPF 12.2</p> <p>None are applicable.</p>
<p>PO 12.3</p> <p>Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.</p>	<p>DTS/DPF 12.3</p> <p>None are applicable.</p>
<p>PO 12.4</p> <p>Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.</p>	<p>DTS/DPF 12.4</p> <p>None are applicable.</p>
<p>PO 12.5</p> <p>External materials and finishes are durable and age well to minimise ongoing maintenance requirements.</p>	<p>DTS/DPF 12.5</p> <p>Buildings utilise a combination of the following external materials and finishes:</p> <ul style="list-style-type: none"> <li>(a) masonry</li> <li>(b) natural stone</li> <li>(c) pre-finished materials that minimise staining, discolouring or deterioration.</li> </ul>
<p>PO 12.6</p> <p>Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.</p>	<p>DTS/DPF 12.6</p> <p>Building street frontages incorporate:</p> <ul style="list-style-type: none"> <li>(a) active uses such as shops or offices</li> <li>(b) prominent entry areas for multi-storey buildings (where it is a common entry)</li> <li>(c) habitable rooms of dwellings</li> </ul>

	(d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.																								
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are:  (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment.																								
PO 12.8 Building services, plant and mechanical equipment are screened from the public realm.	DTS/DPF 12.8 None are applicable.																								
Landscaping																									
PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.																								
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired. <table><tr><th>Site area</th><th>Minimum deep soil area</th><th>Minimum dimension</th><th>Tree / deep soil zones</th></tr><tr><td>&lt;300 m<sup>2</sup></td><td>10 m<sup>2</sup></td><td>1.5m</td><td>1 small tree / 10 m<sup>2</sup></td></tr><tr><td>300-1500 m<sup>2</sup></td><td>7% site area</td><td>3m</td><td>1 medium tree / 30 m<sup>2</sup></td></tr><tr><td>&gt;1500 m<sup>2</sup></td><td>7% site area</td><td>6m</td><td>1 large or medium tree / 60 m<sup>2</sup></td></tr></table> <b>Tree size and site area definitions</b> <table><tr><td>Small tree</td><td>4-6m mature height and 2-4m canopy spread</td></tr><tr><td>Medium tree</td><td>6-12m mature height and 4-8m canopy spread</td></tr><tr><td>Large tree</td><td>12m mature height and &gt;8m canopy spread</td></tr><tr><td>Site area</td><td>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 <sup>2</sup>	10 m <sup>2</sup>	1.5m	1 small tree / 10 m <sup>2</sup>	300-1500 m <sup>2</sup>	7% site area	3m	1 medium tree / 30 m <sup>2</sup>	>1500 m <sup>2</sup>	7% site area	6m	1 large or medium tree / 60 m <sup>2</sup>	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 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 (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 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	DTS/DPF 16.1 None are applicable.

<p>windows of habitable rooms</p> <p>(d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.</p>	
All non-residential development	
Water Sensitive Design	
<p>PO 42.1</p> <p>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.</p>	<p>DTS/DPF 42.1</p> <p>None are applicable.</p>
<p>PO 42.2</p> <p>Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.</p>	<p>DTS/DPF 42.2</p> <p>None are applicable.</p>
<p>PO 42.3</p> <p>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.</p>	<p>DTS/DPF 42.3</p> <p>None are applicable.</p>
Wash-down and Waste Loading and Unloading	
<p>PO 43.1</p> <p>Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) paved with an impervious material to facilitate wastewater collection</li> <li>(c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area</li> <li>(d) are designed to drain wastewater to either: <ul style="list-style-type: none"> <li>(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</li> <li>or</li> <li>(ii) a holding tank and its subsequent removal off-site on a regular basis.</li> </ul> </li> </ul>	<p>DTS/DPF 43.1</p> <p>None are applicable.</p>
Laneway Development	
Infrastructure and Access	
<p>PO 44.1</p> <p>Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where:</p> <ul style="list-style-type: none"> <li>(a) existing utility infrastructure and services are capable of accommodating the development</li> <li>(b) the primary street can support access by emergency and regular service vehicles (such as waste collection)</li> <li>(c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems)</li> <li>(d) safety of pedestrians or vehicle movement is maintained</li> </ul>	<p>DTS/DPF 44.1</p> <p>Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.</p>

(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.	
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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: <ul style="list-style-type: none"> <li>(a) the nature of the development</li> <li>(b) measures to mitigate off-site impacts</li> <li>(c) the extent to which the development is desired in the zone</li> <li>(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.</li> </ul>	DTS/DPF 2.1 Development operating within the following hours: <table border="1"> <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:               <ul style="list-style-type: none"> <li>(a) restaurant</li> <li>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</li> </ul> </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: <ul style="list-style-type: none"> <li>(a) restaurant</li> <li>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</li> </ul>	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
Class of Development	Hours of operation								
Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
Shop, other than any one or combination of the following: <ul style="list-style-type: none"> <li>(a) restaurant</li> <li>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</li> </ul>	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday								
Overshadowing									
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: <ul style="list-style-type: none"> <li>a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight</li> <li>b. other zones is managed to enable access to direct winter sunlight.</li> </ul>	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: <ul style="list-style-type: none"> <li>a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight</li> <li>b. other zones is managed to enable access to direct winter sunlight.</li> </ul>	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: <ul style="list-style-type: none"> <li>a. for ground level private open space, the smaller of the following:               <ul style="list-style-type: none"> <li>i. half the existing ground level open space</li> </ul> </li> </ul>								

	<p>or</p> <p>ii. 35m<sup>2</sup> of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)</p> <p>b. for ground level communal open space, at least half of the existing ground level open space.</p>				
<p>PO 3.3</p> <p>Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:</p> <p>(a) the form of development contemplated in the zone</p> <p>(b) the orientation of the solar energy facilities</p> <p>(c) the extent to which the solar energy facilities are already overshadowed.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>				
Activities Generating Noise or Vibration					
<p>PO 4.1</p> <p>Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.1</p> <p>Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.</p>				
<p>PO 4.2</p> <p>Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:</p> <p>(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</p> <p>(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</p> <p>(c) housing plant and equipment within an enclosed structure or acoustic enclosure</p> <p>(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>				
<p>PO 4.5</p> <p>Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.5</p> <p>None are applicable.</p>				
<p>PO 4.6</p> <p>Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.</p>	<p>DTS/DPF 4.6</p> <p>Development incorporating music includes noise attenuation measures that will achieve the following noise levels:</p> <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 (<math>L_{90,15min}</math>) in any octave band of the sound spectrum (<math>LOCT_{10,15} &lt; LOCT_{90,15} + 8dB</math>)</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					
<p>PO 5.2</p>	<p>DTS/DPF 5.2</p>				

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:	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.

## Out of Activity Centre Development

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO1	The role of Activity Centres in contributing to the form and pattern of development and enabling equitable and convenient access to a range of shopping, administrative, cultural, entertainment and other facilities in a single trip is maintained and reinforced.

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres:	DTS/DPF 1.1 None are applicable.
(a) as primary locations for shopping, administrative, cultural, entertainment and community services (b) as a focus for regular social and business gatherings (c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.	
PO 1.2 Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities:	DTS/DPF 1.2 None are applicable.
(a) that support the needs of local residents and workers, particularly in underserved locations (b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity	



Centre.	
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## Site Contamination

### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>Ensure land is suitable for use when land use changes to a more sensitive use.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies (a), (b), (c) or (d):</p> <ul style="list-style-type: none"> <li>(a) does not involve a change in the use of land</li> <li>(b) involves a change in the use of land that does not constitute a change to a more sensitive use</li> <li>(c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form)</li> <li>(d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: <ul style="list-style-type: none"> <li>(i) a site contamination audit report has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that- <ul style="list-style-type: none"> <li>A. site contamination does not exist (or no longer exists) at the land</li> <li>or</li> <li>B. the land is suitable for the proposed use or range of uses (without the need for any further remediation)</li> <li>or</li> <li>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)</li> </ul> </li> <li>and</li> <li>(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).</li> </ul> </li> </ul>

## 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 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.4 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	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

and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	<p>an access point for which consent has been granted as part of an application for the division of land</p> <p>(b) where newly proposed, is set back:</p> <ul style="list-style-type: none"> <li>(i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner</li> <li>(ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance</li> <li>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</li> <li>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</li> </ul>
<p>PO 3.6</p> <p>Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).</p>	<p>DTS/DPF 3.6</p> <p>Driveways and access points:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) for sites with a frontage to a public road greater than 20m: <ul style="list-style-type: none"> <li>(i) a single access point no greater than 6m in width is provided or</li> <li>(ii) not more than two access points with a width of 3.5m each are provided.</li> </ul> </li> </ul>
<p>PO 3.7</p> <p>Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.</p>	<p>DTS/DPF 3.7</p> <p>Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing:</p> <ul style="list-style-type: none"> <li>(a) 80 km/h road - 110m</li> <li>(b) 70 km/h road - 90m</li> <li>(c) 60 km/h road - 70m</li> <li>(d) 50km/h or less road - 50m.</li> </ul>
<p>PO 3.8</p> <p>Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.</p>	<p>DTS/DPF 3.8</p> <p>None are applicable.</p>
<p>PO 3.9</p> <p>Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.</p>	<p>DTS/DPF 3.9</p> <p>None are applicable.</p>
Access for People with Disabilities	
<p>PO 4.1</p> <p>Development is sited and designed to provide safe, dignified and convenient access for people with a disability.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
Vehicle Parking Rates	
<p>PO 5.1</p> <p>Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:</p> <ul style="list-style-type: none"> <li>(a) availability of on-street car parking</li> </ul>	<p>DTS/DPF 5.1</p> <p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</p> <ul style="list-style-type: none"> <li>(a) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development</li> </ul>

<p>(b) shared use of other parking areas</p> <p>(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</p> <p>(d) the adaptive reuse of a State or Local Heritage Place.</p>	<p>is a class of development listed in Table 2 and the site is in a Designated Area</p> <p>(b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply</p> <p>(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.</p>
Vehicle Parking Areas	
<p>PO 6.1</p> <p>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.</p>	<p>DTS/DPF 6.1</p> <p>Movement between vehicle parking areas within the site can occur without the need to use a public road.</p>
<p>PO 6.2</p> <p>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.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>
<p>PO 6.3</p> <p>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.</p>	<p>DTS/DPF 6.3</p> <p>None are applicable.</p>
<p>PO 6.4</p> <p>Pedestrian linkages between parking areas and the development are provided and are safe and convenient.</p>	<p>DTS/DPF 6.4</p> <p>None are applicable.</p>
<p>PO 6.5</p> <p>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.</p>	<p>DTS/DPF 6.5</p> <p>None are applicable.</p>
<p>PO 6.6</p> <p>Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.</p>	<p>DTS/DPF 6.6</p> <p>Loading areas and designated parking spaces are wholly located within the site.</p>
Undercroft and Below Ground Garaging and Parking of Vehicles	
<p>PO 7.1</p> <p>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.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
Bicycle Parking in Designated Areas	
<p>PO 9.1</p> <p>The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.</p>	<p>DTS/DPF 9.1</p> <p>Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.</p>
<p>PO 9.2</p> <p>Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.</p>	<p>DTS/DPF 9.2</p> <p>None are applicable.</p>
<p>PO 9.3</p> <p>Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers,</p>	<p>DTS/DPF 9.3</p> <p>None are applicable.</p>

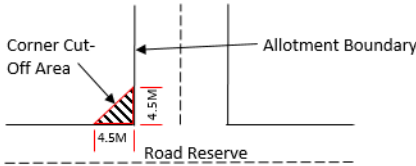
and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	
Corner Cut-Offs	
<p>PO 10.1</p> <p>Development is located and designed to ensure drivers can safely turn into and out of public road junctions.</p>	<p>DTS/DPF 10.1</p> <p>Development does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

Table 1 - General Off-Street Car Parking Requirements

Class of Development	Car Parking Rate (unless varied by Table 2 onwards)
Health Related Uses	
Consulting room	4 spaces per consulting room excluding ancillary facilities.

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

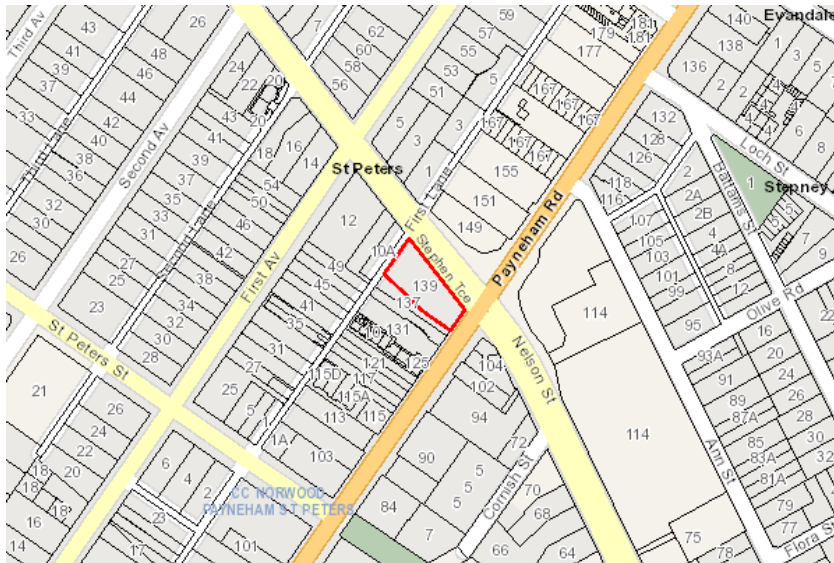
Urban Activity Centre Zone

Table 3 - Off-Street Bicycle Parking Requirements

Class of Development	Bicycle Parking Rate	
	Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.	
Consulting room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.	
Schedule to Table 3	Designated Area	Relevant part of the State
		The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
	All zones	City of Adelaide
	Business Neighbourhood Zone	Metropolitan Adelaide
	Strategic Innovation Zone	
	Suburban Activity Centre Zone	
	Suburban Business Zone	
	Suburban Main Street Zone	
	Urban Activity Centre Zone	
	Urban Corridor (Boulevard) Zone	
	Urban Corridor (Business) Zone	
	Urban Corridor (Living) Zone	
	Urban Corridor (Main Street ) Zone	
	Urban Neighbourhood Zone	

Address: 139 PAYNEHAM RD ST PETERS SA 5069

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



### Property Zoning Details

#### Zone

Business Neighbourhood

#### Overlay

Airport Building Heights (Regulated) (*All structures over 110 metres*)  
 Advertising Near Signalised Intersections  
 Future Road Widening  
 Historic Area (*NPSP23*)  
 Heritage Adjacency  
 Hazards (Flooding - General)  
 Prescribed Wells Area  
 Regulated and Significant Tree  
 Traffic Generating Development  
 Urban Transport Routes

#### Local Variation (TNV)

Maximum Building Height (Levels) (*Maximum building height is 2 levels*)

[Advertisement - Code Assessed - Performance Assessed](#)

## Part 2 - Zones and Sub Zones

### Business Neighbourhood Zone

#### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A variety of housing and accommodation types and compatible employment-generating land uses in an environment characterised by primarily low-rise buildings
DO 2	Buildings of a scale and design that complements surrounding built form, streetscapes and local character and provide for landscaping and open space.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Advertisements	
PO 5.1 Advertisements complement the scale of buildings and are not visually dominant within the locality.	DTS/DPF 5.1 None are applicable.

## 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.



<p>2. All development undertaken by:</p> <ul style="list-style-type: none"> <li>(a) the South Australian Housing Trust either individually or jointly with other persons or bodies</li> <li>or</li> <li>(b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.</li> </ul>	<p>Except development involving any of the following:</p> <ul style="list-style-type: none"> <li>1. residential flat building(s) of 3 or more building levels</li> <li>2. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)</li> <li>3. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).</li> </ul>
<p>3. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) advertisement</li> <li>(b) ancillary accommodation</li> <li>(c) community facility</li> <li>(d) dwelling</li> <li>(e) dwelling addition</li> <li>(f) residential flat building</li> <li>(g) student accommodation.</li> </ul>	<p>Except development that:</p> <ul style="list-style-type: none"> <li>1. exceeds the maximum building height specified in Business Neighbourhood Zone DTS/DPF 3.1 or</li> <li>2. is on a Catalyst Site that exceeds the maximum building height in Business Neighbourhood Zone DTS/DPF 3.1 that applies to development not on a Catalyst Site or</li> <li>3. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: <ul style="list-style-type: none"> <li>(a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment)</li> <li>or</li> <li>(b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).</li> </ul> </li> </ul>
<p>4. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) consulting room</li> <li>(b) office</li> <li>(c) shop.</li> </ul>	<p>Except development that:</p> <ul style="list-style-type: none"> <li>1. does not satisfy Business Neighbourhood Zone DTS/DPF 1.2 or</li> <li>2. exceeds the maximum building height specified in Business Neighbourhood Zone DTS/DPF 3.1 or</li> <li>3. is on a Catalyst Site that exceeds the maximum building height in Business Neighbourhood Zone DTS/DPF 3.1 that applies to development not on a Catalyst Site or</li> <li>4. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: <ul style="list-style-type: none"> <li>(a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment)</li> <li>or</li> </ul> </li> </ul>

	(b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
5. Any development involving any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> <li>(a) air handling unit, air conditioning system or exhaust fan</li> <li>(b) carport</li> <li>(c) deck</li> <li>(d) fence</li> <li>(e) internal building work</li> <li>(f) land division</li> <li>(g) outbuilding</li> <li>(h) pergola</li> <li>(i) private bushfire shelter</li> <li>(j) replacement building</li> <li>(k) retaining wall</li> <li>(l) shade sail</li> <li>(m) solar photovoltaic panels (roof mounted)</li> <li>(n) swimming pool or spa pool and associated swimming pool safety features</li> <li>(o) temporary accommodation in an area affected by bushfire</li> <li>(p) tree damaging activity</li> <li>(q) verandah</li> <li>(r) water tank.</li> </ul>	None specified.
6. Demolition.	Except any of the following: <ul style="list-style-type: none"> <li>1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)</li> <li>2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).</li> </ul>
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

## 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: <ul style="list-style-type: none"> <li>(a) is not illuminated</li> <li>(b) does not incorporate a moving or changing display or message</li> <li>(c) does not incorporate a flashing light(s).</li> </ul>

### Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Advertisement or advertising hoarding that: <ul style="list-style-type: none"> <li>(a) is within 100m of a:               <ul style="list-style-type: none"> <li>(i) signalised intersection or</li> <li>(ii) signalised pedestrian crossing and</li> </ul> </li> <li>(b) will:               <ul style="list-style-type: none"> <li>(i) be internally illuminated or</li> <li>(ii) incorporate a moving or changing display or message or</li> <li>(iii) incorporate a flashing light.</li> </ul> </li> </ul>	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.

## Airport Building Heights (Regulated) Overlay

## Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

## Procedural Matters (PM) - Referrals

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

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

## Future Road Widening Overlay

### Assessment Provisions (AP)

## Desired Outcome (DO)

Desired Outcome	
DO 1	Development which is consistent with and will not compromise efficient delivery of future road widening requirements.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Future Road Widening	
PO 1.1  Development does not compromise or is located and designed to minimise its impact on future road widening requirements.	DTS/DPF 1.1  Development does not involve building work, or building work is located wholly outside the land subject to the 6m Consent Area, the C Type Requirement or the Strip Requirement of the Metropolitan Adelaide Road Widening Plan.

## Procedural Matters (PM)

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Other than where all deemed-to-satisfy criteria for all policies relevant to this referral are met, development (including the division of land) that is within or may encroach within a Future Road Widening Area.	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 4 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

## 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.

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 <b>State Heritage Place</b> is situated.	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	DTS/DPF 1.1

All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.	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 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.	DTS/DPF 4.3 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 Norwood, Payneham and St Peters	
	Payneham Road Historic Area Statement (NPSP23)

Statement#	Statement	
NPSP23	<p>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.</p> <p>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.</p> <p>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.</p>	
	Eras, themes and context	<p>1870s and 1880s, early 1900s, and post-World War II.</p> <p>Offices, consulting rooms and residential dwellings generally utilising historic buildings, with new residential apartments and townhouses. Mixed business strip, shops, administrative, shop/dwellings, civic and institutional buildings. Local commercial activities. Shopping facilities north of St Peters Street.</p>
	Allotments, subdivision and built form patterns	Minimal set back from the Payneham Road frontage.
	Architectural styles, detailing and built form features	<p>Valued architectural elements fronting Payneham Road including verandahs, façade treatments (including windows and entrances), shopfront detailing and roof and parapets.</p> <p>Street-level coherence across signage, canopies, shopfronts and overhanging fabric of buildings such as cornices.</p>
	Building height	Single and two -storey.
	Materials	Original materials and finishes including unpainted brickwork, stonework and corrugated iron roofing.
	Fencing	<i>[Not stated]</i>
	Setting, landscaping, streetscape and public realm features	Vehicular movement is dominated by Payneham Road, which provides primary access for delivery, service and visitors vehicles. Access and car parking is generally shared. Car parking is generally located to the rear of buildings, or otherwise sensitively located.
	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.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
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	
<p>PO 1.1</p> <p>Advertisements are compatible and integrated with the design of the building and/or land they are located on.</p>	<p>DTS/DPF 1.1</p> <p>Advertisements attached to a building satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) are not located in a Neighbourhood-type zone</li> <li>(b) where they are flush with a wall: <ul style="list-style-type: none"> <li>(i) if located at canopy level, are in the form of a fascia sign</li> <li>(ii) if located above canopy level: <ul style="list-style-type: none"> <li>A. do not have any part rising above parapet height</li> <li>B. are not attached to the roof of the building</li> </ul> </li> </ul> </li> <li>(c) where they are not flush with a wall: <ul style="list-style-type: none"> <li>(i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure</li> <li>(ii) if attached to a two-storey building: <ul style="list-style-type: none"> <li>A. has no part located above the finished floor level of the second storey of the building</li> <li>B. does not protrude beyond the outer limits of any verandah structure below</li> <li>C. does not have a sign face that exceeds 1m<sup>2</sup> per side.</li> </ul> </li> </ul> </li> <li>(d) if located below canopy level, are flush with a wall</li> <li>(e) if located at canopy level, are in the form of a fascia sign</li> <li>(f) if located above a canopy: <ul style="list-style-type: none"> <li>(i) are flush with a wall</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>(ii) do not have any part rising above parapet height</li> <li>(iii) are not attached to the roof of the building.</li> </ul> <ul style="list-style-type: none"> <li>(g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure</li> <li>(h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building</li> <li>(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.</li> </ul>
<p>PO 1.2</p> <p>Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.</p>	<p>DTS/DPF 1.2</p> <p>Where development comprises an advertising hoarding, the supporting structure is:</p> <ul style="list-style-type: none"> <li>(a) concealed by the associated advertisement and decorative detailing or</li> <li>(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.</li> </ul>
<p>PO 1.3</p> <p>Advertising does not encroach on public land or the land of an adjacent allotment.</p>	<p>DTS/DPF 1.3</p> <p>Advertisements and/or advertising hoardings are contained within the boundaries of the site.</p>
<p>PO 1.4</p> <p>Where possible, advertisements on public land are integrated with existing structures and infrastructure.</p>	<p>DTS/DPF 1.4</p> <p>Advertisements on public land that meet at least one of the following:</p> <ul style="list-style-type: none"> <li>(a) achieves Advertisements DTS/DPF 1.1</li> <li>(b) are integrated with a bus shelter.</li> </ul>
<p>PO 1.5</p> <p>Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
Proliferation of Advertisements	
<p>PO 2.1</p> <p>Proliferation of advertisements is minimised to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 2.1</p> <p>No more than one freestanding advertisement is displayed per occupancy.</p>
<p>PO 2.2</p> <p>Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 2.2</p> <p>Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.</p>
<p>PO 2.3</p> <p>Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 2.3</p> <p>Advertisements satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) are attached to a building</li> </ul>

	<p>(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</p> <p>(c) do not result in more than one sign per occupancy that is not flush with a wall.</p>
Advertising Content	
<p>PO 3.1</p> <p>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.</p>	<p>DTS/DPF 3.1</p> <p>Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.</p>
Amenity Impacts	
<p>PO 4.1</p> <p>Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.</p>	<p>DTS/DPF 4.1</p> <p>Advertisements do not incorporate any illumination.</p>
Safety	
<p>PO 5.1</p> <p>Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.</p>	<p>DTS/DPF 5.1</p> <p>Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.</p>
<p>PO 5.2</p> <p>Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.</p>	<p>DTS/DPF 5.2</p> <p>No advertisement illumination is proposed.</p>
<p>PO 5.3</p> <p>Advertisements and/or advertising hoardings do not create a hazard to drivers by:</p> <ul style="list-style-type: none"> <li>(a) being liable to interpretation by drivers as an official traffic sign or signal</li> <li>(b) obscuring or impairing drivers' view of official traffic signs or signals</li> <li>(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.</li> </ul>	<p>DTS/DPF 5.3</p> <p>Advertisements satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) are not located in a public road or rail reserve</li> <li>(b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram</li> </ul> 
<p>PO 5.4</p> <p>Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.</p>	<p>DTS/DPF 5.4</p> <p>Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.</p>
<p>PO 5.5</p> <p>Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.</p>	<p>DTS/DPF 5.5</p> <p>Where the advertisement or advertising hoarding is:</p> <ul style="list-style-type: none"> <li>(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</li> </ul>

	<p>(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</p> <p>(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:</p> <p>(a) 110 km/h road - 14m</p> <p>(b) 100 km/h road - 13m</p> <p>(c) 90 km/h road - 10m</p> <p>(d) 70 or 80 km/h road - 8.5m.</p>
<p>PO 5.6</p> <p>Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.</p>	<p>DTS/DPF 5.6</p> <p>Advertising:</p> <p>(a) is not illuminated</p> <p>(b) does not incorporate a moving or changing display or message</p> <p>(c) does not incorporate a flashing light(s).</p>

## 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.

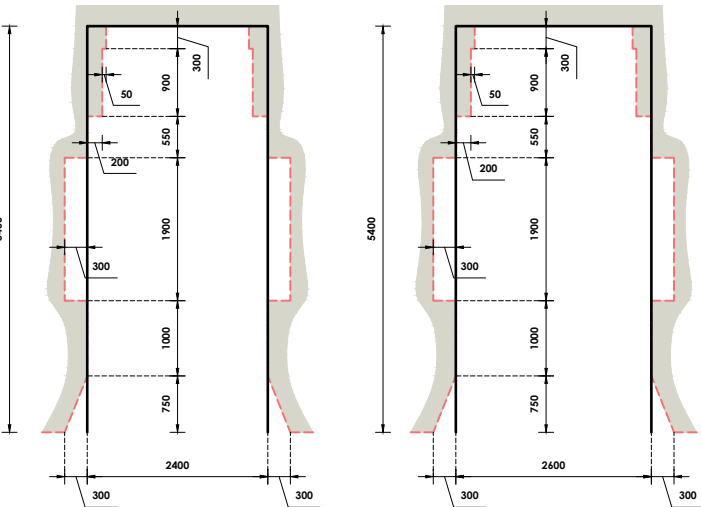
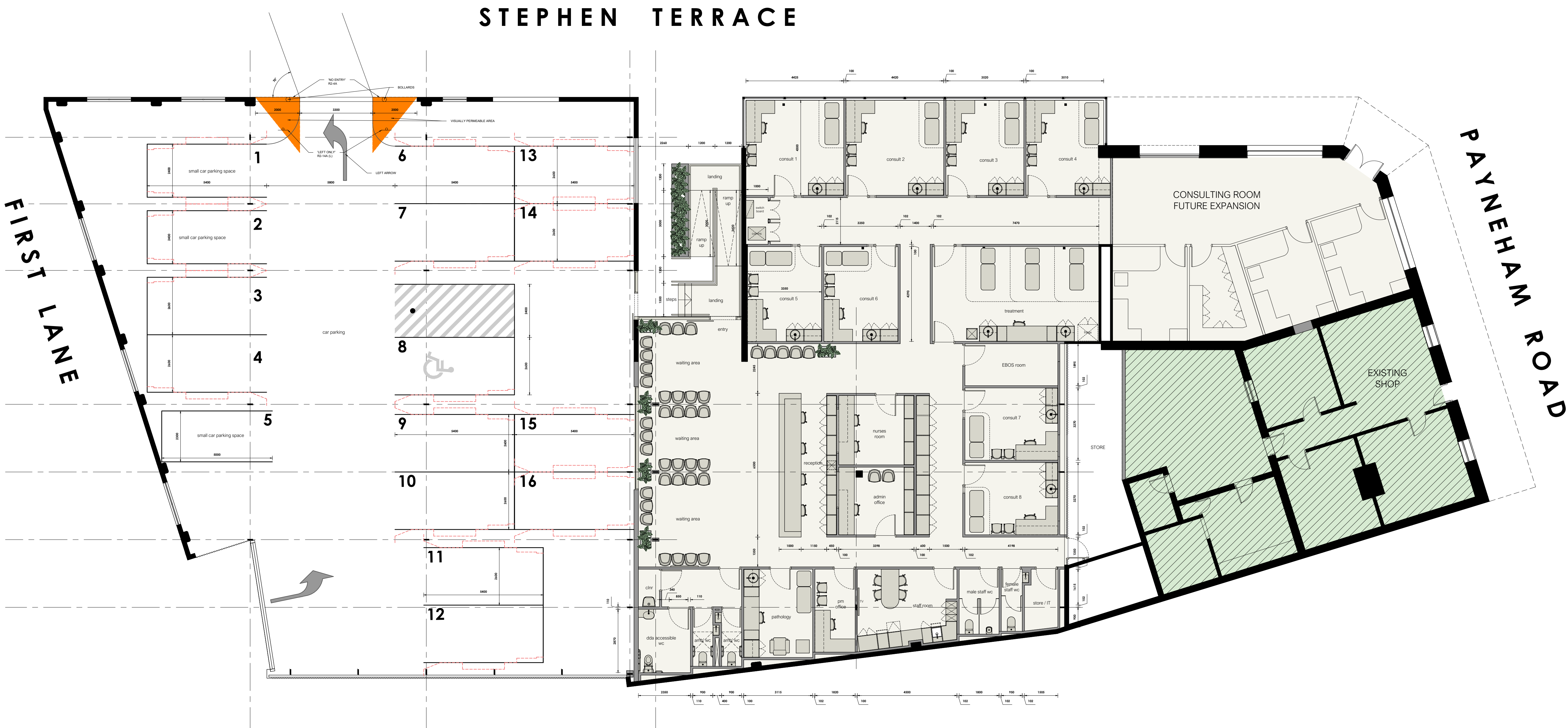
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.</p>	<p>DTS/DPF 1.1</p> <p>One of the following is satisfied:</p> <p>(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></p> <p>(b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.</p>

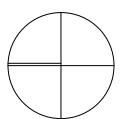
# GENERAL LAYOUT

139 PAYNEHAM ROAD

Attachment 1



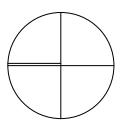
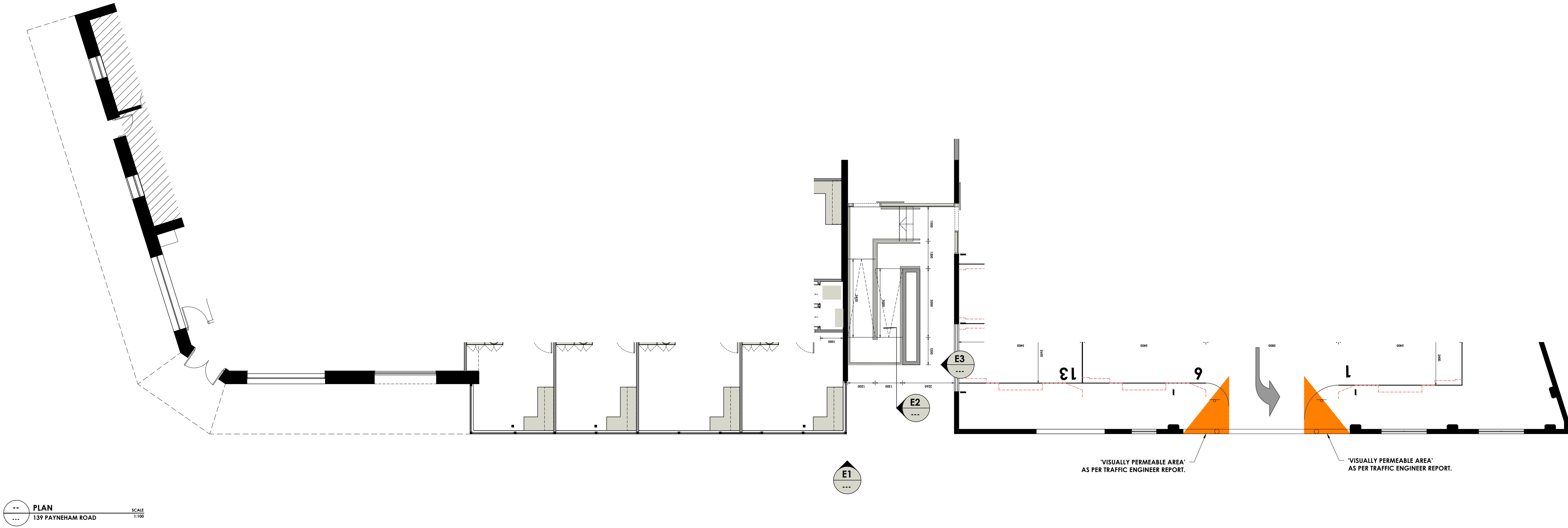
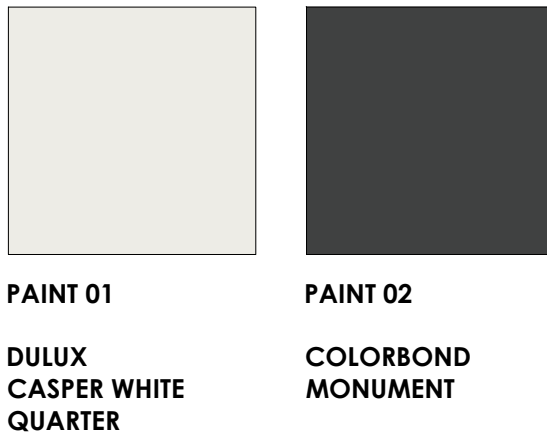
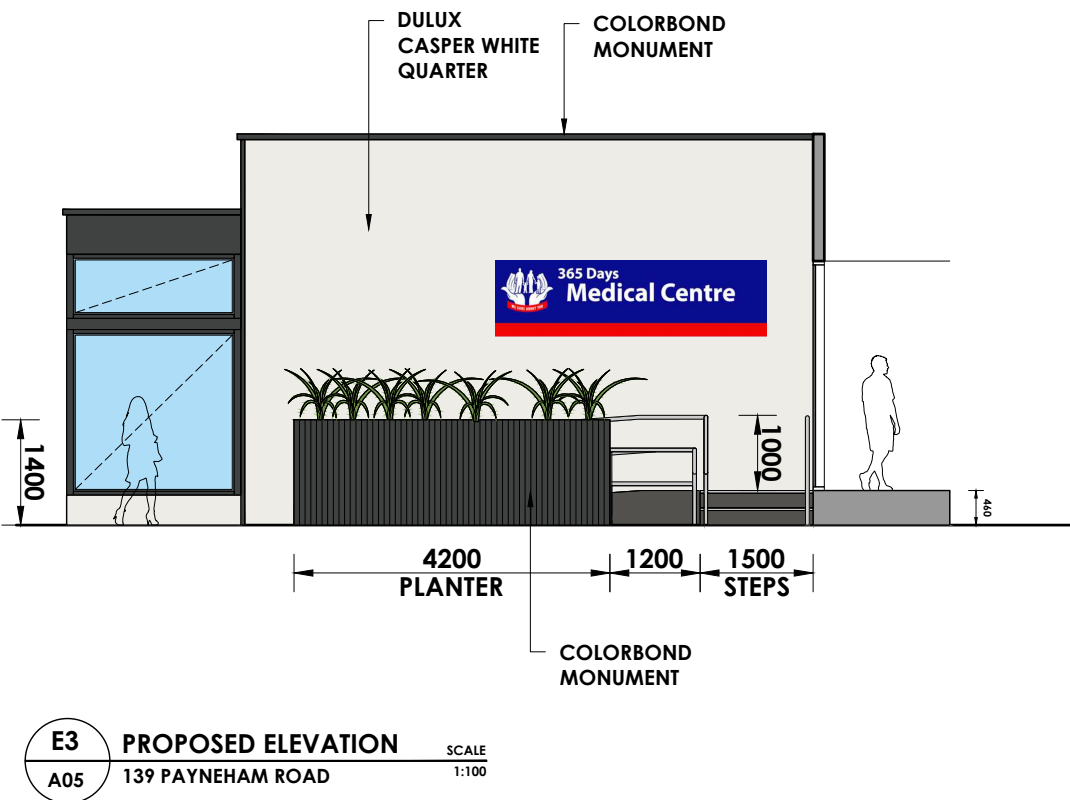
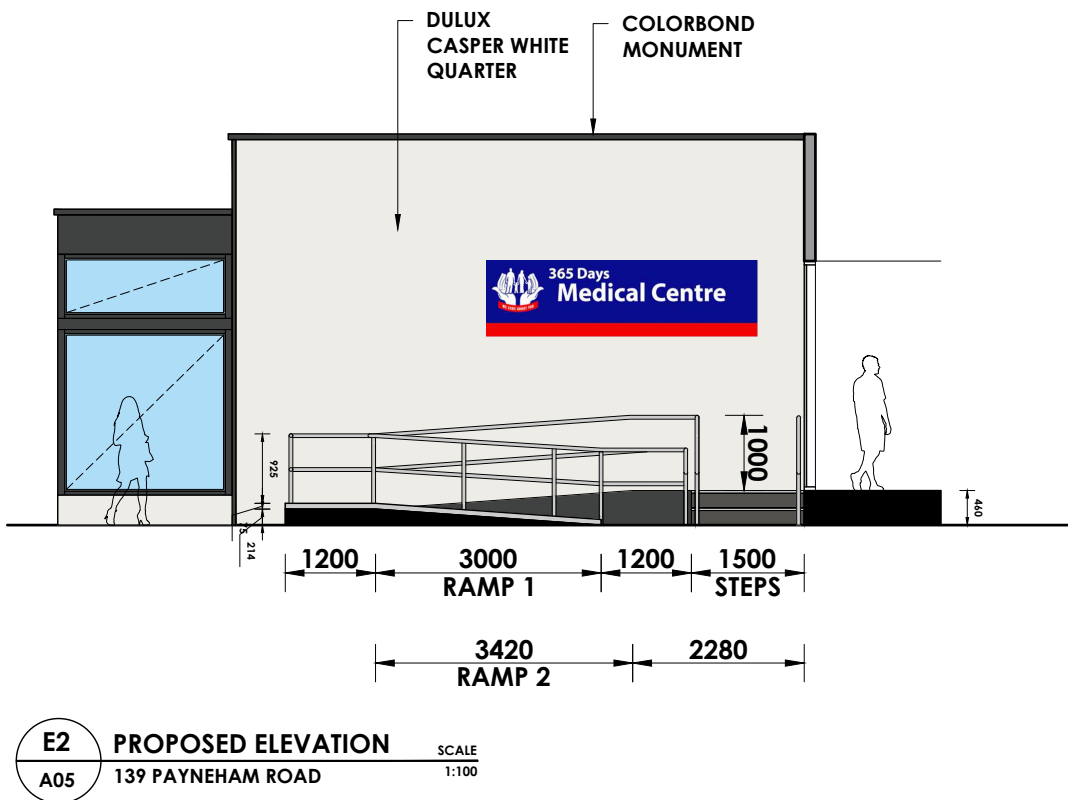
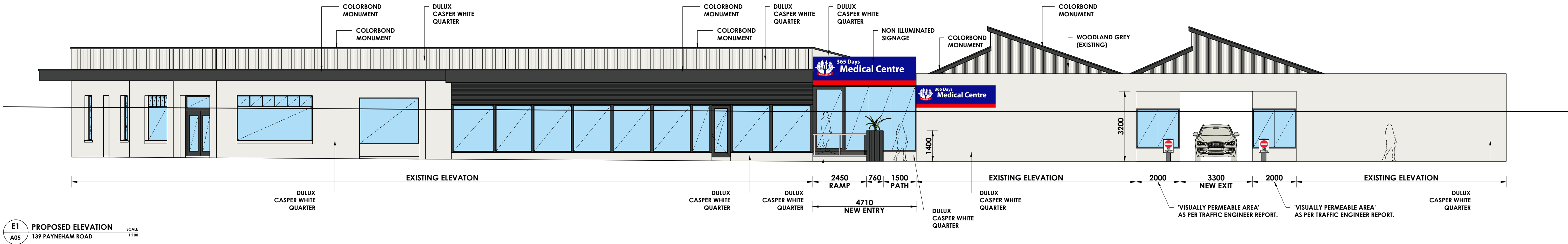
AS/NZS 2890.1:2004  
Figure 5.2  
Design envelope around parked vehicle to be kept clear of columns, walls and obstructions.





EXTERNAL ELEVATIONS

139 PAYNEHAM ROAD



**Attachment 1**

**Consultant Traffic Engineers**  
ABN 67 093 665 680  
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File: 25-029

15 July 2025

Mr Garth Heynen  
Heynen Planning Consultants  
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By email: [garth@heynenplanning.com.au](mailto:garth@heynenplanning.com.au)

Dear Garth

**PROPOSED MEDICAL CENTRE – 139 PAYNEHAM ROAD, ST PETERS (APPLICATION ID: 25007037) –  
RESPONSE TO REPRESENTATIONS**

I refer to our recent discussions with respect to the above proposed development and in particular to three representations received by the City of Norwood, Payneham and St Peters in relation to the subject development.

I have subsequently undertaken the following review of the traffic and parking related matters raised within the representations and have accordingly provided a response to these issues in the following statement.

**Summary of Existing Situation**

The subject site is located on the western corner of the intersection of Stephen Terrace with Payneham Road and Nelson Street, St Peters.

The subject site is located in a *Business Neighbourhood Zone* within the City of Norwood, Payneham and St Peters local government area.

The subject land is irregular in shape and is bounded by:-

- Payneham Road on the south-eastern boundary of the site,
- Stephen Terrace on the north-eastern boundary of the site, and
- First Lane on the north-western boundary of the site.

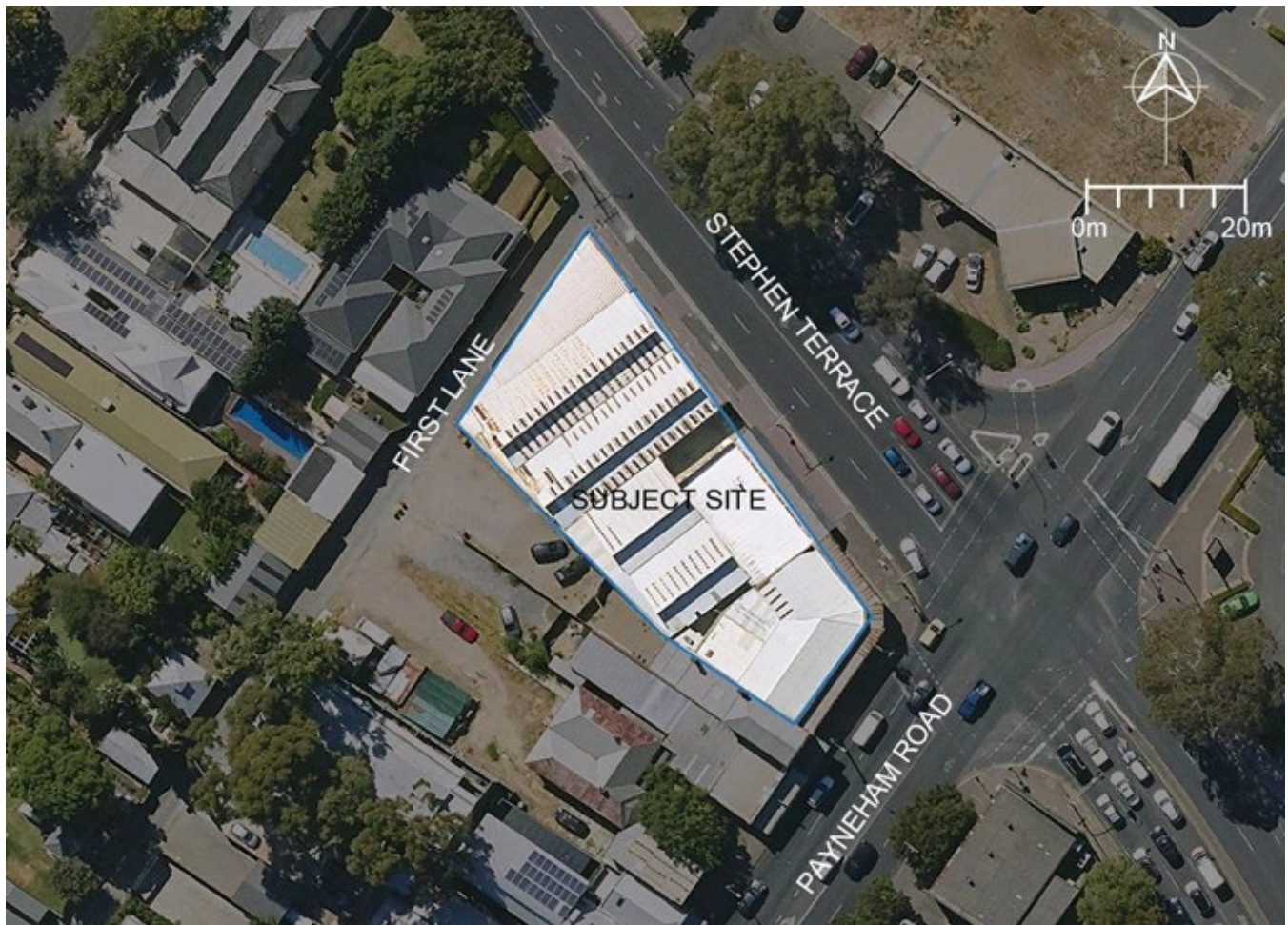
The subject site most recently accommodated a retail showroom development which included display areas on the eastern portion of the site and warehouse / storage areas within the western portion of subject site. The land and buildings also incorporate a separate shop facing Payneham Road, and this use will not alter as part of Application ID: 25007037.

The existing building incorporates vehicular access points on the adjoining road network including:

- An approximately 4.8m wide driveway on the northern side of the building / south-western side of Stephen Terrace located centrally along the northern frontage of the site to this roadway,
- A sliding door associated with the warehouse / storage areas fronting Stephen Terrace approximately 10 m further to the west. The width of this door is approximately 4.4m, and
- A roller door at the western end of the building along the boundary with First Lane. The width of this door is approximately 5.8m.

The existing development on the subject site does not currently provide formal parking on-site.

Aerial imagery of the subject site and adjoining locality is provided in *Figure 1* below.



*Figure 1: Subject site and surrounding locality*

Both Payneham Road and Stephen Terrace adjacent to the subject land are arterial roadways under the care and control of the Commissioner of Highways. The adjacent section of these arterial roadways both include through lanes and turning lanes on the approach to the intersection of Payneham Road with Stephen Terrace and Nelson Street. This intersection is controlled by traffic signals.

Surveys of traffic movements were previously undertaken by this firm at the intersection of First Lane with Stephen Terrace during periods typically corresponding to am and pm peak hour commuter periods between:-

- 3.00 pm and 6.00 pm on Wednesday 5 February 2024, and
- 7.30 am and 9.30 am on Thursday 6 February 2024.



The results of the above surveys identified, inter alia:-

- A maximum of 4 entry /exit movements in the one-hour period between 3.45 pm and 4.45 pm on Wednesday 5 February 2025 with only 5 other movements occurring within the remainder of the three-hour survey period, and
- A maximum of 9 entry /exit movements in the one-hour period between 8.30 am and 9.30 am on Thursday 6 February 2025 with no traffic using this lane in the period between 7.30 am and 8.30 am.

The above traffic surveys identified that there is only a very low level of traffic movements within First Lane directly adjacent to the subject land.

## Summary of the Proposed Development

The proposed development as previously reviewed by this firm was assessed on the basis of a series of plans prepared by *Health Space* including a **Site Plan (Drawing No. A01\_REV\_C)** dated 6 March 2025.

I subsequently understand that the proposed use of the subject building with a total internal floor area of 1326m<sup>2</sup> will include:-

- An internal car parking area within the north-western end of the building of 564 m<sup>2</sup>,
- A medical consulting facility with an area of 620m<sup>2</sup>, and
- Retention of the existing shop within the southern corner of the building providing a floor area of 142m<sup>2</sup> which I understand is currently vacant.

The previous use of the subject building did not provide any formal parking on site.

I am advised that the: -

- proposed hours of operation of the subject medical centre will be from 7.00 am to 10.00 pm Monday to Sunday including Public Holidays,
- peak consulting days associated with the proposed medical centre are anticipated to be Monday, Tuesday and Wednesday,
- the peak hours of consulting within the medical centre are expected to be from 8.00 am to 12.00 pm and from 4.00 pm to 6.00 pm on weekdays,
- the numbers of patients per hour within a peak period are forecast to be 8 patients per hour, and
- the numbers of patients per hour within a non-peak period are forecast to be 6 patients per hour.

The proposed on-site car parking area as per the plans submitted to council will provide a total of 15 car parking spaces within the north-western portion of the subject building.

It is considered that the design of the on-site car parking areas would fully meet or exceed the dimensional requirements of the relevant off-street car parking standards (*AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2022*).

Pedestrian access from the internal car parking within the building will be provided via a pedestrian ramp located to the rear of shared space within the on-site parking area.

A bin storage area will be provided in the south-western corner of the subject car park adjacent to space 5 with waste to be collected by waste and recycling vehicles accessing First Lane outside of peak hour periods of the proposed development.

I understand that the applicant will engage private waste contractors to service waste and recycling generated by the proposed development in a manner similar to that provided at the existing general practices operated by the applicant at Kidman Park and Para Hills. In particular, I understand that this will include collections of:-

- general waste once a fortnight with these collections undertaken by a vehicle similar in dimensions to a Medium Rigid Vehicle (MRV) of 8.8 metres in length,
- Clinical waste also once a fortnight with these collections undertaken by a van similar in size to a B99 design vehicle and no larger than an SRV, and
- Confidential waste collected once every three to five months by a van.

I anticipate that there should be minimal organic waste generated by the subject development given the specific nature of the proposed land use.

Car parking requirements relevant to the proposed development are provided within *Table 2 - Off Street Car Parking Requirements in Designated Areas* and reflect the location of the proposed non-residential land use on the subject land within a *Business Neighbourhood Zone* adjacent to an arterial roadway with a high frequency bus service.

More particularly there would be an empirical requirement to provide:-

- a minimum of 3.0 car parking spaces per 100 m<sup>2</sup> of gross leasable floor area, and
- a maximum of 6.0 car parking spaces per 100 m<sup>2</sup> of gross leasable floor area.

The existing development would theoretically require a minimum provision of 40 car parking spaces based upon the total floor area of 1326m<sup>2</sup> currently provided within the subject building.

The proposed development would theoretically require a minimum provision of 23 car parking spaces based upon the total 762m<sup>2</sup> to be provided within the subject building noting the proposed use of approximately 564m<sup>2</sup> of the building to provide car parking on site.

Consequently, the proposed land use would not only provide car parking on-site but would consequently result in a significant reduction in the existing car parking shortfall from that associated with the current configuration of the building resulting in a more desirable car parking outcome compared to that of the current land use.

Comparison of parking requirements and on-site parking provision of the current land use and the proposed development is summarised in *Table 1* below.

***Table 1: Comparison of parking requirements and on-site parking provision***

Scenario	Tenancy areas	Minimum required parking rates	Minimum parking requirement (rounded)
Current use	1326 m <sup>2</sup>	3.0 spaces / 100 m <sup>2</sup>	40 spaces
Proposed land use	762 m <sup>2</sup>	3.0 spaces / 100 m <sup>2</sup>	23 spaces
Differential			17 spaces

## Representations

I note that three representations have been received by Council in relation to the subject development.

**Representor 1** – Mr Ryan McGrath, 45 First Avenue, St Peters, raised the following concerns in respect to the subject development as summarised below:-

*Simply put, the mere idea of opening a medical centre on the corner of one of the most dangerous and notorious intersections within this jurisdiction is dumb. It will undoubtedly add to the traffic chaos with cars always turning down a first Lane when really it should be one way (toward Stephen Terrace) As a First Avenue resident I'm not convinced that the parking proposed will prevent parking spillover to go into First Avenue.*

In response it is considered that:-

- on the basis of the traffic surveys recently conducted at the intersection of First Lane with Stephen Terrace there are only low levels of traffic movements currently occurring at this location even during morning and afternoon peak hour periods and there is additional capacity to accommodate the anticipated volume of traffic entering the on-site car park via First Lane noting that this traffic would exit out onto Stephen Terrace, and
- as identified above the proposed development would actually reduce the potential for overflow car parking to occur as a result of the subject land use given the provision of on site car parking which has not previously been provided combined with a reduction in the overall lettable floor area within the subject building.

**Representor 2** – Mr Nick Wilson of MasterPlan acting for an adjoining owner (Mr Paul Hewett, 10a Stephen Terrace, St Peters)

The representation prepared by Mr Wilson included commentary on various traffic and parking related matters as summarised below with my response to each matter following directly:

*An inconsistency in the parking layout between the architectural plans and the Traffic and Parking Statement prepared by the traffic engineer.*

*As previously mentioned, there are inconsistencies within the documentation relating to the proposed parking layout. Specifically, the Floor Plan prepared by the applicant (A03\_REV\_N dated 8 May 2025) depicts a different parking configuration than that shown in the General Layout Plan (A03\_REV\_I dated 25 February 2025) submitted by PWA.*

*It remains unclear whether the assessment by PWA is still applicable or has been superseded*

*by the applicant's updated plans, prepared at a later date. We also note that the number of on-site car parking spaces differs between the plans – the more recent plan identifies 15 spaces, while the PWA assessment is based on a scheme comprising 16 spaces. If the plans have changed, we suggest that a revised traffic and parking assessment is warranted.*

*For the purposes of our review, we have adopted the parking layout assessed by PWA as the basis for consideration. In terms of the Code requirements, the site is located within a Designated Area and is subject to the following car parking rates under Table 2: Off-Street Car Parking Requirements in Designated Areas:*

As identified above the proposed development will provide 15 on-site car parking spaces with the design of this car parking area fully conforming to the dimensional requirements of the relevant off-street car parking standard, namely AS/NZS 2890.1:2004.

*Non-Residential Development:*

- *Minimum: three spaces per 100 square metres of gross leasable floor area (GLFA).*
- *Maximum: six spaces per 100 square metres of gross leasable floor area.*

*The Code defines gross leasable floor area (GLFA) as (emphasis added):*

*Gross leasable floor area - Means the total floor area of a building **excluding public or common tenancy areas** such as malls, hallways, verandahs, public or shared tenancy toilets, common storage areas and loading docks.*

*PWA have calculated the GLFA as 722 square metres. Our own assessment indicates a GLFA of approximately 770 square metres. The discrepancy appears to arise from the exclusion of the storage area in PWA's assessment. Given there is no access to this storage area from the undefined commercial tenancy, and it is not clearly for common use, we question whether this exclusion is consistent with the Code's definition of GLFA.*

*Based on our GLFA calculation, the Code requires a minimum of 23 car parking spaces. The proposal provides only 16 spaces - resulting in a shortfall of seven spaces or approximately 30 percent below the minimum requirement.*

Table 1 above confirms that there would be a requirement for 23 car parking spaces based upon a floor area of 762m<sup>2</sup> resulting in a theoretical shortfall of 8 car parking spaces compared to the current shortfall of 40 car parking spaces. Consequently, this assessment identifies that there would be a significant reduction in the reliance on use of off-site car parking associated with the proposed land use compared to that of previous land uses on the subject site.

*We consider this shortfall to be unacceptable, particularly given the development already benefits from a significantly reduced parking rate due to its location in a Designated Area. The extent of the deficiency suggests a level of overdevelopment that exceeds what the site can reasonably accommodate.*

Based upon the above assessment I do not agree that the theoretical parking shortfall would be unacceptable.

*Further concern arises from PWA's own statement that "up to 20 staff may be on site at any one time" for the proposed consulting room use. This casts serious doubt on the adequacy of parking provision, as only four spaces are identified for staff. With up to 20 staff on the site we question whether sufficient parking is available to meet the staffing needs, let alone the demand generated by patients and other users. This issue is compounded by the indeterminate nature of the remaining commercial tenancy, expansion area, and their undefined parking demands.*

The site of the proposed development is located within a Designated Area which contemplates reduced levels of car parking demand given the opportunity for use of high frequency public transport. This includes the potential for staff to use public transport modes as well as patients and it is therefore anticipated that a proportion of staff will use public transport to access the subject development.

*Additionally, no bicycle parking or end-of-trip facilities are proposed, which constitutes a further non-compliance with the Code and increases pressure on the already limited vehicle parking supply. Further, we note that no assessment has been conducted in respect to the availability of on-street parking to service any overflow in demand.*

The opportunity to accommodate bicycle parking on site was addressed in detail within the original traffic and parking statement prepared by this firm dated 6 March 2025 which included the following commentary:-

## ***Bicycle Parking***

*Table 3 - Off Street Bicycle Parking Requirements within the Transport Access and Parking Overlay of the Planning and Design Code identifies bicycle parking requirements relevant to the subject development (consulting rooms), namely a requirement for one space for every 20 employees plus one space for every 20 consulting rooms for customers.*

*Based on my understanding that there would be no more than 20 staff on site at any one time with at most 11 consulting rooms there would be a requirement for only:-*

- o One bicycle parking space for staff, and*
- o One bicycle parking space for customers.*

*Potentially bicycle parking for staff could be accommodated within the proposed internal parking area. Bicycle parking for customers could be provided within the walkway linking the pedestrian entrance into the building with the verge / footpath area on Stephen Terrace.*

*On the understanding that such bicycle parking could be provided by a double-sided bicycle rail in each location this would provide for two bicycles used by staff and two bicycles used by patients of the proposed medical centre.*

## ***Existing vs Proposed Parking Demand Comparison***

*We note that the site most recently accommodated a retail showroom known as Luxe Bathware, which would be defined under the Planning and Design Code as a bulky goods outlet. The traffic and parking assessment prepared by PWA undertakes a comparative analysis between the theoretical parking demands of the existing use and the proposed consulting rooms, concluding that the proposed use would generate a lesser demand and that any shortfall should therefore be accepted on the basis that the situation is improved.*

*We acknowledge that the Courts have previously recognised that a shortfall in parking associated with an existing lawful use of the land may be considered in such assessments, provided the new development does not worsen the situation (Stamopoulos Pty Ltd v City of Holdfast Bay [2004]; SAJ v City of Holdfast Bay [2005]; Carrabs Nominees Pty Ltd v City of Burnside [2003]).*

*However, these legal precedents relate to circumstances where the previous use continues or has a right to continue to exist in a legal and practical sense.*

*Under Section 4(3) of the Planning, Development and Infrastructure Act 2016, we note that a change of use is generally required if either:*

- o The period between discontinuance and revival exceeds 12 months; or*
- o The use has been superseded by another use during the period of discontinuance.*

*As such, where more than 12 months has elapsed without the site being lawfully used for its previous purpose, this raises the question as to whether a use has ceased and can be reasonably considered "existing" for planning purposes.*

*In determining whether a proposed use constitutes a change in use (and therefore existing development), the Courts have confirmed that the matter is not solely defined by the terminology in planning legislation but requires an examination of the facts<sup>1</sup> and "...to an extent involves matters of impression."<sup>2</sup>*

I note that the legal case referred to above occurred prior to the adoption of the current Planning and Design Code and therefore may not be entirely appropriate in respect to the subject development.

Notwithstanding the above I remain of the opinion that the provision of on-site car parking within the subject building and therefore reduction in the available lettable area is an improvement compared to the previous use of the subject buildings on site with no provision for on-site car parking.

**Representor 3** – Mr Paul Hewett, 10a Stephen Terrace, St Peters, raised the following concerns in respect to the traffic and parking related aspects of the proposed land use as reproduced below:-

## *Transport, Access and Parking Movement Systems*

### *PO 1.2*

*Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.*

### *PO 1.4*

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

### *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.*

### *PO 2.2*

*Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.*

### *Vehicle Access PO 3.1*

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

### *PO 3.4*

*Access points are sited and designed to minimise any adverse impacts on neighbouring properties.*

### *Vehicle Parking Areas 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.*

### *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.*

## *Undercroft and Below Ground Garaging and Parking of Vehicles*

### *PO 7.1*

### *Corner Cut-Offs PO 10.1*

*Development is located and designed to ensure drivers can safely turn into and out of public road junctions.*

*My main concerns are summarized under appropriate headings below:*

*Noise, and hours of operation*

*The use of First Lane for access to the medical centre car park will generate a great deal of additional noise, which under the current proposal will impact the residents of my property every day from before 7am opening time until after 11pm closing time. A peak average of 42 vehicle movements per hour translates into a vehicle driving down First Lane, just over 1 metre from the bedroom and living area windows of my property, every 1.5 minutes.*

*I can foresee the following vehicle noise events from use of First Lane as access to the medical centre car park:*

- *car engine noise (sometimes revving) when moving and/or accelerating from Stephen Tce into First Lane and along First Lane to car park entry*
- *vehicles braking at car park entry*
- *abrasive tyre noise when cornering into car park entry*
- *skidding noises on smooth concrete surface of car park entry due to tight cornering*
- *delivery vehicles reversing with warning alarm, slamming doors etc*
- *possible waste disposal (previous businesses had large skip bin that was collected by garbage truck at approximately 2AM - noisy truck engine, reversing siren, bin being slammed down on ground - all could be heard from our house at 12 Stephen Tce*

*Not only will these noises occur just over 1 metre from our bedroom window, but the high masonry wall on the medical centre side of First Lane will reflect all of these sounds towards my property, making them significantly louder. I remember from living in my property, that you can hear, and feel the vibrations of, every car that passes down First Lane. I would not like to be attempting to sleep in that bedroom with vehicles using First Lane every few minutes, from before 7:00AM until almost midnight every day. To permit a business to attract such a large increase of vehicle traffic in First Lane is a totally unreasonable imposition against the rights of the residents in my property to the quiet enjoyment of the property throughout the entire day. This imposition is only heightened with the proposed operating hours extending outside of normal business hours, into the early morning and very late evening.*

*The proposal to use First Lane as access to the car park is even less reasonable when there is a perfectly good alternative - using the existing vehicle parking spaces on Stephen Tce in front of the proposed car park, as a slip lane for vehicles to enter and exit the car park from Stephen Tce. If this necessitates a reduction in the number of workable car parks on the premises, it would be more reasonable to require the applicant to make a future contribution to the State parking fund that is expected to be established by the Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025. The proposed rate of \$35,000 for each carpark short of the requirement, is a small outlay for the owner of a busy medical practice – a much smaller impost than the enduring loss of amenity to the occupants of my property, and the significant financial loss that I am highly likely to incur due to reduced property value and ongoing lower rental income as a direct result of the proposed use of First Lane. Further to this argument, The Avenues shopping centre carpark is directly across the road from the proposed medical centre – there is always ample parking available at the Payneham Road end of that car park.*

*The following vehicle noises from the proposed car park are likely to impact my property:*

- *engine starting (frequent, and sometimes prolonged for vehicles in poor condition)*
- *doors closing/slamming (frequent)*



- engine revving (when starting and moving from stop in car park, and accelerating as leaving car park onto Stephen Tce)
- horn use at times
- delivery vehicles with reversing warning alarm

*Doctors and other medical centre staff are highly likely to arrive earlier and finish later than the proposed trading times. And who knows when cleaning staff will attend? The traffic noise impacts on my residents will be over much longer periods than the opening hours, which are already broader than the Deemed-To-Satisfy hours of 7am-9pm Monday-Friday and 8am-5pm Saturday as specified in Interface between Land Uses PO 2.1 above. I am certain that these Deemed-To-Satisfy rules envisage a consulting room alone and not an associated car park so close to residential properties, and certainly not a car park where all access passes just over 1 metre from an occupied residential home. The proposed operating hours, and even the Deemed-To-Satisfy hours, are totally unacceptable in this proposal.*

*Other noises that can reasonably be expected to be caused in the vicinity of the proposed medical centre include:*

- *People in car park, walking along First Lane, Stephen Tce, and First Ave:*
  - *talking/laughing (sometimes loudly)*
  - *walking with solid-sole and high-heeled shoes*
  - *babies and children crying/screaming (either ill or accompanying parents)*
  - *Injured clients occasionally yelling as they move in discomfort/pain*
  - *mobile phones: ringing, alarms, some people using speakerphone etc*
- *car park entry roller door opening at around 6:30 - 7:00AM each morning and closing 11:00 - 11:30PM each night*
- *likely presence of security guard(s) - talking to people, walking in vicinity of car park and First Lane, using mobile phones/radios etc*
- *occasional ambulance attendance*
- *occasional police attendance*

*The above noise impacts, in particular those from the use of First Lane, do not align with Interface between Land Uses PO2.1 and Transport, Access and Parking PO3.4 and PO6.2, and are against similar objectives outlined in Interface between Land Uses PO4.2 and PO4.4 above.*

#### *Traffic impacts*

*My fence on First Lane has sustained significant damage (see attached photos) from vehicles accessing the proposed car park entry location, when the building was used by previous occupants Luxe Bathware, and Jack Horner Antiques previous to that. Despite alerting the businesses to the damage as soon as we were aware, they claimed they had no idea who had done it, and so we were never compensated for the damages in any way. I note that there is no mention of delivery of medical or other supplies (which will surely be by truck in some instances) in the traffic management report – only disposal of medical waste. Given the large number of medical centre clients who will be unfamiliar with First Lane, there is a greatly increased risk of damage to my fence by passenger vehicles - especially at night. It therefore appears highly likely that my fence will experience further damage if First Lane is used for access to the medical centre.*



*Further, there is no street lighting in First Lane, which would be required given the proposed increase in traffic early morning and up to 6 hours of the night, but the lighting itself would disturb the peaceful use of my property – the bedroom facing First Lane in particular. Lighting of the car park entry is also specified as a performance objective in*

*Transport, Access and Parking PO 6.5 of the Planning and Design Code. Given the proximity to the windows of my property, just the ambient effects of the floodlights will be a nuisance to my property, let alone any direct light spill effect - which is against Interface between Land Uses PO 6.1 above*

*First Lane is only one vehicle wide. Having lived in my property for many years previously, I remember several occasions where I had near-misses with cars both entering First Lane from Stephen Tce, and exiting First Lane into Stephen Tce, both when driving and as a pedestrian. Similar instances are sure to increase dramatically if the proposed development goes ahead in its current form. There are also very poor sightlines at the corner of First Lane and Stephen Tce, at a point where traffic from the Payneham Rd intersection is merging into one lane at 60km/h.*

*Although making First Lane a one-way street, in whole or in part, may be a consideration to reduce some of the above concerns, I am against this as First Lane is the sole access road to my property, and making this one way will be of considerable inconvenience to my residents, businesses who have their parking adjacent First Lane, and others whose properties use the lane for their sole vehicle access.*

*The above concerns are highly likely to arise with the proposal to use First Lane as the access to the medical centre car park. This proposal obviously does not align with Transport, Access and Parking PO 1.2, 1.4, 2.1, 2.2, and 3.1 of the Planning and Design Code above.*

In response to the above concerns, I consider that:-

- The provision of 15 car parking spaces on the subject land will not unreasonably impact the amenity of sensitive receivers particularly noting that access into this internal car parking area will be restricted to entry movements via First Lane and exit movements directly onto Stephen Terrace,
- The proposed land use will not encourage commercial and industrial vehicle movements through residential streets,
- the proposed development will avoid the interruption and operation of queuing on public roads and pedestrian paths,
- sight lines for drivers exiting from the proposed on site car parking area onto Stephen Terrace Have been assessed both in respect to pedestrian vehicle sight lines at the exit onto this roadway and also in respect to through traffic approaching the location of the subject development from both the north and south. This assessment has clearly identified that satisfactory sight lines will be provided to meet both pedestrian and vehicle requirements,
- The on-site car parking area has been appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers,
- The acoustic report undertaken by Sonus has identified that the subject development will not result in unacceptable noise impacts on the locality including the adjacent properties on First Lane,
- there is no basis for the forecast of 42 vehicle movements per hour cited within the representation,
- unlike the previous use of this subject land there will be no requirement for commercial vehicles to access the property to or from First Lane and the only movements that will occur will be passenger cars turning into the proposed on-site car parking area.

Consequently, there should be no reversing movements in this location which should address any future concerns in respect to damage to the boundary fence along the northern side of First Lane,

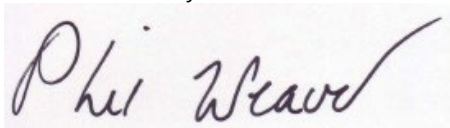
- The level of deliveries associated with the medical centre is anticipated to be both lower in number and smaller in size of items than previously occurred with the former use of the subject land,
- The proposed hours of operation of the subject medical centre are considered compatible with the locality and the number of movements likely to enter the car park from First Lane outside of peak consulting periods would be minimal,
- The majority of vehicles are anticipated to access the subject car park from Stephen Terrace and therefore will travel in a southbound direction only along a distance of less than 30m to access the rear car park, and
- The subject development is unlikely to result in a significant increase in pedestrian traffic on this section of First Lane given that pedestrian access to and from the proposed medical centre will occur find the village area in front of the site on Stephen Terrace.

## SUMMARY AND CONCLUSIONS

I remain of the opinion that the proposed development will:

- Provide a design standard which is appropriate and meets the requirements of the relevant Australian Standards for off-street parking areas,
- Not result in adverse traffic impacts on the adjacent road network in terms of either vehicular trip generation or site accessibility, and
- Provide a total of 15 car parking spaces which together with the reduction in total floor area within the building will result in a decrease in potential car parking demand to occur off site thereby resulting in an improvement in parking amenity within the locality.

Yours sincerely

A handwritten signature in dark ink, reading "Phil Weaver", is written over a light blue rectangular background.

Phil Weaver  
Phil Weaver and Associates Pty Ltd

# Medical Centre

139 Payneham Road, St Peters

Environmental Noise Assessment

S8688C2

July 2025

# sonus.

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Medical Centre – 139 Payneham Road, St Peters  
Environmental Noise Assessment  
S8688C2  
July 2025

sonus.

**Document Title** : Medical Centre – 139 Payneham Road, St Peters  
Environmental Noise Assessment  
**Document Reference** : S8688C2  
**Date** : July 2025  
**Author** : Rhys Carpenter, MAAS  
**Reviewer** : Chris Turnbull, MAAS

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## 1 INTRODUCTION

An environmental noise assessment has been completed for the proposed medical centre to be located at 139 Payneham Road, St Peters (the **Development**). The proposal seeks to retrofit an existing showroom and warehouse into a medical centre with associated car parking.

The assessment has been conducted in accordance with the *South Australian Planning and Design Code*, the *Environment Protection (Commercial and Industrial Noise) Policy 2023*, and the *Local Nuisance and Litter Control Act 2016*. Consideration has been given to the noise from car parking activity, mechanical plant associated with the development, and waste collection.

The nearest noise sensitive receivers to the subject site are located across first lane to the northwest. There are also noise sensitive receivers to the southwest of the site on Payneham Road. The location of the noise sensitive receivers in relation to the site can be seen in Figure 1.

The assessment has been based on the following:

- *Health Space Construction and Interiors* drawing for the Development with drawing number A03\_REV\_O, dated 2 July 2025.
- The understanding that the operating hours for the Development will be 7:00am to 10:00pm seven days per week.



Figure 1: Subject Site and Locality

## 2 CRITERIA

The subject site is located within a *Business Neighbourhood Zone* of the *South Australian Planning and Design Code* (the **Code**). Some of the nearby noise sensitive receivers are also located within a *Business Neighbourhood Zone*, while others are located in an *Established Neighbourhood Zone* of the Code, as seen in Figure 1. The Code has been reviewed and the noise related provisions included in Appendix A.

Performance Outcome (**PO**) 4.1 of the *Interface between Land Uses* module of the *General Development Policies* section of the Code specifically requires that noise from a development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers). The Deemed-to-Satisfy / Designated Performance Feature for PO 4.1 references the Environment Protection (Commercial and Industrial Noise) Policy, the current version of which is the *Environment Protection (Commercial and Industrial Noise) Policy 2023* (the **Policy**).

The Policy provides goal noise levels to be achieved at the nearby noise sensitive receivers based on the Code zones in which the noise source and receivers are located. Based on the zoning of the subject site and the nearby receivers, the following goal noise levels are applicable:

- For noise sensitive receivers in the *Business Neighbourhood Zone*, an average goal noise level ( $L_{eq}$ ) of 52 dB(A) during the day period (7:00am to 10:00pm).
- For noise sensitive receivers in the *Established Neighbourhood Zone*, an average goal noise level ( $L_{eq}$ ) of 50 dB(A) during the day period (7:00am to 10:00pm).

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

The *Guidelines for the use of the Environment Protection (Commercial and Industrial Noise) Policy 2023* (the **Guidelines**) indicate that the appropriate legislation for dealing with noise from general rubbish collection services is the *Local Nuisance and Litter Control Act 2016* (the **Act**). The Act provides hours between which rubbish collection should not be conducted. These hours are:

- Before 9:00am or after 7:00pm on any Sunday or public holiday; or,
- After 7:00pm or before 7:00am on any other day.

Where rubbish is collected at times other than between these hours it will not constitute a local nuisance.



### 3 ASSESSMENT

Environmental noise predictions have been made using the *ISO 9613-2: 2024-01* prediction method as implemented in the *SoundPLANnoise* noise modelling software. The model considers the noise level generated by each noise source, the shielding effects provided by barriers and topography, and meteorological conditions that are conducive to noise propagation. The assessment has considered a variety of noise sources, including the noise from car movements, car parking (including general activity such as voices, car doors opening and closing, cars starting, and cars accelerating into or out of a parked position), and the operation of the mechanical plant. The sound power levels used for this assessment can be seen in Appendix B.

The assessment has been based on the following activity occurring in the worst-case 15-minute period, the default assessment period of the Policy:

- 10 vehicles moving through the car park area.
- General car parking activity within 10 car park spaces.
- Continuous operation of roof mounted mechanical plant, including:
  - 1 air-conditioning condenser unit above each consulting room (total of 8).
  - 1 air-conditioning condenser unit above the treatment room.
  - 1 air-conditioning condenser unit above the waiting room.

Based on the above level of activity, the highest predicted noise level is 33 dB(A) at a noise sensitive receiver in the *Business Neighbourhood Zone* and 43 dB(A) at a noise sensitive receiver in the *Established Neighbourhood Zone*. This will achieve the goal noise levels of 52 dB(A) and 50 dB(A) for the *Business Neighbourhood Zone* and *Established Neighbourhood Zone*, respectively.

It is not expected that the noise produced by the site will feature any tonal, impulsive, or low frequency characteristics. It is considered unlikely that the noise produced by the site will feature a modulating characteristic, as it is unlikely to be cyclic and it is not expected that it will be dominant in the environment, due to the proximity to Stephen Terrace and Payneham Road. Therefore, a penalty is not considered warranted in this case, but were one to be applicable, the relevant criteria would still be achieved.

Rubbish collection should be limited to the period of the day such that it does not constitute a local nuisance, that is rubbish collection should only occur between:

- 9:00am and 7:00pm on Sundays or public holidays; or,
- 7:00am and 7:00pm on any other day.

It is therefore considered that the Development has been designed to achieve the relevant acoustic requirements determined in accordance with the Code, Policy, and Act.

#### 4 CONCLUSION

An environmental noise assessment has been completed for the proposed medical centre to be located at 139 Payneham Road, St Peters.

The assessment has been conducted in accordance with the *South Australian Planning and Design Code*, the *Environment Protection (Commercial and Industrial Noise) Policy 2023*, and the *Local Nuisance and Litter Control Act 2016*. Consideration has been given to the noise from car parking activity, mechanical plant associated with the development, and waste collection.

The results of the assessment indicate that the relevant criteria will be achieved at all nearby noise sensitive receivers. Waste collection should be limited to the period of the day such that it doesn't constitute a local nuisance.

It can therefore be determined that the proposal will *not unreasonably impact the amenity of sensitive receivers*, thereby achieving the relevant provisions of the *South Australian Planning and Design Code* related to environmental noise.

## APPENDIX A: PLANNING AND DESIGN CODE PROVISIONS

### Part 4 – General Development Policies

#### Interface between Land Uses

##### DESIRED OUTCOME

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

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

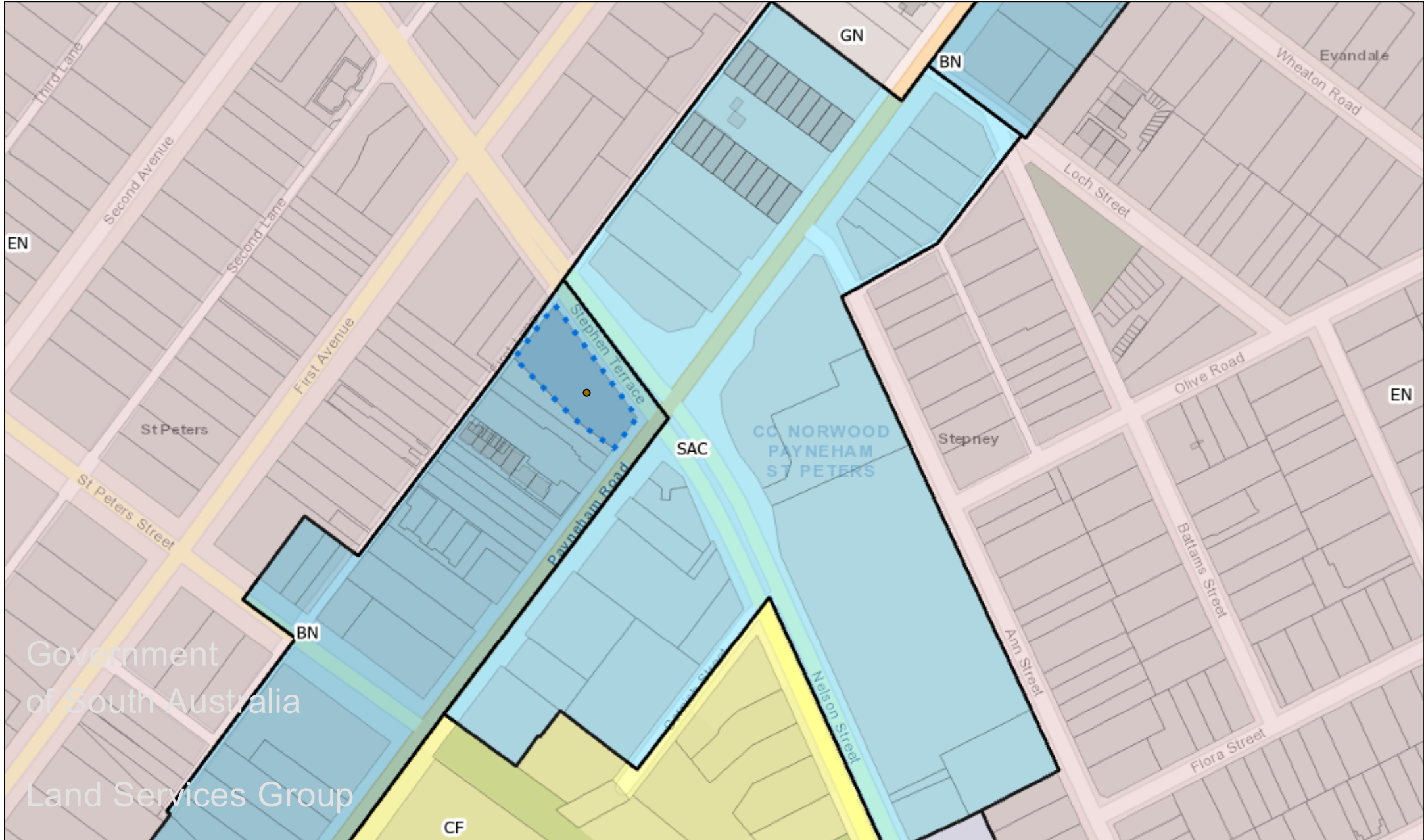
**APPENDIX B: SOUND POWER LEVELS**

Activity/Equipment	Sound Power Level
Car Moving	82 dB(A)
General Car Park Activity	83 dB(A)
Consulting Room Air-conditioner	61 dB(A)
Treatment Room Air-conditioner	62 dB(A)
Waiting Room Air-conditioner	68 dB(A)

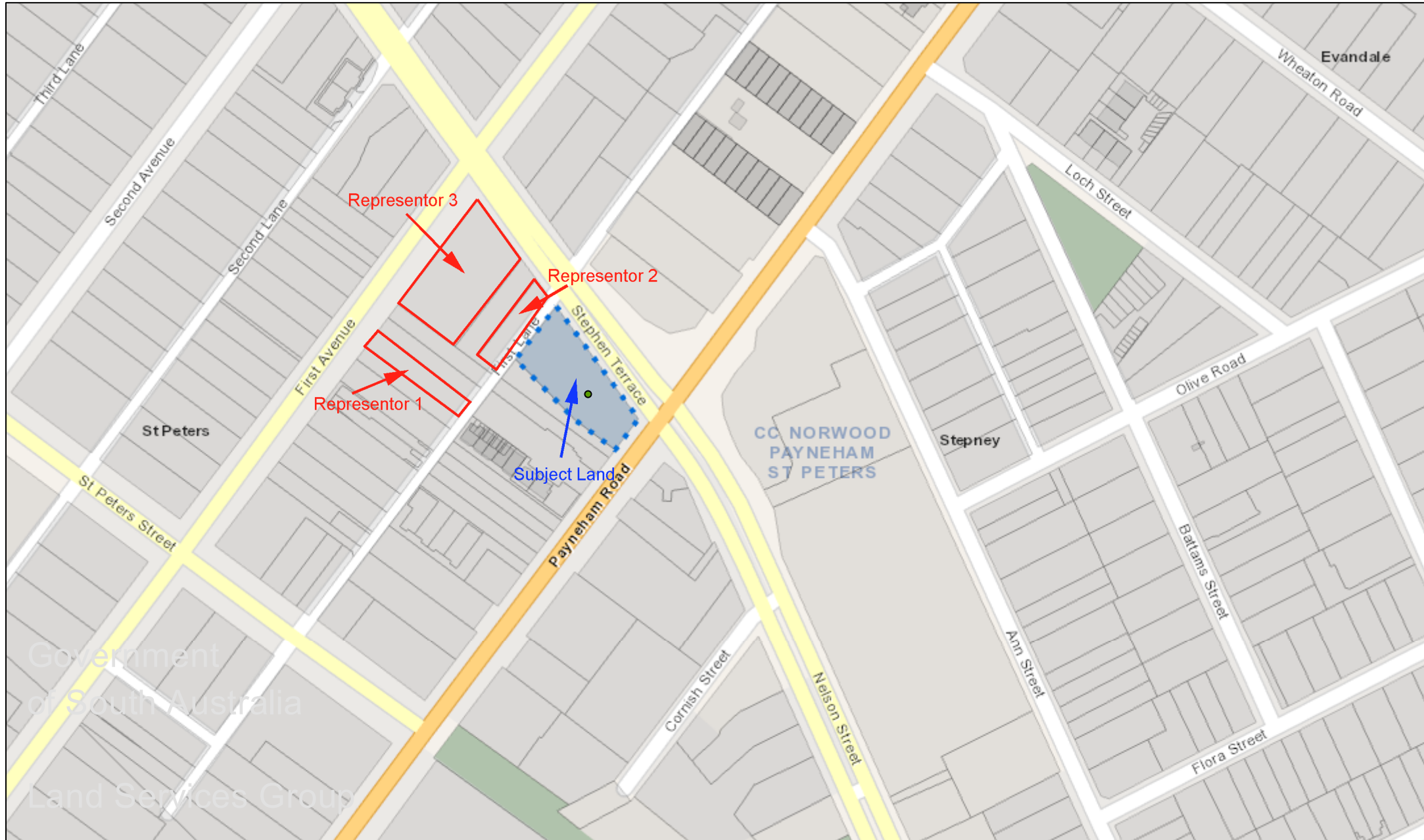








### Representation Map





**Application Summary**

Application ID	25007037
Proposal	Partial change of use to consulting rooms (retaining the existing shopfront to Payneham Road) and the establishment of a car parking area within the existing building
Location	139 PAYNEHAM RD ST PETERS SA 5069

**Representations****Representor 1** - Ryan McGrath

Name	Ryan McGrath
Address	45 First Avenue ST PETERS SA, 5069 Australia
Submission Date	30/05/2025 09:32 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

**Reasons**

Simply put, the mere idea of opening a medical centre on the corner of one of the most dangerous and notorious intersections within this jurisdiction is dumb. It will undoubtedly add to the traffic chaos with cars always turning down a first Lane when really it should be one way (toward Stephen Terrace) As a First Avenue resident I'm not convinced that the parking proposed will prevent parking spillover to go into First Avenue.

**Attached Documents**

Representor 2 - Nick Wilson MasterPlan acting for adjoining owner

Name	Nick Wilson MasterPlan acting for adjoining owner
Address	33 Carrington Street, ADELAIDE SA, 5000 Australia
Submission Date	19/06/2025 05:02 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
<b>Reasons</b> Refer to enclosed.	

Attached Documents

54581LET01-1513535.pdf
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19 June 2025

Mr. Geoff Parsons  
Manager, Development and Regulatory Services  
City of Norwood, Payneham and St Peters  
175 The Parade  
Norwood SA 5067

Our Ref: 54581LET01

Dear Geoff

**Re: Representation in Respect to Application 25007037 - Medical Consulting Rooms at 139 Payneham Road, St Peters**

We refer to the public notice in respect to Development Application ID 25007037 for the “*partial change of use to consulting rooms (retaining the existing shopfront to Payneham Road) and the establishment of a car parking area within the existing building*” at 139 Payneham Road, St Peters.

The application has been made by Health Space Constructions and Interiors.

MasterPlan have been engaged by an affected local resident. In particular, we write on behalf of Mr. Paul Hewett the owner of an adjacent residential property at (our client).

Our instructions are to review the application on their behalf and form our professional opinion on its merits. In forming our view on the proposed development, we have undertaken a desktop assessment of the site and locality, reviewed in detail the proposed plans and accompanying documentation and have had regard to the relevant provisions of the Planning and Design Code (the Code).

The outcome of our assessment is that we do not consider that the proposed development warrants Planning Consent on the basis of deficiencies with the policies expressed in the Business Neighbourhood Zone, the relevant Overlays, and the General Development Policies of the Code.



Specifically, our review has identified significant issues in respect to the following matters:

- Documentation concerns.
- Interface impacts.
- Parking supply.
- Traffic and servicing impacts.

We expand on these matters hereunder. Summarily, it is our professional opinion that the proposed development lacks key information, is of an inappropriate scale for the site and locality and does not sufficiently accord with the relevant provisions of the Code and should be refused in its current form for these reasons.

### **Documentation Concerns**

At the outset, we wish to highlight a number of critical oversights and deficiencies in the submitted documentation, which we consider necessary in order to enable a complete and proper understanding of the proposed development. In particular, we note the following:

- An inconsistency in the parking layout between the architectural plans and the Traffic and Parking Statement prepared by the traffic engineer.
- A lack of a Planning Report or equivalent, resulting in insufficient description of the proposed operations and their alignment with the Planning and Design Code.
- A lack of clarity regarding the intended use and timing of the “future expansion” area, including whether it forms part of the current application or is subject to future consent.
- No detail in relation to the “vacant shop,” including whether any existing use rights apply, or whether this space forms part of the current development proposal, and whether the site can appropriately service a mixed-use scenario.
- Missing building elevation plans, particularly those illustrating the interface with sensitive residential development to the north-west, making it difficult to assess interface impacts.
- No acoustic impact assessment, which would ordinarily be expected in this context given the proximity to the Established Neighbourhood Zone and the likely noise-generating nature of the development.
- No waste management plan or appropriate description to understand storage needs, location, transfer pathways, streams, collection methodology, and waste vehicle access and manoeuvring.
- No description or assessment regarding external lighting to understand, what effects these features may have from an amenity perspective, and to demonstrate compliance with AS4282:2019 for obtrusive lighting requirements.



In this context, it is of concern that the application has progressed to public notification without first addressing these fundamental omissions. This undermines the intent of the notification process by denying the community the opportunity to fully understand and respond to the totality of what is proposed.

### **Interface Impacts**

The proposal seeks to establish a consulting room and associated commercial tenancies within the Business Neighbourhood Zone, which anticipates a mix of residential and non-residential uses where the latter are of an appropriate scale so as to not materially impact residential amenity (Business Neighbourhood Zone PO 1.1).

In this instance, the proposed hours of operation - extending from 7.00 am to 11.00 pm, seven days a week - exceed those set out in the deemed-to-satisfy provisions for consulting rooms, which are limited to 7.00 am to 9.00 pm on weekdays and 8.00 am to 5.00 pm on Saturdays, with no operation on Sundays (Interface between Land Uses DTS/DPF 2.1).

The extended trading hours and intensity of use are not in keeping with the low-impact commercial outcomes envisaged for this zone and present a real risk to the amenity of nearby residential properties, particularly to our client's property which contains habitable rooms immediately across the narrow First Lane interface.

Our client's property, located directly opposite the proposed development on First Lane, contains multiple habitable room windows facing the laneway, including bedrooms, a kitchen, and a main living space, positioned within 1.2 metres of the boundary fence. The close proximity of these sensitive rooms to the vehicle access point, combined with the absence of any acoustic treatment or spatial buffer (and the inability to provide one), means that noise and disruption from vehicle movements, reversing alarms, door slams, after-hours servicing and waste collection will be experienced with undue intensity. The nature and frequency of these disturbances are incompatible with the residential use of the property and would significantly erode its amenity. Consulting room activity occurring on-site including within the parking and access areas, until 11.00 pm each night creates a serious and ongoing nuisance that materially undermines our client's right to quiet enjoyment of their home. These extensive hours also have the flow-on effect of pushing ancillary activities, such as waste collection and cleaning, into even later evening / early morning timeframes, compounding the amenity impacts. It is incumbent on the applicant, as the party introducing these effects, to demonstrate how such impacts will be mitigated. Disappointingly, no mitigation measures have been proposed, nor have any efforts been made to engage with our client as an immediately affected neighbour.



The Code requires non-residential development to be designed to minimise adverse impacts on sensitive receivers, particularly where the development operates adjacent to residential properties (Interface between Land Uses PO 1.2). However, this proposal relies entirely on First Lane for vehicular access - including customer and staff movements, deliveries, and waste collection - resulting in an intensification of traffic and noise in a constrained, residential laneway setting.

No meaningful mitigation measures have been proposed to address the impacts this traffic will have on adjacent properties, many of which have habitable room windows facing the laneway. If the applicant cannot foreseeably deliver mitigation measures to the public laneway, this raises a legitimate question as to the suitability of this site to accommodate a consulting room development of the scale proposed.

Noise generated from vehicles entering and exiting the site, roller door operations, potential after-hours cleaning or servicing, and general customer activity all present risks to the quiet enjoyment of neighbouring dwellings (Interface between Land Uses PO 4.1 and PO 4.2). These concerns are heightened by the absence of acoustic treatments or an expert assessment, the inability to provide setbacks of these features, or the relocation of such features away from the residential interface.

With no acoustic assessment to demonstrate compliance with the relevant *Environment Protection (Commercial and Industrial Noise) Policy* criteria, the lack of clear documentation to justify these issues exacerbates our clients concerns and undermines the ability to ensure the development meets the policy expectations to minimise noise and vibration impacts on adjacent sensitive receivers (Interface between Land Uses PO 4.2).

While the Code supports ‘appropriately scaled’ mixed-use outcomes, this is conditional on those developments being sensitively designed and compatible with adjacent residential uses. The proposed development appears to prioritise commercial yield over interface management and fails to demonstrate how it will mitigate or avoid adverse amenity impacts on its residential neighbours. In light of these concerns, the proposal does not sufficiently satisfy the applicable interface policies of the Code and should be reconsidered or amended accordingly.

### **Parking Supply**

We acknowledge the expert advice provided by the applicant’s traffic engineer, Phil Weaver & Associates (PWA), in their Traffic and Parking Statement.

As previously mentioned, there are inconsistencies within the documentation relating to the proposed parking layout. Specifically, the Floor Plan prepared by the applicant (*A03\_REV\_N dated 8 May 2025*) depicts a different parking configuration than that shown in the General Layout Plan (*A03\_REV\_I dated 25 February 2025*) submitted by PWA.



It remains unclear whether the assessment by PWA is still applicable or has been superseded by the applicant's updated plans, prepared at a later date. We also note that the number of on-site car parking spaces differs between the plans — the more recent plan identifies 15 spaces, while the PWA assessment is based on a scheme comprising 16 spaces. If the plans have changed, we suggest that a revised traffic and parking assessment is warranted.

For the purposes of our review, we have adopted the parking layout assessed by PWA as the basis for consideration. In terms of the Code requirements, the site is located within a Designated Area and is subject to the following car parking rates under *Table 2: Off-Street Car Parking Requirements in Designated Areas*:

Non-Residential Development:

- Minimum: three spaces per 100 square metres of gross leasable floor area (GLFA).
- Maximum: six spaces per 100 square metres of gross leasable floor area.

The Code defines gross leasable floor area (GLFA) as (emphasis added):

*Gross leasable floor area - Means the total floor area of a building **excluding public or common tenancy areas** such as malls, hallways, verandahs, public or shared tenancy toilets, common storage areas and loading docks.*

PWA have calculated the GLFA as 722 square metres. Our own assessment indicates a GLFA of approximately 770 square metres. The discrepancy appears to arise from the exclusion of the storage area in PWA's assessment. Given there is no access to this storage area from the undefined commercial tenancy, and it is not clearly for common use, we question whether this exclusion is consistent with the Code's definition of GLFA.

Based on our GLFA calculation, the Code requires a minimum of 23 car parking spaces. The proposal provides only 16 spaces - resulting in a shortfall of seven spaces or approximately 30 percent below the minimum requirement.

We consider this shortfall to be unacceptable, particularly given the development already benefits from a significantly reduced parking rate due to its location in a Designated Area. The extent of the deficiency suggests a level of overdevelopment that exceeds what the site can reasonably accommodate.

Further concern arises from PWA's own statement that "*up to 20 staff may be on site at any one time*" for the proposed consulting room use. This casts serious doubt on the adequacy of parking provision, as only four spaces are identified for staff. With up to 20 staff on the site we question whether sufficient parking is available to meet the staffing needs, let alone the demand generated by patients and other users. This issue is compounded by the indeterminate nature of the remaining commercial tenancy, expansion area, and their undefined parking demands.



Additionally, no bicycle parking or end-of-trip facilities are proposed, which constitutes a further non-compliance with the Code and increases pressure on the already limited vehicle parking supply. Further, we note that no assessment has been conducted in respect to the availability of on-street parking to service any overflow in demand.

### **Existing vs Proposed Parking Demand Comparison**

We note that the site most recently accommodated a retail showroom known as Luxe Bathware, which would be defined under the Planning and Design Code as a bulky goods outlet. The traffic and parking assessment prepared by PWA undertakes a comparative analysis between the theoretical parking demands of the existing use and the proposed consulting rooms, concluding that the proposed use would generate a lesser demand and that any shortfall should therefore be accepted on the basis that the situation is improved.

We acknowledge that the Courts have previously recognised that a shortfall in parking associated with an existing lawful use of the land may be considered in such assessments, provided the new development does not worsen the situation (*Stamopoulos Pty Ltd v City of Holdfast Bay [2004]*; *SAJ v City of Holdfast Bay [2005]*; *Carrabs Nominees Pty Ltd v City of Burnside [2003]*).

However, these legal precedents relate to circumstances where the previous use continues or has a right to continue to exist in a legal and practical sense.

Under Section 4(3) of the *Planning, Development and Infrastructure Act 2016*, we note that a change of use is generally required if either:

- The period between discontinuance and revival exceeds 12 months; or
- The use has been superseded by another use during the period of discontinuance.

As such, where more than 12 months has elapsed without the site being lawfully used for its previous purpose, this raises the question as to whether a use has ceased and can be reasonably considered “existing” for planning purposes.

In determining whether a proposed use constitutes a change in use (and therefore existing development), the Courts have confirmed that the matter is not solely defined by the terminology in planning legislation but requires an examination of the facts<sup>1</sup> and “...to an extent involves matters of impression.”<sup>2</sup>.

<sup>1</sup> *Adelaide City Council v Farkham [2002] SASC 162*

<sup>2</sup> *Pejafs Pty Ltd & Ors v Bitmead & Ors [2012] SAERDC 13*





In this regard, based on observations of publicly available Google Street View imagery, the site appears to have remained vacant for a period exceeding 12 months. Supporting imagery is identified in **Figures 1 to 4** below:



**Figure 1: Google Street View Imagery Showing For Lease Sign dated December 2023.**



**Figure 2: Google Street View Imagery showing ostensibly vacant tenancy dated January 2024.**



Figure 3: Google Street View Imagery showing for lease sign dated April 2024.



Figure 4: Google Street View Imagery showing ostensibly vacant premises dated December 2024.



Given the above, there is a legitimate legal question as to whether the former showroom use has ceased and whether it is appropriate to treat it as an “existing use” for the purposes of justifying a parking shortfall. In this context, we query the relevance and appropriateness of the comparative assessment approach adopted by PWA and suggest this matter warrants further review.

### **Traffic and Servicing**

The development fails to address how waste collection will be managed, with no on-site bin storage or presentation area identified and no waste generation rates, transfer pathways, or collection methodology clearly described. The extent of description of the waste arrangements is provided by PWA as follows:

*A bin storage area will be provided in the south-western corner of the subject car park adjacent to space 5 with waste to be collected by waste contractors accessing First Lane in after hour periods.*

Given the commercial nature of the use and the volume of waste likely to be generated, it is reasonable to assume that private waste collection services involving medium-to-large vehicles will be required.

In the absence of an on-site loading or turning area, it is unclear how these vehicles could access and service the site safely and without significant disruption to the road network or nearby properties. It is likely that such vehicles would need to stop within First Lane or Stephen Terrace (an arterial road) to reverse into or out of the site, creating potential safety risks, access conflicts and amenity impacts for neighbouring residents.

The constrained width and complexity of access into the site for larger waste collection vehicles and the proximity of sensitive habitable rooms contained within my clients property is clearly demonstrated in **Figure 5** below, provided by our client.





**Figure 5: Photograph of First Lane and the proposed ingress point into the development site.**

This is inconsistent with the expectation that loading and service vehicle activity be managed within the boundary of the site (Transport, Access and Parking PO 6.6) and that access points be designed to accommodate the type and volume of traffic generated (Urban Transport Routes Overlay PO 3.1; Traffic Generating Development Overlay PO 1.2; Transport, Access and Parking PO 3.3).

Additionally, the prospect of waste vehicles regularly using First Lane is contrary to the planning expectation that commercial and service vehicle movements should be discouraged through residential streets and adjacent sensitive receivers (Transport, Access and Parking PO 1.2), and that access should be designed to minimise adverse impacts on neighbouring properties (Transport, Access and Parking PO 3.4).

Our client's concerns regarding the amenity impacts of the proposal are further compounded by the indication that waste collection and servicing activities are intended to occur "after hours" — that being between 11.00 pm and 7.00 am based on the hours of operation described. We note that the *Neighbourhood Nuisance & Noise* guidance issued by the Environment Protection Authority (EPA) stipulates that waste collection vehicles should operate only between 7.00 am and 7.00 pm on weekdays and Saturdays, and between 9.00 am and 7.00 pm on Sundays and public holidays. Any such operations occurring outside of these periods, particularly in a sensitive residential context, may constitute an unreasonable nuisance unless supported by appropriate assessment and mitigation measures.



## Conclusion

In summary, we find the proposed development is of a scale that is unsuitable for its context and fails to adequately address a number of critical planning and amenity issues, including:

- Lack of key documentation to appropriately describe the proposed development, its operations, and its compliance with the Planning and Design Code.
- Unacceptable interface impacts with adjacent residential land, including extended operating hours, intensified use of a residential laneway, and no acoustic assessment or mitigation measures.
- Significant parking shortfall relative to Code requirements, and to the applicants own admitted operational needs with insufficient justification provided.
- Questionable reliance on “existing use” rights for parking shortfall justification.
- No safe or clearly defined waste collection strategy, with servicing reliant on First Lane and likely to involve medium-to-large vehicles operating during inappropriate hours in a residential context.

For these reasons, we respectfully submit that the application should not be approved in its current form.

Our client would welcome the opportunity to consider a more complete and properly documented proposal, by way of re-notification at such time as the applicant has met the typical obligations expected for a Planning Consent assessment of this nature. This will ensure the community is afforded a genuine and informed opportunity to review and respond to the proposal in its entirety.

Should the application proceed to a Council Assessment Panel decision-making hearing, we request notice of the time and date so we can provide verbal representation on our clients behalf.

Yours sincerely

Nick Wilson  
MasterPlan SA Pty Ltd

**Representor 3** - Paul Hewett

Name	Paul Hewett
Address	12 STEPHEN TERRACE ST PETERS SA, 5069 Australia
Submission Date	19/06/2025 09:11 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
<b>Reasons</b> See attachment	

**Attached Documents**

25007037-Formal-Objection-1513590.pdf
Market-appraisal-1513591.pdf
First-Lane-entrance-1513592.jpg
First-Lane-and-car-park-entry-1513593.jpg
Fence-damage-1513594.jpg

## **Formal objection to PlanSA Development Application 25007037 – 139 Payneham Road, St Peters SA 5069**

I have been the owner of [redacted] – on the NW side of First Lane, since 2003. The property is currently tenanted to excellent tenants who have been there approximately 8 years. On the wall parallel to First Lane, 1.2 metres in from the fence, are windows to a bedroom, bathroom and laundry, and immediately opposite the proposed car park entry to the medical centre, three windows to our open-plan living and kitchen space. The front and rear yards of my property also abut First Lane.

I am writing to express my **objection in the strongest possible terms** to the current form of the proposed development.

In my view, the proposed development is not in accord with the following clauses of the Planning and Design Code:

### *Part 4 - General Development Policies* *Interface between Land Uses*

#### *Hours of Operation*

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

#### *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*

#### *Activities Generating Noise or Vibration*

##### *PO 4.2*

*Areas for the on-site manoeuvring of service and delivery vehicles... are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers... due to noise and vibration*

##### *PO 4.4*

*External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas... located on the same or an adjoining allotment.*

#### *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).*

## *Transport, Access and Parking*

### *Movement Systems*

#### *PO 1.2*

*Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.*

#### *PO 1.4*

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

### *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.*

#### *PO 2.2*

*Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.*

### *Vehicle Access*

#### *PO 3.1*

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

#### *PO 3.4*

*Access points are sited and designed to minimise any adverse impacts on neighbouring properties.*

### *Vehicle Parking Areas*

#### *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.*

#### *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.*

### *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.

## *Corner Cut-Offs*

### *PO 10.1*

*Development is located and designed to ensure drivers can safely turn into and out of public road junctions.*

My main concerns are summarized under appropriate headings below:

## *Noise, and hours of operation*

The use of First Lane for access to the medical centre car park will generate a great deal of additional noise, which under the current proposal will impact the residents of my property every day from before 7am opening time until after 11pm closing time. A peak average of 42 vehicle movements per hour translates into a vehicle driving down First Lane, just over 1 metre from the bedroom and living area windows of my property, every 1.5 minutes.

I can foresee the following vehicle noise events from use of First Lane as access to the medical centre car park:

- car engine noise (sometimes revving) when moving and/or accelerating from Stephen Tce into First Lane and along First Lane to car park entry
- vehicles braking at car park entry
- abrasive tyre noise when cornering into car park entry
- skidding noises on smooth concrete surface of car park entry due to tight cornering
- delivery vehicles reversing with warning alarm, slamming doors etc
- possible waste disposal (previous businesses had large skip bin that was collected by garbage truck at approximately 2AM - noisy truck engine, reversing siren, bin being slammed down on ground - all could be heard from our house at 12 Stephen Tce

Not only will these noises occur just over 1 metre from our bedroom window, but the high masonry wall on the medical centre side of First Lane will reflect all of these sounds towards my property, making them significantly louder. I remember from living in my property, that you can hear, and feel the vibrations of, every car that passes down First Lane. I would not like to be attempting to sleep in that bedroom with vehicles using First Lane every few minutes, from before 7:00AM until almost midnight every day. To

permit a business to attract such a large increase of vehicle traffic in First Lane is a totally unreasonable imposition against the rights of the residents in my property to the quiet enjoyment of the property throughout the entire day. This imposition is only heightened with the proposed operating hours extending outside of normal business hours, into the early morning and very late evening.

The proposal to use First Lane as access to the car park is even less reasonable when there is a perfectly good alternative - using the existing vehicle parking spaces on Stephen Tce in front of the proposed car park, as a slip lane for vehicles to enter and exit the car park from Stephen Tce. If this necessitates a reduction in the number of workable car parks on the premises, it would be more reasonable to require the applicant to make a future contribution to the State parking fund that is expected to be established by the *Planning, Development and Infrastructure (Vehicle Parking) Amendment Bill 2025*. The proposed rate of \$35,000 for each carpark short of the requirement, is a small outlay for the owner of a busy medical practice – a much smaller impost than the enduring loss of amenity to the occupants of my property, and the significant financial loss that I am highly likely to incur due to reduced property value and ongoing lower rental income as a direct result of the proposed use of First Lane. Further to this argument, The Avenues shopping centre carpark is directly across the road from the proposed medical centre – there is always ample parking available at the Payneham Road end of that car park.

The following vehicle noises from the proposed car park are likely to impact my property:

- engine starting (frequent, and sometimes prolonged for vehicles in poor condition)
- doors closing/slamming (frequent)
- engine revving (when starting and moving from stop in car park, and accelerating as leaving car park onto Stephen Tce)
- horn use at times
- delivery vehicles with reversing warning alarm

Doctors and other medical centre staff are highly likely to arrive earlier and finish later than the proposed trading times. And who knows when cleaning staff will attend? The traffic noise impacts on my residents will be over much longer periods than the opening hours, which are already broader than the Deemed-To-Satisfy hours of 7am-9pm Monday-Friday and 8am-5pm Saturday as specified in *Interface between Land Uses PO 2.1* above. I am certain that these Deemed-To-Satisfy rules envisage a consulting room alone and not an associated car park so close to residential properties, and certainly not a car park where all access passes just over 1 metre from an occupied

residential home. The proposed operating hours, and even the Deemed-To-Satisfy hours, are totally unacceptable in this proposal.

Other noises that can reasonably be expected to be caused in the vicinity of the proposed medical centre include:

- People in car park, walking along First Lane, Stephen Tce, and First Ave:
  - talking/laughing (sometimes loudly)
  - walking with solid-sole and high-heeled shoes
  - babies and children crying/screaming (either ill or accompanying parents)
  - Injured clients occasionally yelling as they move in discomfort/pain
  - mobile phones: ringing, alarms, some people using speakerphone etc
- car park entry roller door opening at around 6:30 - 7:00AM each morning and closing 11:00 - 11:30PM each night
- likely presence of security guard(s) - talking to people, walking in vicinity of car park and First Lane, using mobile phones/radios etc
- occasional ambulance attendance
- occasional police attendance

The above noise impacts, in particular those from the use of First Lane, do not align with *Interface between Land Uses PO2.1 and Transport, Access and Parking PO3.4 and PO6.2*, and are against similar objectives outlined in *Interface between Land Uses PO4.2 and PO4.4* above.

### *Traffic impacts*

My fence on First Lane has sustained significant damage (see attached photos) from vehicles accessing the proposed car park entry location, when the building was used by previous occupants Luxe Bathware, and Jack Horner Antiques previous to that. Despite alerting the businesses to the damage as soon as we were aware, they claimed they had no idea who had done it, and so we were never compensated for the damages in any way. I note that there is no mention of delivery of medical or other supplies (which will surely be by truck in some instances) in the traffic management report – only disposal of medical waste. Given the large number of medical centre clients who will be unfamiliar with First Lane, there is a greatly increased risk of damage to my fence by passenger vehicles - especially at night. It therefore appears highly likely that my fence will experience further damage if First Lane is used for access to the medical centre.

Further, there is no street lighting in First Lane, which would be required given the proposed increase in traffic early morning and up to 6 hours of the night, but the lighting itself would disturb the peaceful use of my property – the bedroom facing First Lane in particular. Lighting of the car park entry is also specified as a performance objective in

*Transport, Access and Parking PO 6.5* of the Planning and Design Code. Given the proximity to the windows of my property, just the ambient effects of the floodlights will be a nuisance to my property, let alone any direct light spill effect - which is against *Interface between Land Uses PO 6.1* above

First Lane is only one vehicle wide. Having lived in my property for many years previously, I remember several occasions where I had near-misses with cars both entering First Lane from Stephen Tce, and exiting First Lane into Stephen Tce, both when driving and as a pedestrian. Similar instances are sure to increase dramatically if the proposed development goes ahead in its current form. There are also very poor sightlines at the corner of First Lane and Stephen Tce, at a point where traffic from the Payneham Rd intersection is merging into one lane at 60km/h.

Although making First Lane a one-way street, in whole or in part, may be a consideration to reduce some of the above concerns, I am against this as First Lane is the sole access road to my property, and making this one way will be of considerable inconvenience to my residents, businesses who have their parking adjacent First Lane, and others whose properties use the lane for their sole vehicle access.

The above concerns are highly likely to arise with the proposal to use First Lane as the access to the medical centre car park. This proposal obviously does not align with *Transport, Access and Parking PO 1.2, 1.4, 2.1, 2.2, and 3.1* of the Planning and Design Code above.

Other issues:

- Large increase in presence of people in the vicinity of the medical centre at all hours of the day and night - a perceived and potential safety and security risk
- Significant chance of increased criminal activity in the area, with cash, drugs, computers and medical equipment and supplies in the medical centre
- A culmination of all of the above impacts of the medical centre on my property, will result in a reduction in market value of my property, and a likely immediate reduction in rental income from the property (see attached professional opinion from Damien Willis of Owens Casserley Real Estate). I built this property in 2005 at considerable extra cost to the construction of a normal home, due to Council's requirement for my home to comply with the characteristics of the Residential Historic (Conservation) Zone requirements at the time – 3.6 metre high ceilings, 35 degree roof pitch, bullnose verandah and other heritage features. It is only fair now that Council acts in my best interests and protects the value of my significant investment, rather than allowing a new adjacent business proposal to go ahead which will permanently devalue my investment.

The previous business tenants of the site used the area of the building adjacent First Lane for warehousing only, with occasional deliveries and pickups during normal trading hours. This was a predominately quiet use, with minimal infrequent vehicle noise from visiting clients and delivery vehicles. With the exception of some damage to the fence of my property from delivery vehicles, those businesses operated in harmony with the First Lane neighbourhood. The proposed medical centre is a completely different proposition, with significant traffic activity in First Lane for over 16 hours each day, continual active use of the building area adjacent First Lane as a carpark with associated vehicle and people noise as outlined above, and a significant rise in the number of people in the vicinity of the medical centre at all hours of the day and night. The proposal is a dramatic contrast to previous uses of the site, and will have a significant detrimental impact on myself as the owner of my property, the residents of my property, neighbouring residents and business operators, and all other users of First Lane.

As a final point, the First Lane community is a quiet and peaceful one. I have had many warm interactions with the previous business occupants of the medical centre site and other adjacent business traders on Payneham Road, and several of the residents who use First Lane. It is noted that:

- my tenants have not been contacted at all by the proposed business owner
- the medical centre signs appeared out of nowhere
- renovation of the building is proceeding at a rapid rate, and
- the development proposal has had no consideration whatsoever of the likely impacts on my property, despite the glaringly obvious proximity of the many windows at the side of my property to First Lane.

It appears that the medical centre owner is pushing ahead with the proposal at any cost, without any consideration for myself and other members of the First Lane community. It is an understatement to say that people and businesses who conduct themselves in such a way are not welcome in my very pleasant neighbourhood.

To summarise, my own thoughts are that residents of my property will experience significant impacts on their amenity and quiet use of the property, and I will experience considerable financial loss and likely property damage as a result of the proposed development. Professional opinion shares my concern. Further, the First Lane community will be negatively impacted by the proposal. As a result of all of these factors, I am **strongly opposed** to the development proposal in its current form.

For the medical centre proposal to proceed, I would consider the following amendments to the proposal absolutely essential:

- No use of First Lane for car park access - Stephen Tce access only
- Minimal use of First Lane for deliveries - using Stephen Tce wherever possible

- Opening hours to be no more than normal business hours of 8:00AM - 5:30PM Monday - Friday and 9:00AM - 12:00PM Saturday
- Roller door on First Lane side to be closed at all times, except for receipt of infrequent deliveries in normal business hours only
- All window openings in wall facing First Lane to be filled with masonry
- No signage or lighting in First Lane for the medical centre

Attached to support my submission are:

- Valuation of my property with comments regarding the impact of the proposed development on its future value and rental earnings potential, from Damien Willis of Owens Casserley Real Estate
- Several photos of First Lane, showing:
  - The proximity of my property to the lane and proposed carpark entry
  - the narrow entrance and poor sightlines at the Stephen Tce junction
  - Large masonry wall of the proposed site, reflecting vehicle noise toward my property
  - very tight turn into the proposed building entry

Yours faithfully,

Paul Hewett

19 June 2025.



**OUWENS CASSERLY**  
REAL ESTATE

6/19/2025

Mr P Hewett

c/o –

Dear Paul,

I would like to take the opportunity to thank you for requesting a market appraisal from Ouwens Casserly for your property at . Please contact me if you wish to discuss any aspect of this further.

*ESTIMATE OF MARKET VALUE (PRICE)*

To every property there is a General Market Value.

General Market Value is basically the price (range) that most buyers would offer for a property, after they have done their research. This can be estimated by evaluating recent 'comparable' sales (see separate report). Assessment of this information indicates a General Market Value for your property of between \$1,300,000 and \$1,400,000, with \$1,350,000 being the median (or market value).

I have included a list of recent sales in the area that I used as a comparison to your property, which should form a part of this appraisal letter.

Please note that this is based on current market conditions and the status of the property. I have noted as part of my research that a neighbouring commercial property on the opposite side of the laneway which is alongside your property, and also uses the lane to access carparking at the rear, is in the process of converting from use as a bathroom supplier to a chemist with extended operating hours. Due to the proximity of your property this could have a negative impact on any future appraisal for your property due to the additional operating hours and expected traffic using the customer carpark.

I will be happy to provide you with an updated appraisal in the future in relation to the market conditions at the time.



**OUWENS CASSERLY**  
REAL ESTATE

I hope to hear from you soon and naturally I am here if you have any questions.

Kind regards,



Damien Willis

Ouwens Casserly Real Estate

0438 859 109

[damienw@ocre.com.au](mailto:damienw@ocre.com.au)















17 July 2025

City of Norwood, Payneham and St Peters  
ATT: Assessment Manager

## By Upload

Dear Geoff

### RE: DA ID: 25007037 – 139 PAYNEHAM ROAD, ST PETERS

I understand that public notification in relation to DA 25007037 has been undertaken and that on completion of this process three representations were received (with two representors seeking to speak at a decision making hearing). I note that Representors 2 and 3 relate to the same property, that is 10A Stephen Terrace, St Peters. Subsequently, the applicant has sought my opinion on the items raised in the representations.

#### Updated Application Documents

Having reviewed the representations the applicant has sought and prepared the following additional information and documentation:

- Environmental Noise Assessment (ENA) prepared by Sonus, dated July 2025;
- Response to Representations prepared by Phil Weaver & Associates (PWA), dated 15 July 2025; and
- Amended General Layout Plan, prepared by Health Space (1 sheet), dated 2 July 2025, Rev. O.

My consideration of the representations is undertaken having regard to these documents.

#### Points of clarification

One representation raised “Documentation Concerns”, which I have tabled below and provided a short response.

##### Representor 2

An inconsistency in the parking layout between the architectural plans and the Traffic and Parking Statement prepared by the traffic engineer

##### HPC Response

The supplementary analysis prepared by PWA has rectified the difference in the version number associated with the General Layout Plan and reference Rev. O as uploaded herein

For completeness, the conclusions of PWA remain supportive of the proposed development.

A lack of a Planning Report or equivalent, resulting in insufficient description of the proposed operations and their alignment with the Planning and Design Code

The development is more fully described herein

A lack of clarity regarding the intended use and timing of the “future expansion” area, including whether it forms part of the current application or is subject to future consent

The updated General Layout Plan (Rev. O) as uploaded herein now more accurately details the “future expansion” area as a consulting room space.

The reference to future expansion reflected the applicants intent that the space would not be occupied immediately and would be available should the need arise.

Accordingly, this consulting room area is now reflected on the General Layout Plan and to be included as part of the partial change of use application.

For clarity, the assessment by PWA includes the future expansion consulting room area

No detail in relation to the “vacant shop,” including whether any existing use rights apply, or whether this space forms part of the current development proposal, and whether the site can appropriately service a mixed-use scenario

The proposed development does not seek to alter the use of the vacant shop and no substantial evidence of the existing use rights being extinguished has been provided.

In relation to the functioning of the shop, the associated floor area is and was separated from the display area and storage area associated with “Lux Bathware” (see Appendix 1 and associated images of the internal space).

The relationship between the proposed consulting room and the shop remains consistent with the past use of the land and buildings and the development does not seek to create a mixed-use scenario.

Missing building elevation plans, particularly those illustrating the interface with sensitive residential development to the north-west, making it difficult to assess interface impacts

No alterations are proposed with respect to the north and western elevations of the buildings and hence no elevations are provided or necessary.

No acoustic impact assessment, which would ordinarily be expected in this context given the proximity to the Established Neighbourhood Zone and the likely noise-generating nature of the development

The ENA prepared by Sonus addresses this concern. Additionally, the applicant has amended the closing time to 10 pm on the advice of Sonus.

No waste management plan or appropriate description to understand storage needs, location, transfer pathways, streams, collection methodology, and waste vehicle access and manoeuvring

The applicant has provided details of private waste collection to PWA and this has been detailed in the subsequent PWA correspondence with respect to medical, confidential and general waste.

No description or assessment regarding external lighting to understand, what effects these features may have from an amenity perspective, and to demonstrate compliance with AS4282:2019 for obtrusive lighting requirements

The applicant is willing to accede to a condition of consent that any external lighting is to comply with AS4282:2019.

On review of the representations I note commonality in the comments made and for brevity these points have been grouped and paraphrased, with my opinion provided thereafter.

Before doing so however, one representation suggests that the proposed development will reduce property values. As “property values” or valuation of property is not the subject of provisions within the Planning and Design Code (the Code) this comment does not affect the planning merit of the proposal.

Likewise, suggestions of a “significant chance of increased criminal activity in the area, with cash, drugs, computers and medical equipment and supplies in the medical centre” and “perceived and potential safety and security risks” do not “find voice” within the Code.

It is also suggested by Representor 3 as follows:

“As a final point, the First Lane community is a quiet and peaceful one. I have had many warm interactions with the previous business occupants of the medical centre site and other adjacent business traders on Payneham Road, and several of the residents who use First Lane....

It appears that the medical centre owner is pushing ahead with the proposal at any cost, without any consideration for myself and other members of the First Lane community. It is an understatement to say that people and businesses who conduct themselves in such a way are not welcome in my very pleasant neighbourhood.”

In considering this comment, I am mindful of the matter of *Whittington & Ors v City of Burnside & Domain Project Development P/L* [2003] SAERDC 13 which stated (my underlining added):

21 It was argued on behalf of the appellants that the proposed development was too heavily reliant upon the skills of Mr Salleh as the manager of student accommodation, and that less expert management than Mr Salleh could offer may well bring about a situation where the student accommodation had an adverse effect on its neighbours. *Beer v South Australian Planning Commission & Others* (1988) 142 LSJS 20 was referred to. We agree that it is inappropriate to tie provisional development plan consent to a particular individual. A land use is either acceptable, or it is not – the skills of an individual should not be relied upon to make it so. However, particularly in complex land uses, such as hospitals, supermarkets and many other forms of enterprise, a degree of competent management is assumed, as any complex land use (and many simple ones) can become a nuisance to its neighbours if people behave badly.

Likewise, the applicant should not be judged as or considered to be unwelcoming.

#### Response to Representations

Returning to the representations I consider the remaining matters hereafter:

- *Concern regarding additional vehicles entering First Lane*
- *Potential for greater traffic conflicts at the First Lane and Stephen Terrace intersection*
- *This proposal relies entirely on First Lane for vehicular access - including customer and staff movements, deliveries, and waste collection - resulting in an intensification of traffic and noise in a constrained, residential laneway setting*
- *The prospect of waste vehicles regularly using First Lane is contrary to the planning expectation that commercial and service vehicle movements should be discouraged through residential streets and adjacent sensitive receivers (Transport, Access and Parking PO 1.2), and that access should be designed to minimise adverse impacts on neighbouring properties (Transport, Access and Parking PO 3.4).*

The proposed car park area is to be accessed via First Lane with vehicles to exit the car park via Stephen Terrace (i.e. a one-way movement). I note that DIT is supportive of the vehicle movements, which is presumably preferable to a left turn in and right turn out from the mid-point of the building from Stephen Terrace (i.e. a State maintained road).

PWA is also supportive of the access arrangements as proposed, noting also that the development can suitably accommodate standard B99 vehicles, waste collection vehicles and any other delivery vehicles required to support the development.

Turning to the functionality of First Lane, it is acknowledged as a lower order road. It is nonetheless a public road that facilitates two-way vehicle movements and access to approximately 13 dwellings and associated garages/carports and numerous established businesses that present to Payneham Road. A conservative estimate of vehicle movements per day associated with residential development (8 vehicle movements per dwelling) along First Lane would exceed 100 alone.

It is acknowledged, that vehicle movements to the site will increase as a result of the proposed development (with consideration of the traffic surveys completed by PWA on 5 and 6 February) however, given First Lane provides access to a site captured within the Business Neighbourhood Zone (BNZ), the lane already supports substantial traffic movements per day to support 13 dwellings and businesses that front Payneham Road. Furthermore, “consulting rooms” are an envisaged land use via BNZ DTS/DPF 1.1 and the additional movements are reasonably anticipated and within the capacity of the road and connecting network.

The concentration of movements throughout the day created by operation of the consulting rooms are predicted to be reasonably consistent (i.e. peak periods), with likely less movements in the later evenings.

Furthermore, as confirmed by the PWA, the following is apparent:

“...on the basis of the traffic surveys recently conducted at the intersection of First Lane with Stephen Terrace there are only low levels of traffic movements currently occurring at this location even during morning and afternoon peak hour periods and there is additional capacity to accommodate the anticipated volume of traffic entering the on-site car park via First Lane noting that this traffic would exit out onto Stephen Terrace”

In respect of the potential for additional noise to be created by the vehicle movements, I am conscious of the guidance provided in the matter between *Bond v City of Norwood, Payneham & St Peters* [2007] SAERDC 56 where the Court held:

It will be evident from my conclusion in respect of the amenity impacts of the subject proposal that I have reached a different view. Lanzilli Holdings and Papadopoulos are, in my view, authorities for the proposition that the amenity expectations of those who reside in zones within which commercial or residential activities are envisaged, or even on the periphery of residential zone in close proximity to a commercial or industrial zone, cannot equate with those of residents in the heart of a residential zone. Were that not to be the case, commercial and residential activities located in zones within which such uses were sanctioned could potentially be seriously restricted by the application of residential amenity standards having their origin in zones devoted solely to residential uses.

Applying this interpretation to the proposal, the exposure to potential noise from vehicle movements and additional activities of non-residential development that is sought in the BNZ upon sensitive receivers may occur from time to time, however, this is not considered unreasonable at an interface between a centre-type zone and a residential-type zone.

With regard to the assertion the proposal does not comply with Part 4: Transport, Access and Parking PO 1.2 and that the movement of commercial and industrial vehicles required to support non-residential development should not occur along First Lane, respectfully, this interpretation is ‘incorrect’.

In forming this view, I note that First Lane already supports significant vehicle movements, including commercial and waste collection vehicles that service shops, offices and residential development. Furthermore, the proposed development has received “no objection” and support from the DIT subject to typical conditions.

Arguably, it is also the case that First Lane is questionable as a “residential street” and regardless, the proposed development results in no egress occurring onto First Lane from the subject land and this results in a “net discouragement” of vehicle movements

In my view, the proposed access arrangements are the most logical solution that resolves the most pertinent issues relating to safe and convenient access and functionality and enables the proposal to comply on balance, with the following provisions:

**Part 4: Transport, Access and Parking**

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

PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.

PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.

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.

- *Adequacy of the parking supply – Table 2: Off-Street Car Parking Requirements in Designated Areas:*

Given the site is “captured” within a “high frequency public transit area” the proposal requires consideration of *Table 2*. The assessment by PWA clearly outlines that the theoretical shortfall in car parking is acceptable.

The assessment approach applied by PWA is clearly consistent with the matter of *Carrabs Nominees Pty Ltd & Ors v City of Burnside [2003] SAERDC 116* where the Court held:

34. Having regard to the decision of the Supreme Court in *Horbelt*, I am not persuaded that the existing parking shortfall on the subject land is required to be rectified by this proposal, provided the latter does not exacerbate any existing problems. Taking into consideration the proposed reduction in the number of seats in the restaurant and private dining room and the potential for some additional carparking spaces to be provided by reconfiguration of and/ or alterations to the existing parking layout, I have concluded that, subject to appropriate amendments to that layout and to the foreshadowed reduction in the capacity of the restaurant and private dining room, the shortfall in parking resulting from the subject proposal will be minimal, and not such as to conflict to any significant degree with the relevant provisions of the Development Plan.



In other words, if there was a decision previously to support a use with minimal parking provision or a shortfall of the theoretical requirements then it would be wrong of a planning authority to somehow require that shortfall to be rectified if the same theoretical demand applied to an alternative use.

The extent of parking proposed (15 spaces), although it does not exactly meet the theoretical criteria of *Table 2* results in a significant reduction in the existing car parking shortfall from that associated with the current uses of the land and the overall floor area.

Furthermore, the 15 spaces are in lieu of floor area within the building that would ordinarily generate a demand for car parks.

To further supplement the theoretical car parking shortfall, 4 on-street parking spaces (refer Figure 1) are available on Stephen Terrace (directly in front of the site) and I understand that a double-sided bicycle rail is to be provided within the internal parking area and within the walkway linking the pedestrian entrance into the building that will equate to the provision of two bicycle parking spaces for staff and two spaces for visitors. The total number of bicycle spaces to be provided exceeds the requirements of *Table 3 – Off Street Bicycle Parking Requirements*.



**Figure 1:** On-street Parking on Stephen Terrace Adjoining the Subject Land (4 Spaces)

As reviewed by PWA it is also the case that:

- it is likely the peak parking demand days of operation will be Monday, Tuesday and Wednesday;
- peak hours of operation (based on the number of available doctors) will most likely be 8am to 12pm and 4pm to 6pm; and
- there is likely to be 8 patients consulted per hour in peak periods and 6 patients per hour outside of peak periods.

With consideration of the above, in my view, the overall provision of parking inclusive of bicycle parking and the availability of frequent public transport and on-street parking is sufficient to support the proposed development and potential for future expansion. I note that my opinion is consistent the advice provided by PWA.

- *Adequacy of the parking supply – Existing v Proposed Analysis*

In my view, existing use rights have not expired and nor has the building been altered with such intent to alter its longstanding purpose or function (see Appendix 1). I form this view based on consideration of Part 1 – Preliminary of the *Planning, Development and Infrastructure Act 2016* that states:

(2) The revival of a use of land after a period of discontinuance will be regarded as the continuation of an existing use unless (subject to subsection (3)) –

- (a) the period intervening between the discontinuance and revival of the use exceeds 12 months; or
- (b) during the whole or a part of the period intervening between its discontinuance and revival, the use was superseded by some other use.

The functionality of the shop and nor the intent of the owner to facilitate the use of the building as a shop has diminished and the existing use has not been discontinued.

I note also that the representation suggests that the land use of the existing premises is captured as “bulky goods” with respect to Part 7 of the Code. Arguably, the historic use of the land and buildings was that of a “retail showroom”, although this term is no longer defined in the Code, other than for the shop component.

Regardless, the “break down” of the proposed land uses is as follows:

- 142 sq m of shop (no change);
- 620 sq m of consulting rooms (conversion of bulky goods to consulting rooms, inclusive of future expansion area); and
- 564 sq m conversion of the former bulky goods area to 15 parking spaces, one-way aisle and bin storage area.

Clearly the proposed development reduces the parking demand that would have been associated with the storage space associated with the bulky goods area, while the shop continues to “stand alone” with no off-street parking.

In my opinion, the comparison of existing and proposed uses does not diminish the planning merit of the proposed development.

- *Proposed hours of operation extending from 7.00 am to 11.00 pm, seven days a week - exceed those set out in the deemed-to-satisfy provisions for consulting rooms, which are limited to 7.00 am to 9.00 pm on weekdays and 8.00 am to 5.00 pm on Saturdays, with no operation on Sundays (Interface between Land Uses DTS/DPF 2.1)*
- *The extended trading hours and intensity of use are not in keeping with the low-impact commercial outcomes envisaged for this zone and present a real risk to the amenity of nearby residential properties*

With consideration of the concerns raised by representors, the hours of operation have been reduced by one hour to conclude at 10pm. The 10pm closing time aligns with the *Environment Protection (Commercial and Industrial Noise) Policy 2023 (EPNP)*.

With respect to matters of noise, vehicle movements, general movements in the land and buildings and waste management the ENA prepared by Sonus concludes:

“The assessment has been conducted in accordance with the *South Australian Planning and Design Code*, the *Environment Protection (Commercial and Industrial Noise) Policy 2023*, and the *Local Nuisance and Litter Control Act 2016*. Consideration has been given to the noise from car parking activity, mechanical plant associated with the development, and waste collection.

The results of the assessment indicate that the relevant criteria will be achieved at all nearby noise sensitive receivers. Waste collection should be limited to the period of the day such that it doesn't constitute a local nuisance.

It can therefore be determined that the proposal will *not unreasonably impact the amenity of sensitive receivers*, thereby achieving the relevant provisions of the *South Australian Planning and Design Code* related to environmental noise.”

For completeness, I confirm that the applicant is willing to accede to a condition of consent with respect to the proposed hours of operation and also the following:

Collection of waste shall not be conducted:

- Before 9:00am or after 7:00pm on any Sunday or public holiday; or,
- After 7:00pm or before 7:00am on any other day.

Accordingly, in my opinion the proposed development achieves the Code as follows:

**Part 4: Interface between Land Uses**

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.

- *The extensive hours also have the flow-on effect of pushing ancillary activities, such as waste collection and cleaning, into even later evening / early morning timeframes, compounding the amenity impacts.*
- *Noise generated from vehicles entering and exiting the site, roller door operations, potential after-hours cleaning or servicing, and general customer activity all present risks to the quiet enjoyment of neighbouring dwellings (Interface between Land Uses PO 4.1 and PO 4.2).*

With further reference to the *Bond* matter, functional requirements of desired uses within the BNZ will at times, potentially create noise for short periods that is otherwise, reasonably anticipated and reasonable to enable these uses to operate. Further, persons that reside at the interface with the BNZ should be aware that they to some extent, will not enjoy the same amenity as dwellings that exist within the “heart” of a residential zone.

I am again mindful of the results of the ENA and conclusion of Sonus. In respect of the potential unreasonable amenity impacts associated with the development, these are resolved by virtue of appropriate hours of operation, separation of consulting rooms to dwellings and the proposed use itself being aligned with and envisaged within the BNZ.

- *Waste management and bin collection*

On my inspection, it appears that waste collection by Councils service provider via First Lane and that the public road supports movements of Medium Rigid Vehicles (MRV) (refer Figure 2). Put simply, waste collection is a regular occurrence on the lane.



**Figure 2:** Typical Bin Collection to First Lane

On review of the advice provided by PWA I note that private waste contractors will be hired by the applicant to manage confidential, medical and general waste and that:

“A bin storage area will be provided in the south-western corner of the subject car park adjacent to space 5 with waste to be collected by waste and recycling vehicles accessing First Lane outside of peak hour periods of the proposed development.”

The bin collection area and the vehicle sizes anticipated will be accommodated on site collection for clinical and confidential waste, while general bins will be presented to First Lane for collection by an MRV once a fortnight.

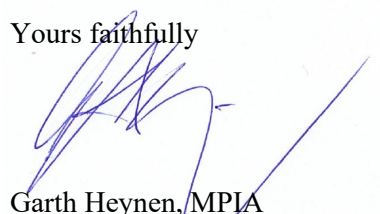
In my opinion, the proposal is appropriate having regard to the Code and the circumstances of First Lane.

## Conclusion

In summary, having considered the representations I am of the view that the proposed development, as amended, displays substantial planning merit.

I confirm that, if required, I will appear at the associated Council Assessment Panel to confirm my opinion on this matter.

Yours faithfully



Garth Heynen, MPIA

**BA Planning, Grad Dip Regional & Urban Planning, Grad Dip Property**

cc. Health Scape, by email



## APPENDIX 1: Internal Building Images - Existing Floor Plan and Images Legend





Image 1



Image 2

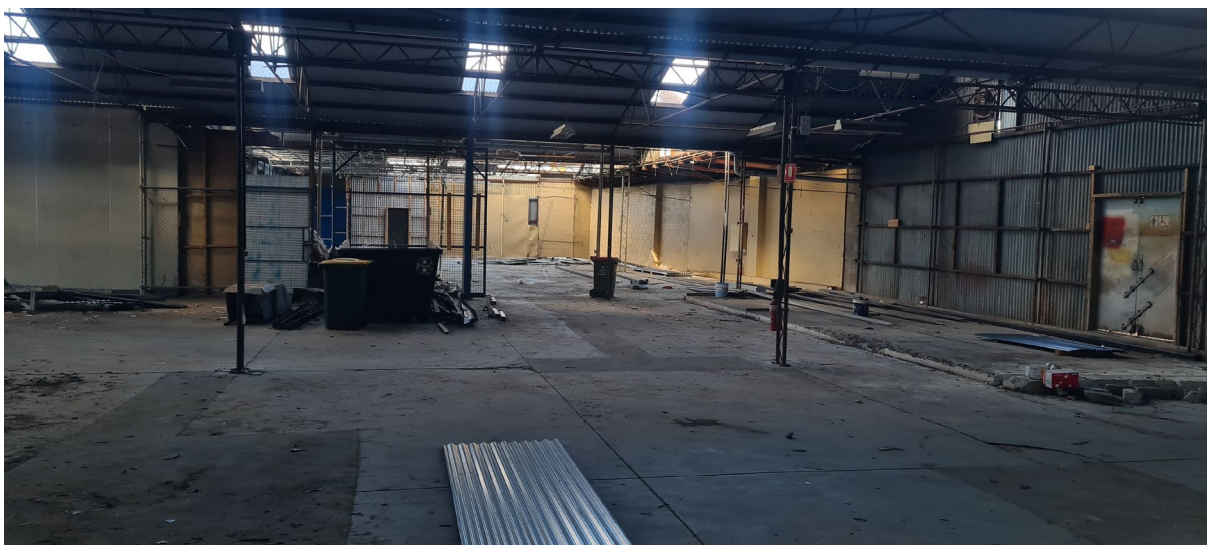


Image 3





Image 4



Image 5



Image 6





Image 7



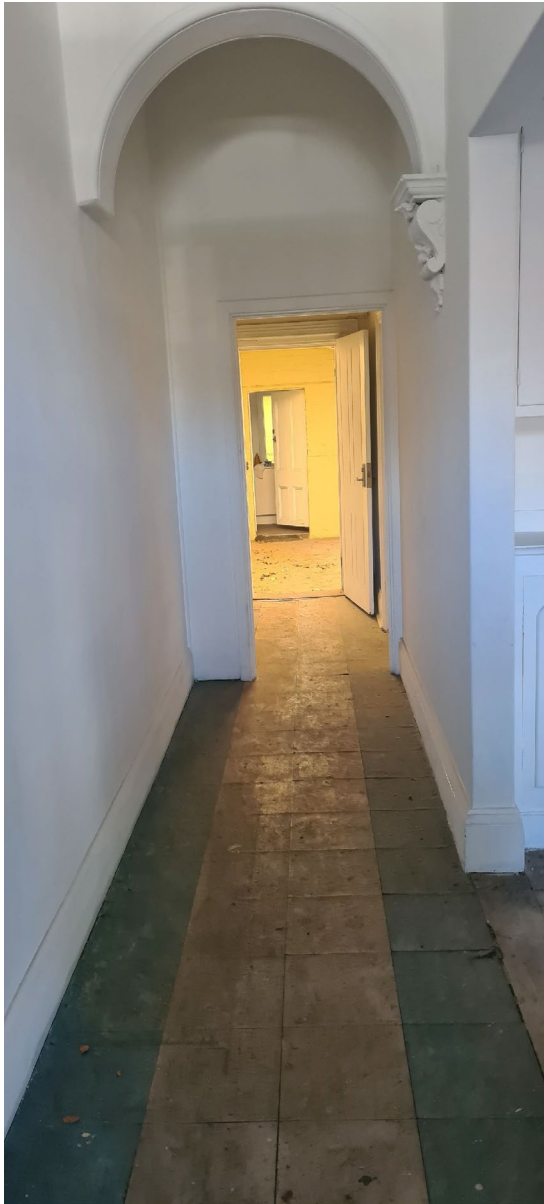
Image 8



**Image 9**



**Image 10**



**Image 11**



**Image 12**





Image 13



Image 14



Image 15

## Referral Snapshot

**Development Application number:**  
25007037

**Consent:**  
Planning Consent

**Relevant authority:**  
Assessment Panel at City of Norwood, Payneham and St. Peters

**Consent type for distribution:**

**Referral body:**  
Commissioner of Highways

**Response type:**  
Schedule 9 (3)(7) Development Affecting Transport Routes and Corridors

**Referral type:**  
Direction

**Response date:**  
20 Jun 2025

**Advice:**  
With comments, conditions and/or notes

### Condition 1

All access to/from the development shall be gained in accordance with the site plan produced by Health Space, Drawing No. A01\_Rev\_C, dated 6 Mar 2025 and operate in accordance with the Traffic and Parking Statement produced by Phil Weaver & Associates, File:25-029, dated 6 Mar 2025.

### Condition 2

The entry and exit points shall be suitably signed and line-marked to reinforce the desired traffic flow.

### Condition 3

Clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in *AS/NZS 2890.1:2004*, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.

## **Condition 4**

All vehicles shall enter and exit the site in a forward direction.

## **Condition 5**

Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

## **Advisory Note 1**

The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 4.5 metres in width from portion of the Stephen Terrace and 20 metres in width from the portion of Payneham Road frontage of this site for future upgrading of the of Payneham Road/ Stephen Terrace intersection . The consent of the Commissioner of Highways under the *Metropolitan Adelaide Road Widening Plan Act 1972* is required to all new building works located on or within 6 metres of the possible requirements. As this development does not result in additional encroachment within the above requirements, consent is not required in this instance.

## **Advisory Note 2**

Should traffic flows on the adjacent arterial roads be affected during installation of the unit the applicant should contact Traffic Management Centre Roadworks team on 1800 434 058 or email [dit.roadworks@sa.gov.au](mailto:dit.roadworks@sa.gov.au) prior to undertaking any works and the contractor(s) must complete a 'Notification of Works' form via the following link:

[https://www.dpti.sa.gov.au/contractor\\_documents/works\\_on\\_roads\\_by\\_other\\_organisations](https://www.dpti.sa.gov.au/contractor_documents/works_on_roads_by_other_organisations)

## Referral Response #1 (14 April 2025)

Response Details
<p><b>Request:</b> Hi Bec, This change of use application seeks to utilise First Lane for entry movements for vehicles accessing the site, as well as creating an internal car parking area. The application is supplemented by a Traffic Report prepared by Phil Weaver. Can you please review the report and vehicle movements and let me know if you have any concerns with the proposed traffic flows utilising First Lane, or if there are any concerns regarding the functionality of the car park at all? If I can please get your response within a fortnight that would be great! Thanks in advance Kieran</p> <p><b>Response:</b> Hi Kieran,</p> <p>Happy to have a chat about this one when you are back in the office. My comments are as follows;</p> <p>Traffic Generation</p> <ul style="list-style-type: none"><li>-The referred traffic report which was used to calculate the trip generation to the site states that 'The average rates are not recommended to be used for predicting the trip generation' . Please refer to the updated Guide to Transport Impact Assessment by NSW Government that refers to the appropriate generation model from the referred traffic report.</li><li>-It is also noted that for these types of developments private vehicles are the dominant mode of transport. This should be taken into consideration and will impact parking demand.</li></ul> <p>Site Access and Egress</p> <ul style="list-style-type: none"><li>- Pedestrian sightlines (Figure 3.3 from AS2890.1) are not met at the intersection of First Lane and Stephen Terrace. (on both sides of First Lane).</li><li>-First Lane is a two-way lane with the width to facilitate one lane of traffic. I have concerns with the potential increase in conflict due to the increase in traffic volume requiring access to the laneway. Noting this there isn't much I can refer to that would prevent this development from occurring. As reference the AS2890.1 for Off-Street Car Parks indicates a guide of 30 or more movements in peak hour requiring the provision for two vehicles to pass. With this development there would be a peak hour of over 42 vehicles, noting that majority of these movements would be in the same direction.</li></ul>

## Car Park and Arrangement

- The configuration of the car park is shown differently in the site plan and the plan shown in the traffic report. Please clarify.
- Sufficient aisle width has not been provided for all car park spaces (i.e. adjacent to small car park)
- Spaces to be marked to provide clarity on staff/ visitor parking. Noting that most drivers would questions whether they are able to park blocking a vehicle in (stacked car parking spaces).
- Car park downfall of 6 (25% of requirement). Noting that if the site was not within a designated area, the planning code would require 32 spaces and the NSW Guide to Traffic Impact Assessment indicates 4 spaces per 100sqm GLF therefore 29 spaces. The provision of 16 car parking spaces is low and there will likely be a reliance on on-street car parking to facilitate this development. It would be good to understand where these vehicles would be parking and if there is capacity.
- Sufficient headroom clearance is required for accessible car parking spaces and the vehicular path of travel. Please confirm clearance.

## Pedestrian Connection

- Further clarity required on how the pedestrians access from the footpath. (plan clarity required)

[x Close](#)



## Referral Response #2 (07/07/2025)

## Response Details

**Request:**

Hi Bec,

The applicant responded to DIT's RFI last month and I completely forgot to send this to you again. Can you please review and let me know your thoughts re the use of First Lane for access?

If I can please get your response by Friday 4 July that would be great!

Thanks in advance

Kieran

**Response:**

Hi Kieran,

Thanks for sharing the additional information provided by the applicant. As previously mentioned, I have concerns with the potential increase in conflict due to the increase in traffic volume requiring access to the laneway. Noting this there isn't much I can refer to that would prevent this development from occurring.

If DIT support the increase in traffic movements at their intersection, I have no further comments.

Thanks,

Bec

[✕ Close](#)

michael@hsci.com.au

---

**From:** Phil Weaver  
**Sent:** Tuesday, 29 April 2025 9:42 AM  
**To:** Chang, Yee-May (DIT)  
**Cc:** dit.landusecoordination@sa.gov.au; Andy Hayes; michael@hsci.com.au; 'Praveen Konadi'  
**Subject:** RE: DA 25007037: 139 Payneham Rd St Peters - DIT RFI  
**Attachments:** First Lane and Stephen Terrace, St Peters 29.04.2025.sip9

Dear Yee-May

I refer to our recent discussions in relation to the proposed development on the subject land. In particular, I refer to a Request for Further Information (RFI) document / email from you dated 15 April 2025 indicating that:-

*"The following information is required for full assessment to be undertaken:*

- The Traffic and Parking Statement states that the site could generate up to 42 weekday peak hour vehicle trips, distribution of such vehicle trips shall be provided to demonstrate the impact at the intersection of Stephen Terrace and First Lane. SIDRA assessment of queue length on Stephen Terrace is also required."*

We have previously undertaken surveys of traffic entering and First Lane during periods corresponding to am and pm peak hour commuter periods between:-

- 3.00 pm and 6.00 pm on Wednesday 5 February 2024, and
- 7.30 am and 9.30 am on Thursday 6 February 2024.

The results of these surveys identified inter alia:-

- A maximum of 4 entry /exit movements in the one-hour period between 3.45 pm and 4.45 pm on Wednesday 5 February 2025 with only 5 other movements occurring within the remainder of the three hour survey period, and
- A maximum of 9 entry /exit movements in the one-hour period between 8.30 am and 9.30 am on Thursday 6 February 2025 with no traffic using this lane in the period between 7.30 am and 8.30 am.

Significantly the 9 traffic movements accessing First Lane to and from Stephen Terrace comprised :-

- 7 left turn entry movements, and
- 2 left turn exit movements

There were no right turn movements into and out of this lane during the above peak hour period and only one right turn movement from First Lane and no right turn entry movement from Stephen Terrace into the lane during the two survey periods.

Our surveys also identified am peak hour traffic volumes entering and exiting First Lane on the north-eastern side of Stephen Terrace of:-

- 5 left turn entry movements from the north-western approach of Stephen Terrace into First lane,
- 10 right turn entry movements from the south-eastern approach of Stephen Terrace into First lane,
- 12 left turn movements from First lane to the south-east along Stephen Terrace, and

- 3 right turn movements from First lane to the north-west along Stephen Terrace.

There were no movements directly across the intersection between the two sections of First Lane recorded during the above period.

For the purpose of the requested Sidra Assessment, I note / have assumed that:-

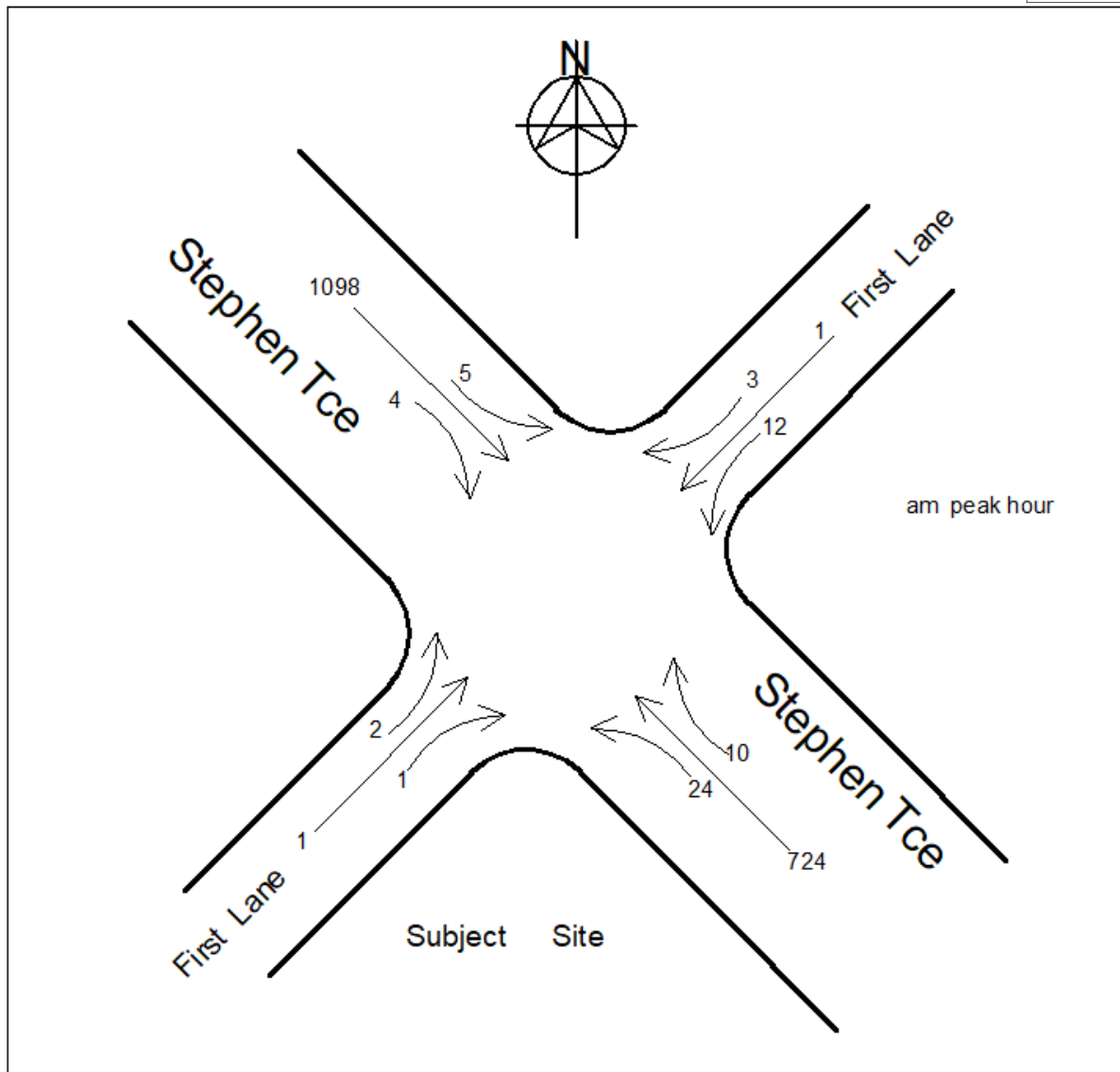
- Traffic entering the proposed on-site car parking area will enter via First Lane as identified in our previous traffic report,
- Traffic exiting the proposed on-site car parking area will exit via the exit only access point on Stephen Terrace directly onto this roadway as also identified in our previous traffic report, and
- The peak hour traffic volume associated with the subject land use of 42 vph would correlate to 21 arrival and 21 departure movements in any one-hour period.

We consider that traffic turning into First Lane from Stephen Terrace would predominantly occur via left turn movements given that approximately 80% of traffic accessing the intersection of Payneham Road with Nelson Street and Stephen Terrace currently enters this intersection from either leg of Payneham Road or Nelson Street with only approximately 20% of this traffic approaching this intersection from the north-west along Stephen Terrace.

It is therefore estimated that there would be 17 additional left turn movements into First lane from Stephen Terrace and four right turn entry movements from Stephen Terrace.

In order to undertake the requested Sidra assessment, I have obtained a copy of the most recent **Vehicle Turning Movement Survey** at the intersection of Payneham Road / Nelson Street / Stephen Terrace, St Peters, from the Department which is attached to this email.

For the purpose of this assessment I have assumed that the volumes of traffic entering and exiting above forecast peak hour traffic generation associated with the proposed development would occur during the **am peak hour period** on the adjoining road network. A Sidra assessment of the operation of the intersection of First Lane with Stephen Terrace has been undertaken on the basis of the traffic volumes below.



A copy of the Sidra Movement Summary related to the forecast traffic movements associated with the proposed development are included within the appendix to this document.

In summary the Sidra assessment indicates, inter alia, that there should be:-

- A maximum queue of one vehicle at the 95<sup>th</sup> percentile probability level when drivers are turning right from the north-western approach of Stephen Terrace into the subject section of First Lane, and
- An average delay of 18.8 seconds to drivers turning right from the above section of Stephen Terrace into the subject section of First Lane.

On the above basis I consider that proposed use of First Lane to enter the subject car park will not result in adverse traffic impacts on the intersection of this laneway with Stephen Terrace.

I have attached a copy of the relevant Sidra file to this email.

I look forward to receipt of your comments in due course.

Phil Weaver

**PHIL WEAVER AND ASSOCIATES PTY LTD**

Email [phil@pwattraffic.com.au](mailto:phil@pwattraffic.com.au)

**Please note our email address has changed**

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**From:** Chang, Yee-May (DIT)  
**Sent:** Tuesday, 15 April 2025 5:32 PM  
**To:**  
**Cc:**  
**Subject:** DA 25007037: 139 Payneham Rd St Peters - DIT RFI

**OFFICIAL**

Hi Michael,

The Department for Infrastructure and Transport (DIT) has been referred the above development application (25007037) for the change of use to medical consulting room.

The following information is required for full assessment to be undertaken:

- The Traffic and Parking Statement states that the site could generate up to 42 weekday peak hour vehicle trips, distribution of such vehicle trips shall be provided to demonstrate the impact at the intersection of Stephen Terrace and First Lane. SIDRA assessment of queue length on Stephen Terrace is also required.

The applicant shall be aware that the site is impacted by Metropolitan Adelaide Road Widening Program (MARWP) for the upgrade of the intersection of Payneham Road and Stephen Terrace. The proposed upgrade is currently not funding and timing is unknown, however, the applicant may wish to take this into considerations for this project.

The further information must be supplied within 90 days of the date of this email. Failure to comply with this request may result in DIT directing the planning authority to refuse the application.

Kind regards

**Yee-May Chang** She/her  
 Senior Transport Access Engineer  
 Transport Strategy and Planning Division



**Government of South Australia**  
 Department for Infrastructure  
 and Transport

T 08 7133 2856

Kaurna Country

Address, Suburb SA Postcode • GPO Box 1533, Adelaide SA 5001 • DX 171



We acknowledge the Traditional Custodians of the Country throughout South Australia and recognise their continuing connection to land and waters. We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.

We are committed to creating a diverse and inclusive culture where everyone is valued and respected.

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## Attachment 9

**Consultant Traffic Engineers**  
ABN 67 093 665 680

204 Young Street  
Unley SA 5061

**P: 08 8271 5999**

**E: contact@pwattraffic.com.au**

File: 25-029

21 March 2025

Dr Praveen Konadi  
365 Days Medical Centre  
306 Grange Road  
Kidman Park SA 5025

By email:

Dear Praveen

**PROPOSED MEDICAL CENTRE – 139 PAYNEHAM ROAD, ST PETERS (APPLICATION ID: 25001037) –  
RESPONSE TO REQUEST FOR DOCUMENTATION**

I refer to the Request for Documentation from the City of Norwood, Payneham and St Peters dated 19 March 2025 which included a request for further information in relation to the above proposed development as summarised below:-

*Because the application involves the use of an existing access point from a road affected by the Urban Transport Routes Overlay (i.e. Stephen Terrace), the following information is also required:*

- a. The expected maximum vehicle length for vehicles expected to access the site; and*
- b. In respect of the largest vehicle expected to access the site, vehicle turning profiles demonstrating entry and exit movements; and*
- c. The distance of unobstructed line of sight from the access point for vehicles exiting the access point; and*
- d. The distance between each access point and the nearest public road junction or terminating or merging lane on a public road.*

In response to the above matters please note that:-

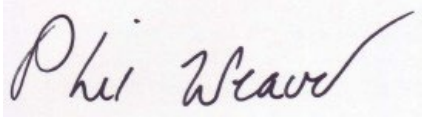
- a) it was clearly identified within our report dated 6 March 2025 that the largest vehicle expected to access the subject car park would be equivalent to a B99 design vehicle which has a length of 5.2 metres,
- b) vehicle turning paths associated with the B99 design vehicle were included within the traffic and parking assessment report. Copies of these diagrams are reattached to this document in *Figure A*. This figure shows both entry into the subject car park from First Lane and exit by a B99 design vehicle onto Stephen Terrace,
- c) *Figure B* also attached as an appendix to this letter identifies that there would be approximately 110m of sight distance to the south-east of the subject left-turn-only vehicular site exit point on Stephen Terrace.

Such a provision would exceed both the minimum Stopping Sight Distance (65m) and desirable 5 second gap (83m) required by the relevant Australian off-street car parking standard (*AS/NZS 2890.1:2004*) for non-domestic access points with a frontage road speed of 60 km/h, and

- d) the Stephen Terrace access point is located adjacent to the merge point of the two north-westbound traffic lanes within this roadway, approximately 11m from First Lane, and approximately 50m from Payneham Road. The First Lane access point is located approximately 26m from Stephen Terrace.

On the above basis it is considered that the various traffic-related matters raised within the Council *Request for Documentation* have been appropriately addressed.

Yours sincerely

A handwritten signature in dark ink, reading "Phil Weaver", with a stylized flourish at the end.

Phil Weaver  
Phil Weaver and Associates Pty Ltd

*Enc: Figures A and B*



139 PAYNEHAM ROAD

139 Payneham Road, St Peters - File: 25-029 - 26/02/25

**STEPHEN TERRACE**

**FIRST LANE**

**PAYNEHAM ROAD**

**NO ENTRY**  
R2-4A

**BOLLARDS**

**VISUALLY PERMEABLE AREA**

**LEFT ONLY**  
R2-14A (L)

**LEFT ARROW**

**small car parking space**

**car parking**

**1** **2** **3** **4** **5** **6** **7** **8** **9** **10** **11** **12** **13** **14** **15** **16**

**consult 1** **consult 2** **consult 3** **consult 4** **consult 5** **consult 6** **consult 7** **consult 8** **consult 9** **consult 10** **consult 11** **consult 12** **consult 13** **consult 14** **consult 15** **consult 16** **consult 17** **consult 18** **consult 19** **consult 20** **consult 21** **consult 22** **consult 23** **consult 24** **consult 25** **consult 26** **consult 27** **consult 28** **consult 29** **consult 30** **consult 31** **consult 32** **consult 33** **consult 34** **consult 35** **consult 36** **consult 37** **consult 38** **consult 39** **consult 40** **consult 41** **consult 42** **consult 43** **consult 44** **consult 45** **consult 46** **consult 47** **consult 48** **consult 49** **consult 50** **consult 51** **consult 52** **consult 53** **consult 54** **consult 55** **consult 56** **consult 57** **consult 58** **consult 59** **consult 60** **consult 61** **consult 62** **consult 63** **consult 64** **consult 65** **consult 66** **consult 67** 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Figure A - B99 Entry and Exit movements

THESE DRAWINGS ARE THE INTELLECTUAL PROPERTY OF HEALTH SPACE CONSTRUCTION AND INTERIORS.  
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Ph: 0412 270 366  
E: michael@hsci.com.au  
W: www.hsci.com.au

139 PAYNEHAM ROAD
GENREAL LAYOUT 25 FEB 2025

GENERAL LAYOUT
SCALE 1:100@A1
DRAWING NUMBER: A03 REV 1







FIGURE B

139 Payneham Road, St Peters - File: 25-029 - 21/03/25



## Attachment 9

**Consultant Traffic Engineers**  
ABN 67 093 665 680

204 Young Street  
Unley SA 5061

**P: 08 8271 5999**  
**E: [contact@pwattraffic.com.au](mailto:contact@pwattraffic.com.au)**

File: 25-029

6 March 2025

Dr Praveen Konadi  
365 Days Medical Centre  
306 Grange Road  
Kidman Park SA 5025

By email:

Dear Praveen

### **PROPOSED MEDICAL CENTRE – 139 PAYNEHAM ROAD, ST PETERS – TRAFFIC AND PARKING STATEMENT**

I refer to our recent discussions and meeting on site in relation to the proposed partial change of land use associated with the existing building on the above site to accommodate a proposed medical centre.

As requested, we have undertaken the following review of the traffic and parking related aspects of the subject development which we note will include internal alterations to the existing building on the site to provide a general practice medical clinic and on-site parking.

#### **EXISTING SITUATION**

The subject site is located on the western corner of the intersection of Stephen Terrace with Payneham Road and Nelson Street, St Peters

The subject site is located in a *Business Neighbourhood Zone* within the City of Norwood, Payneham and St Peters local government area.

The subject land is irregular in shape and is bounded by:-

- Payneham Road on the south-eastern boundary of the site,
- Stephen Terrace on the north-eastern boundary of the site, and
- First Lane on the north-western boundary of the site.

The subject site most recently accommodated a retail showroom development which included display areas on the eastern portion of the site and warehouse / storage areas within the western portion of subject site.

The existing building incorporates vehicular access points on the adjoining road network including:

- An approximately 4.8m wide driveway on the northern side of the building / south-western side of Stephen Terrace located centrally along the northern frontage of the site to this roadway,
- A sliding door associated with the warehouse / storage areas fronting Stephen Terrace approximately 10 m further to the west. The width of this door is approximately 4.4m, and
- A roller door at the western end of the building along the boundary with First Lane. The width of this door is approximately 5.8m.

The existing development on the subject site does not provide for any formal car parking spaces on-site.

Both Payneham Road and Stephen Terrace adjacent to the subject land are arterial roadways under the care and control of the Commissioner of Highways. The adjacent section of these arterial roadways both include through lanes and turning lanes on the approach to the intersection of Payneham Road with Stephen Terrace and Nelson Street. This intersection is controlled by traffic signals.

The speed limit on the sections of the above roadways adjacent to the site is 60 km/h.

The adjoining section of Payneham Road carries an Annual Average Daily Traffic Volume (AADT) of approximately 31,500 vehicles per day (vpd) with a commercial vehicle content of approximately 3% of the total volume.

The adjoining section of Stephen Terrace carries an Annual Average Daily Traffic Volume (AADT) of approximately 21,200 vehicles per day (vpd) with a commercial vehicle content of approximately 2.5% of the total volume.

A *No Stopping Anytime* restriction extends along the section of Payneham Road directly adjacent to the subject site.

A *No Stopping Anytime* restriction extends along the section of Stephen Terrace directly adjacent to the south-eastern end of the subject site. However, parking is permitted adjacent to the north-western portion of this building on Stephen Terrace in the form of a parking embayment. One-hour parking restrictions apply between 7.00 am and 7.00 pm Monday to Friday within this embayment with parking unrestricted outside of these periods.

A bus stop (Stop 17) is provided on Payneham Road approximately 35m to the south of the subject land, serving the high-frequency bus corridor along the subject section of Payneham Road. First Lane has a boundary-to-boundary width of approximately 4.6m adjacent to the subject building.

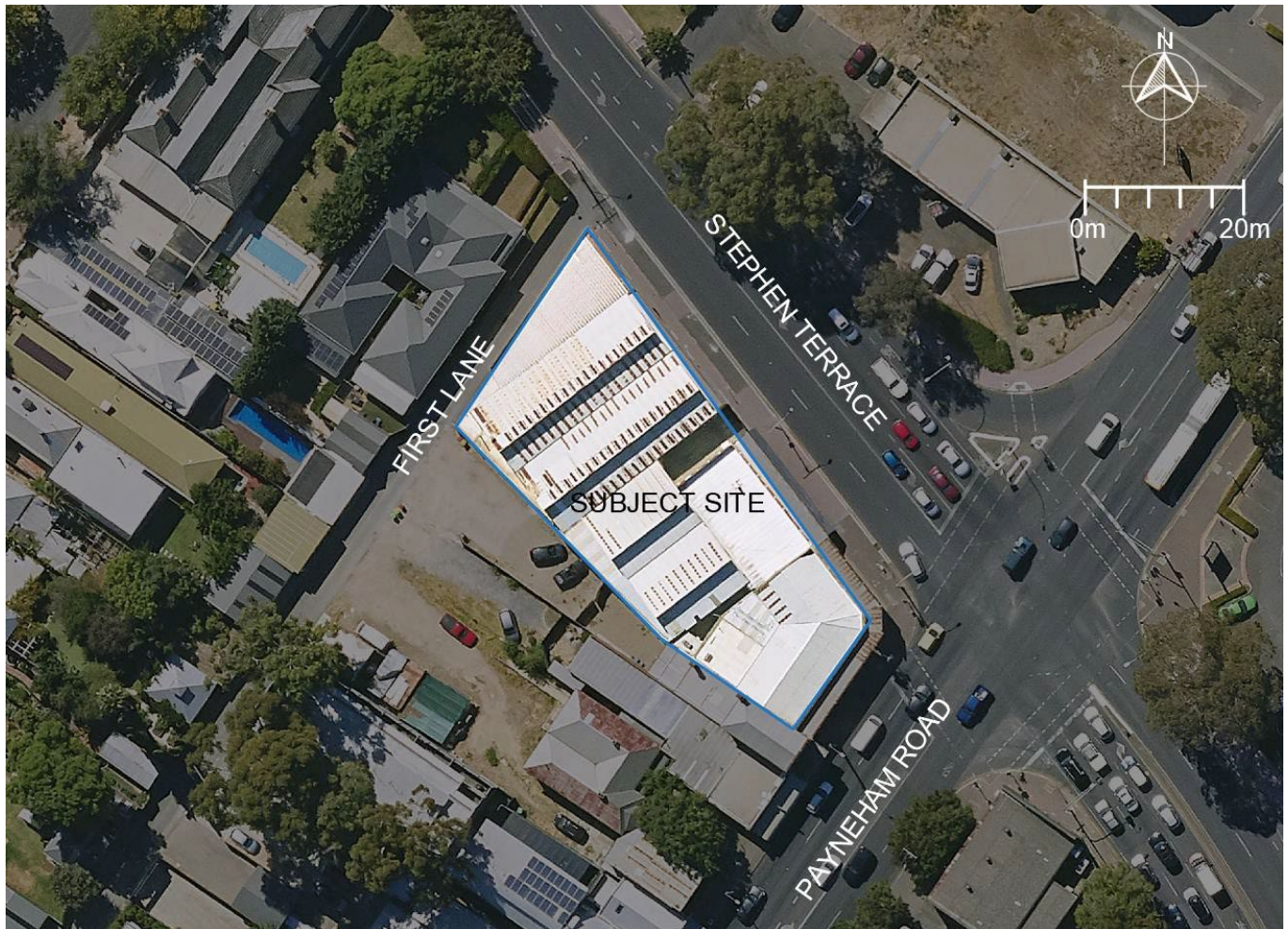
Surveys of traffic movements were undertaken by this firm at the intersection of First Lane with Stephen Terrace during periods corresponding to am and pm peak hour commuter periods between:-

- 3.00 pm and 6.00 pm on Wednesday 5 February 2024, and
- 7.30 am and 9.30 am on Thursday 6 February 2024.
- The results of these surveys identified, inter alia:-

- A maximum of 4 entry /exit movements in the one-hour period between 3.45 pm and 4.45 pm on Wednesday 5 February 2025 with only 5 other movements occurring within the remainder of the three hour survey period, and
- A maximum of 9 entry /exit movements in the one-hour period between 8.30 am and 9.30 am on Thursday 6 February 2025 with no traffic using this lane in the period between 7.30 am and 8.30 am.

The results of the above traffic surveys identified that there is only a very low level of traffic movements within First Lane directly adjacent to the subject land.

Aerial imagery of the subject site and adjoining locality is provided in *Figure 1* below.

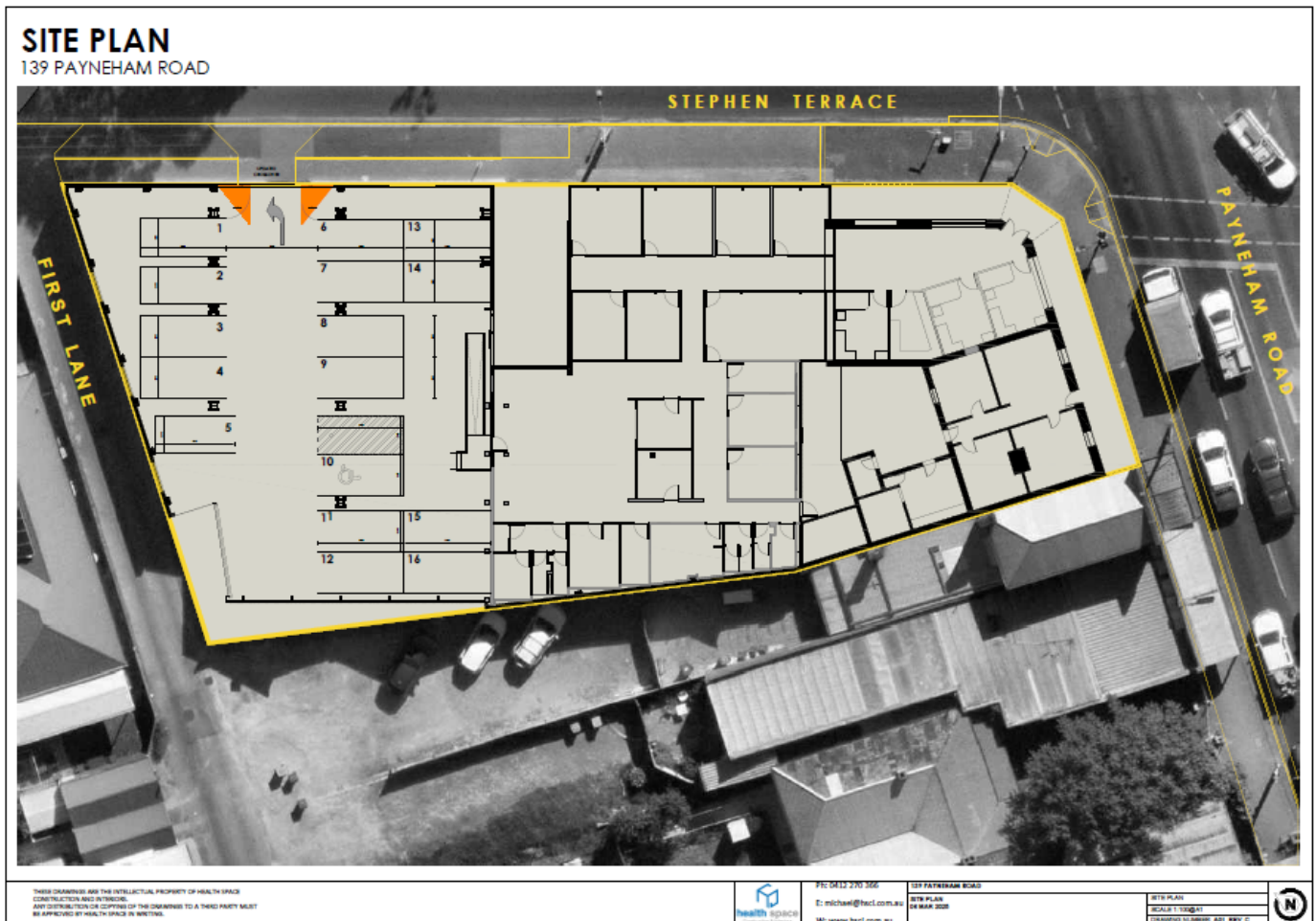


*Figure 1: Subject site and surrounding locality*

## PROPOSED DEVELOPMENT

I note that the proposed development is identified by a series of plans prepared by *Health Space* including a *Site Plan* (Drawing No. A01\_REV\_C) dated 6 March 2025 as reproduced in *Figure 2* below.





*Figure 2: Site Plan*

The above plan identifies that the proposed development will provide for changes to the internal layout of the building comprising:-

- Use of the north-western portion of the subject building as a car parking area for patients and staff of the proposed medical centre (Area 1) with an internal area of approximately 565m<sup>2</sup>,
- Reconfiguration of the central portion of the subject building to accommodate a general practice medical centre (Area 2) with an internal area of 445m<sup>2</sup>. The plans identify that this land use component will provide, inter alia:
  - a total of 8 consulting rooms,
  - a pathology suite,
  - a patient waiting area,
  - a nurse's station,
  - a general treatment room, and
  - staff and amenity areas,
- potential future expansion of the medical centre into the north-eastern corner of the building (Area 3 with an internal area of approximately 97m<sup>2</sup>) which would provide for an additional three consulting rooms, and

- use of the south-eastern corner of the building retention for a potential unrelated commercial tenant (Area 4 with an internal area of approximately 180m<sup>2</sup>),

*Figure 2* (above) identifies a proposed parking layout within the building with provision for 16 car parking spaces within the north-western portion of the subject building (Area 1). This proposed parking layout takes into account the location of the internal columns within this section of the building. It is proposed that this car parking area:-

- would be used by both patients and staff,
- will provide for vehicular entry into this car park off First Lane, and
- will provide vehicular exit from this car park via use of the existing access doorway on Stephen Terrace with minor reconfiguration to provide for pedestrian-vehicular sight line splays on both sides of this access point.

The on-site car parking area will provide the following minimum dimensions:-

- Widths of 2.4 m for both the accessible car parking space and associated shared area,
- Widths of 2.6m for the majority of the remaining spaces with the exception of one designated small car parking space with a minimum width of 2.3m,
- Space lengths of 5.4 m with the exception of the one specifically designated small car parking space which will be 5.0 m in length, and
- An aisle width between the two rows of parking of 5.8 m.

The proposed internal car parking area will include 4 pairs of tandem / stacked car parking spaces. The individual lengths of each of these tandem spaces will also be 5.4 m. It is proposed that the rear of each of these pairs of tandem spaces would be used by staff with the remaining spaces used by patients.

On the above basis, it is considered that the design of the on-site car parking areas would fully meet or exceed the dimensional requirements of the relevant off-street car parking standards (*AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2022*).

Pedestrian access from the internal car parking within the building will be provided via a pedestrian ramp located to the rear of shared space within the on-site parking area.

A bin storage area will be provided in the south-western corner of the subject car park adjacent to space 5 with waste to be collected by waste contractors accessing First Lane in after hour periods.

## PARKING ASSESSMENT

### Car parking

Car parking requirements relevant to the proposed development are provided within *Table 2 - Off Street Car Parking Requirements in Designated Areas* and reflect the location of the proposed non-residential land use on the subject land within a *Business Neighbourhood Zone* adjacent to an arterial roadway with a high frequency bus service.

More particularly there would be an empirical requirement to provide:-

- A minimum of 3.0 car parking spaces per 100 m<sup>2</sup> of gross leasable floor area, and
- a maximum of 6.0 car parking spaces per 100 m<sup>2</sup> of gross leasable floor area.

The existing development would theoretically require a minimum provision of 39 car parking spaces based upon the total floor area of 1287m<sup>2</sup> currently provided within the subject building.

The proposed development would theoretically require a minimum provision of 22 car parking spaces based upon the total 722m<sup>2</sup> to be provided within the subject building noting the proposed use of approximately 565m<sup>2</sup> of the building to provide car parking on site.

Consequently, the proposed land use would not only provide parking on-site but would consequently result in a significant reduction in the existing car parking shortfall from that associated with the current configuration of the building resulting in a more desirable car parking outcome compared to the current land use.

### Bicycle Parking

*Table 3 - Off Street Bicycle Parking Requirements* within the *Transport Access and Parking Overlay* of the *Planning and Design Code* identifies bicycle parking requirements relevant to the subject development (consulting rooms), namely a requirement for one space for every 20 employees plus one space for every 20 consulting rooms for customers.

Based on my understanding that there would be no more than 20 staff on site at any one time with at most 11 consulting rooms there would be a requirement for only:-

- One bicycle parking space for staff, and
- One bicycle parking space for customers.

Potentially bicycle parking for staff could be accommodated within the proposed internal parking area. Bicycle parking for customers could be provided within the walkway linking the pedestrian entrance into the building with the verge / footpath area on Stephen Terrace.

On the understanding that such bicycle parking could be provided by a double-sided bicycle rail in each location this would provide for two bicycles used by staff and two bicycles used by patients of the proposed medical centre.

### TRAFFIC ASSESSMENT

The *'Trip Generation Surveys Medical Centres Analysis'* report produced by TEF Consulting, commissioned by the Roads and Maritime Services of NSW (dated August 2015) identifies a wide range of surveyed vehicular trip generation rates for medical centres. From surveys undertaken at 14 medical centre developments in Metropolitan Sydney, an average peak hour vehicular trip generation rate of 7.4 vehicle trips per 100m<sup>2</sup> was identified.

It is therefore estimated that the proposed 565m<sup>2</sup> development could generate up to 42 weekday peak hour vehicle trips.

However, given that the proposed development is located directly adjacent to a 'high frequency' public transport corridor, it is likely that the actual volume of traffic generated by the proposed development would be less than forecast above.



Furthermore, the only traffic accessing the subject development would be limited to that entering and exiting the proposed internal parking area.

All cars accessing the proposed on-site car park will enter via First Lane and exit onto Stephen Terrace.

Given the existing low volumes of traffic on First Lane it is considered that the proposed use of the subject land as a medical centre will not result in adverse traffic impacts on the adjoining road network.

Vehicle turning (swept) path diagrams have been included within an appendix (*Figure 3*) to this report showing the ability for a B99 passenger design vehicle entering the proposed on-site car park from the north along First lane a B99 passenger design vehicle turning onto Stephen Terrace when exiting the on-site parking area.

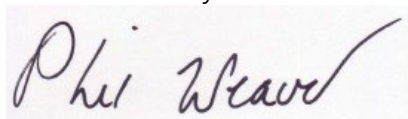
Medical waste is anticipated to be collected by small vehicles similar in size to a van. These vehicles will also be able to enter the proposed car parking area from First Lane and exit onto Stephen Terrace when exiting the subject car park.

## SUMMARY AND CONCLUSIONS

In summary, the proposed development will:

- Provide 16 on-site car parking spaces, including an accessible car parking space,
- Provide a design standard that is considered appropriate as it would meet the dimensional requirements of the relevant Australian Standards for off-street car parking areas associated with staff parking, and
- Generate traffic volumes that are well within the capacity of the road network in the location of the subject site, via an appropriately located vehicular access point.

Yours sincerely



Phil Weaver  
Phil Weaver and Associates Pty Ltd

*Enc: Figure 3*

**5.2 DEVELOPMENT NUMBER ID 25015485 – THE CITY OF NORWOOD PAYNEHAM & ST PETERS – 188 O G ROAD FELIXSTOW**

<b>DEVELOPMENT NO.:</b>	25015485
<b>APPLICANT:</b>	City of Norwood Payneham and St. Peters
<b>ADDRESS:</b>	188 O G RD FELIXSTOW SA 5070 188 O G RD FELIXSTOW SA 5070 188 O G RD FELIXSTOW SA 5070
<b>NATURE OF DEVELOPMENT:</b>	Variation to Development Applications 22017508 and 23024217 comprising amendments to the water slide tower design (to include shading), an increase in the size of the zero-depth splash play area and the construction of a shade structure associated with this area
<b>ZONING INFORMATION:</b>	<b>Zones:</b> <ul style="list-style-type: none"> <li>• Housing Diversity Neighbourhood</li> </ul> <b>Overlays:</b> <ul style="list-style-type: none"> <li>• Airport Building Heights (Regulated)</li> <li>• Advertising Near Signalised Intersections</li> <li>• Affordable Housing</li> <li>• Future Road Widening</li> <li>• Hazards (Flooding)</li> <li>• Heritage Adjacency</li> <li>• Hazards (Flooding - General)</li> <li>• Local Heritage Place</li> <li>• Prescribed Wells Area</li> <li>• Regulated and Significant Tree</li> <li>• Stormwater Management</li> <li>• Traffic Generating Development</li> <li>• Urban Transport Routes</li> <li>• Urban Tree Canopy</li> <li>• Water Resources</li> </ul>
<b>LODGEMENT DATE:</b>	4 Jun 2025
<b>RELEVANT AUTHORITY:</b>	Assessment Panel at City of Norwood Payneham and St. Peters
<b>PLANNING &amp; DESIGN CODE VERSION:</b>	P&D Code (in effect) Version 2025.10 29/05/2025
<b>CATEGORY OF DEVELOPMENT:</b>	Code Assessed - Performance Assessed
<b>NOTIFICATION:</b>	Yes
<b>RECOMMENDING OFFICER:</b>	Kieran Fairbrother, Senior Urban Planner
<b>REFERRALS STATUTORY:</b>	Nil
<b>REFERRALS NON-STATUTORY:</b>	Nil

**CONTENTS:**

APPENDIX 1:	Relevant P&D Code Policies	ATTACHMENT 4:	Representation Map
ATTACHMENT 1:	Application Documents	ATTACHMENT 5:	Representations
ATTACHMENT 2:	Subject Land Map	ATTACHMENT 6:	Response to Representations
ATTACHMENT 3:	Zoning Map		

## DETAILED DESCRIPTION OF PROPOSAL:

By way of development authorisation 22017508, the Applicant obtained planning consent for the “demolition of existing swimming pools, pavilion and minor structure and the construction of new swimming pools, pavilion, plant room, pool enclosure and shade structures”. Several variations to the proposal were then made and approved as part of development authorisation 23024217, whereas development authorisation 24000067 approved the removal of a significant tree on this site.

This development application seeks to make some amendments to the existing approved facility, namely:

- The addition of cladding to the water slide tower, to provide shade for users;
- An increase in the size of the zero-depth splash pool area; and
- The construction of a wing-shaped shade structure over this area, to provide shade for users.

## SUBJECT LAND & LOCALITY:

### Site Description:

**Location reference:** 188 O G RD FELIXSTOW SA 5070

<b>Title ref.:</b> CT 5386/506	<b>Plan Parcel:</b> D42573 QP23	<b>Council:</b> THE CITY OF NORWOOD PAYNEHAM AND ST PETERS
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**Location reference:** 188 O G RD FELIXSTOW SA 5070

<b>Title ref.:</b> CT 5744/453	<b>Plan Parcel:</b> F40075 AL16	<b>Council:</b> THE CITY OF NORWOOD PAYNEHAM AND ST PETERS
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**Location reference:** 188 O G RD FELIXSTOW SA 5070

<b>Title ref.:</b> CT 5859/643	<b>Plan Parcel:</b> D58460 AL100	<b>Council:</b> THE CITY OF NORWOOD PAYNEHAM AND ST PETERS
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Shape:	irregular
Frontage width:	approx. 133m to O G Road / approx. 120m to Payneham Road
Area:	approx. 1.7 hectares
Topography:	relatively flat
Existing Structures:	swimming pools and associated amenities buildings and other ancillary structures
Existing Vegetation:	several large trees, some of which are regulated or significant, and other lower-lying plants and grasses

### Locality

The development site has a direct frontage to O G Road and sits between a public library to the north and a large car parking area and commercial building to the south, characterising the east side of O G Road as one of a distinctly commercial character. The western side of O G Road, however, is characterised by low-rise residential living. A creek and large recreational field border the development site to the east, both of which extend from Turner Road through to Payneham Road. Thus, the locality has a mixed character, with medium-density residential housing to the west separated from the open expanses of space to the east.

## CONSENT TYPE REQUIRED:

Planning Consent

## CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**  
Other - Community - Variation: Code Assessed - Performance Assessed  
Shade sail: Code Assessed - Performance Assessed
- **OVERALL APPLICATION CATEGORY:**  
Code Assessed - Performance Assessed
- **REASON**  
P&D Code

## PUBLIC NOTIFICATION

- **REASON**  
The cladding attached to the tower does not meet any of the excluded elements of development in Table 5, nor is it minor in nature.
- **LIST OF REPRESENTATIONS**

First Name	Surname	Address	Position	Wishes to be heard?
Vince	Schirripa		Opposed	No
Teresa	Schirripa		Opposed	No
Vince	Schirripa		Opposed	No
Vince	Schirripa		Opposed	No
Bradley	Elborough		Support	No
Laura	Schirripa		Support, with concerns	No

- **SUMMARY**  
All representors opposed to the development expressed concerns about noise generated from the development.

## AGENCY REFERRALS

Nil

## INTERNAL REFERRALS

Nil

## PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in Appendix One.

### **Zero-Depth Splash Play Area and Shade Structure**

Performance Outcome 10.3 of the Housing Diversity Neighbourhood Zone states:

*Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.*

The extension of the zero-depth splash play area is inconsequential to the streetscape and won't affect the appearance of buildings on the site of the development.

The shade structure measures 8m in height at its tallest point, which places it approximately 3m taller than the adjacent plant room and 1.5m lower than the swimming pool building parapet – both of which are located between the proposed shade structure and O G Road.

In this context, the shade structure might be partly visible from O G Road, above the plant room building, but will not be a dominant element given it will remain lower in height than the swimming pool building and behind it. The chosen colour of 'graphite' will also reduce the structure's visual dominance. Accordingly, this structure is not considered to detract from the streetscape character of O G Road. This structure will be setback over 50m from Turner Street and is therefore not considered to impact this streetscape at all. Hence, the shade structure sufficiently complies with Performance Outcome 10.3 above.

Performance Outcome 1.2 of the Interface Between Land Uses module states:

*Development adjacent to a site containing a sensitive receiver...or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.*

Some representors have raised concerns about noise from the development causing impacts to the amenity of nearby dwellings (sensitive receivers). It is not clear if these representations concern only the proposed development – which realistically could only relate to the increased size of the zero-depth splash play area – or the original development in its entirety (i.e. the entire swimming pool complex). Nevertheless, they are genuine concerns and should be addressed.

The zero-depth splash play area is proposed to be increased in size by approximately 50%, with additional equipment also being added to this area. This is best demonstrated on page 2 of **Attachment 1**. It is reasonable to anticipate that with an increased area and additional play equipment, the zero-depth splash area will generate additional users and therefore result in additional noise. However, this area is located approximately 35m from the boundary with O G road, behind a 5-metre-tall building, and approximately 70m away from the nearest habitable room window of a dwelling separated by a busy arterial road. Accordingly, the additional sound created by additional users of the increased zero-depth splash play area is not expected to be of such a volume as to be noticeable in the surrounding environment and is therefore not considered to unreasonably impact on the amenity of nearby sensitive receivers, consistent with Performance Outcome 1.2 above.

### **Water Slide Tower Cladding**

Performance Outcome 1.4 of the Housing Diversity Neighbourhood Zone states:

*Expansion of existing community services such as educational facilities, community facilities and child care facilities in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.*

Performance Outcome 1.5 of the Housing Diversity Neighbourhood Zone states:

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

Performance Outcome 10.3 of the Housing Diversity Neighbourhood Zone states:

*Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.*

Performance Outcome 4.3 of the Design in Urban Areas module states:

*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.*

The water slide tower structure was approved as part of development authorisation 22017508. This application seeks to install external cladding to the structure to provide shade for users. The need for this shading arose out of a Safety in Design Review of the tower, which identified a risk to user safety by way of direct sunlight when using the slide tower.

The shade cladding is comprised of square perforated metal panels of varying hole sizes (7.9mm or 30mm), designed to provide some visual interest to the structure. The slide tower is significantly set back from both O G Road and Turner Street such that it poses little visual impact to both of those streetscapes. The addition of the perforated metal cladding will not materially impact either of those streetscapes either. The two selected tile patterns have transparency levels of 51% and 40% respectively which provide sufficient transparency to reduce the visual bulk and mass of this structure while also providing some visual interest. Accordingly, the proposed addition of shade cladding to the water slide tower complies with the abovementioned Performance Outcomes and warrants support.

### **Question of Seriously at Variance**

Having considered the proposal against the relevant provisions of the Planning & Design Code (version 2025.10, dated 29/05/2025), the proposal is not considered to be seriously at variance with the provisions of the Planning & Design Code because the proposed development is reasonably expected in the context of the existing approval and will produce no additional impact on the amenity of nearby premises.

### **CONCLUSION**

The proposed development constitutes reasonable alterations to the existing development authorisation which are considered to have a minor impact on the visual and environmental amenity of the locality, thereby warranting planning consent.

### **RECOMMENDATION**

It is recommended that the Council Assessment Panel resolve that:

1. The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.



2. Development Application Number 25015485, by City of Norwood Payneham and St. Peters is granted Planning Consent subject to the following conditions:

**CONDITIONS**

**Planning Consent**

Condition 1

The development granted Planning Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any), noting that all previous stamped plans and documentation, including conditions previously granted Planning Consent and Development Approval for Development Application ID No's 22017508 and 23024217 are still applicable except where varied by this authorisation.

**ADVISORY NOTES**

**Planning Consent**

Advisory Note 1

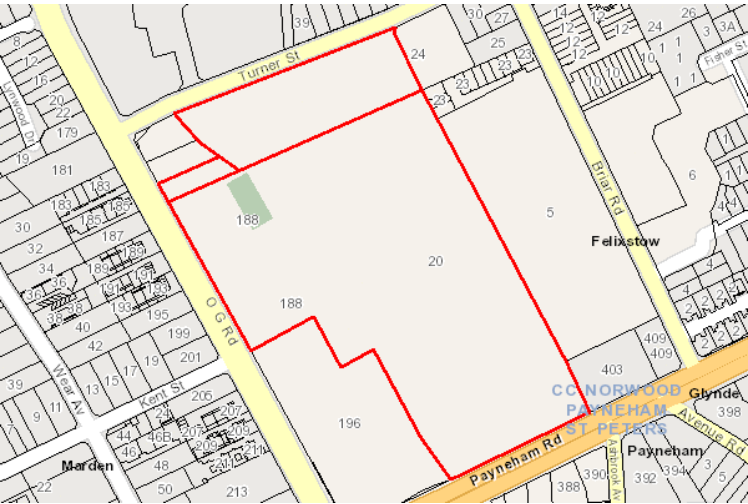
Appeal Rights - General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

Advisory Note 2

This approval varies the original consent / approval to which it applies, but it does not extend nor vary the operative date of the original consent / approval. The consent / approval must be acted upon within the operative date applicable, unless extended by the relevant authority via separate submission.

Address: 188 O G RD FELIXSTOW SA 5070

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



Property Zoning Details

Zone

Housing Diversity Neighbourhood

Overlay

- Airport Building Heights (Regulated) (All structures over 45 metres)
- Advertising Near Signalised Intersections
- Affordable Housing
- Future Road Widening
- Hazards (Flooding)
- Heritage Adjacency
- Hazards (Flooding - General)
- Local Heritage Place (7799)
- Prescribed Wells Area
- Regulated and Significant Tree
- Stormwater Management
- Traffic Generating Development
- Urban Transport Routes
- Urban Tree Canopy
- Water Resources

Local Variation (TNV)

- Minimum Frontage (Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 8m; row dwelling is 5m; group dwelling is 18m; residential flat building is 18m)
- Minimum Site Area (Minimum site area for a detached dwelling is 330 sqm; semi-detached dwelling is 300 sqm; row dwelling is 200 sqm; group dwelling is 200 sqm)
- Maximum Building Height (Levels) (Maximum building height is 2 levels)
- Maximum Building Height (Levels) (Maximum building height is 3 levels)

Development Pathways

- Housing Diversity Neighbourhood

1. Accepted Development  
Means that the development type does not require planning consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.
  - Air handling unit, air conditioning system or exhaust fan
  - Building alterations
  - Building work on railway land
  - Partial demolition of a building or structure
  - Solar photovoltaic panels (roof mounted)

- Water tank (above ground)
- Water tank (underground)

## 2. Code Assessed - Deemed to Satisfy

Means that the development type requires consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

- Carport
- Deck
- Land division
- Temporary accommodation in an area affected by bushfire
- Verandah

## 3. Code Assessed - Performance Assessed

Performance Assessed development types listed below are those for which the Code identifies relevant policies.

Additional development types that are not listed as Accepted, Deemed to Satisfy or Restricted default to a Performance assessed Pathway. Please contact your local council for more information.

- Ancillary accommodation
- Carport
- Deck
- Demolition
- Detached dwelling
- Dwelling addition
- Dwelling or residential flat building undertaken by:
  - (a) the South Australian Housing Trust either individually or jointly with other persons or bodies
  - or
  - (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.
- Fence
- Group dwelling
- Land division
- Outbuilding
- Residential flat building
- Retaining wall
- Row dwelling
- Semi-detached dwelling
- Tree-damaging activity
- Verandah

## 4. Impact Assessed - Restricted

Means that the development type requires approval. Classes of development that are classified as Restricted are listed in Table 4 of the relevant Zones.

# Part 2 - Zones and Sub Zones

## Housing Diversity Neighbourhood Zone

### Assessment Provisions (AP)

#### Desired Outcome (DO)

Desired Outcome	
DO 1	Medium density housing supports a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without

compromising residential amenity.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>Diverse range of medium density housing and accommodation complemented by a range of compatible non-residential uses supporting an active, convenient, and walkable neighbourhood.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> <li>(a) Ancillary accommodation</li> <li>(b) Child care facility</li> <li>(c) Consulting room</li> <li>(d) Community facility</li> <li>(e) Dwelling</li> <li>(f) Educational facility</li> <li>(g) Office</li> <li>(h) Place of Worship</li> <li>(i) Recreation area</li> <li>(j) Residential flat building</li> <li>(k) Retirement facility</li> <li>(l) Shop</li> <li>(m) Supported accommodation.</li> </ul>
<p>PO 1.2</p> <p>Commercial activities improve community access to services are of a scale and type to maintain residential amenity.</p>	<p>DTS/DPF 1.2</p> <p>A shop, consulting room or office (or any combination thereof) satisfies any one of the following:</p> <ul style="list-style-type: none"> <li>(a) it is located on the same allotment and in conjunction with a dwelling where all the following are satisfied: <ul style="list-style-type: none"> <li>(i) does not exceed 50m<sup>2</sup> gross leasable floor area</li> <li>(ii) does not involve the display of goods in a window or about the dwelling or its curtilage</li> </ul> </li> <li>(b) it reinstates a former shop, consulting room or office in an existing building (or portion of a building) and satisfies one of the following: <ul style="list-style-type: none"> <li>(i) the building is a State or Local Heritage Place</li> <li>(ii) is in conjunction with a dwelling and there is no increase in the gross leasable floor area previously used for non-residential purposes</li> </ul> </li> <li>(c) is located more than 500m from an Activity Centre and satisfies one of the following: <ul style="list-style-type: none"> <li>(i) does not exceed 100m<sup>2</sup> gross leasable floor area (individually or combined, in a single building) where the site does not have a frontage to a State Maintained Road</li> <li>(ii) does not exceed 200m<sup>2</sup> gross leasable floor area (individually or combined, in a single building) where the site has a frontage to a State Maintained Road</li> </ul> </li> <li>(d) the development site abuts an Activity Centre and all the following are satisfied: <ul style="list-style-type: none"> <li>(i) it does not exceed 200m<sup>2</sup> gross leasable floor area (individually or combined, in a single building)</li> <li>(ii) the proposed development will not result in a combined gross leasable floor area (existing and proposed) of all shops, consulting rooms and offices that abut the Activity Centre in this zone exceeding the lesser of the following:</li> </ul> </li> </ul>

	<div>A. 50% of the existing gross leasable floor area within the Activity Centre</div> <div>B. 1000m<sup>2</sup>.</div>				
<div>PO 1.3</div> <div>Non-residential development located and designed to improve community accessibility to services, primarily in the form of:</div> <div><div>(a) small-scale commercial uses such as offices, shops and consulting rooms</div><div>(b) community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services</div><div>(c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities</div><div>(d) open space and recreation facilities.</div></div>	<div>DTS/DPF 1.3</div> <div>None are applicable.</div>				
<div>PO 1.4</div> <div>Expansion of existing community services such as educational facilities, community facilities and child care facilities in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.</div>	<div>DTS/DPF 1.4</div> <div>Alteration of or addition to existing educational facilities, community facilities or child care facilities where all the following are satisfied:</div> <div><div>(a) set back at least 3m from any boundary shared with a residential land use</div><div>(b) building height not exceeding 1 building level</div><div>(c) the total floor area of the building not exceeding 150% of the total floor area prior to the addition/alteration</div><div>(d) off-street vehicular parking exists or will be provided 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.</div></div>				
<div>PO 1.5</div> <div>Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.</div>	<div>DTS/DPF 1.5</div> <div>None are applicable.</div>				
Site Dimensions and Land Division					
<div>PO 2.1</div> <div>Allotments/sites created for residential purposes accommodate a diverse range of low to medium density housing, with higher densities closer to public open space, public transport stations and activity centres.</div>	<div>DTS/DPF 2.1</div> <div>Development will not result in more than 1 dwelling on an existing allotment</div> <div>or</div> <div>Allotments/sites for residential purposes accord with the following:</div> <div><div>(a) site areas (or allotment areas in the case of land division) are not less than the following (average site area per dwelling, including common areas, applies for group dwellings or dwellings within a residential flat building):</div><table><tr><th>Minimum Site Area</th></tr><tr><td>Minimum site area for a detached dwelling is 330 sqm; semi-detached dwelling is 300 sqm; row dwelling is 200 sqm; group dwelling is 200 sqm</td></tr></table><div>and</div><div>(b) site frontages (or allotment frontages in the case of land division) are not less than:</div><table><tr><th>Minimum Frontage</th></tr><tr><td>Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 8m; row dwelling is 5m; group dwelling is 18m; residential flat building is 18m</td></tr></table></div>	Minimum Site Area	Minimum site area for a detached dwelling is 330 sqm; semi-detached dwelling is 300 sqm; row dwelling is 200 sqm; group dwelling is 200 sqm	Minimum Frontage	Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 8m; row dwelling is 5m; group dwelling is 18m; residential flat building is 18m
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Minimum Frontage					
Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 8m; row dwelling is 5m; group dwelling is 18m; residential flat building is 18m					

	<p>In relation to DTS/DPF 2.1, in instances where:</p> <ul style="list-style-type: none"><li>(c) more than one value is returned in the same field, refer to the <i>Minimum Frontage Technical and Numeric Variation</i> layer or <i>Minimum Site Area Technical and Numeric Variation</i> layer in the SA planning database to determine the applicable value relevant to the site of the proposed development.</li><li>(d) no value is returned in DTS/DPF 2.1(a) (i.e. there is a blank field or the value is not relevant), then a net residential density of up to 70 dwellings per hectare applies.</li><li>(e) no value is returned in DTS/DPF 2.1(b) (i.e. there is a blank field or the value is not relevant), then there is no minimum frontage and DTS/DPF 2.1(b) is met.</li></ul>			
<p>PO 2.2</p> <p>Development creating new allotments/sites in conjunction with retention of an existing dwelling ensures the site of the existing dwelling remains fit for purpose.</p>	<p>DTS/DPF 2.2</p> <p>Where the site of a dwelling does not comprise an entire allotment:</p> <ul style="list-style-type: none"><li>(a) the balance of the allotment accords with the requirements specified in Housing Diversity Neighbourhood Zone DTS/DPF 2.1</li><li>(b) if there is an existing dwelling on the allotment that will remain on the allotment after completion of the development it will not contravene:<ul style="list-style-type: none"><li>(i) private open space requirements specified in Design in Urban Areas Table 1 - Private Open Space</li><li>(ii) car parking requirements 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.</li></ul></li></ul>			
Building Height				
<p>PO 3.1</p> <p>Building height is consistent with the form expressed in any relevant <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer and <i>Maximum Building Height (Metres) Technical and Numeric Variation</i> layer or is generally low rise, or complements the height of nearby buildings.</p>	<p>DTS/DPF 3.1</p> <p>Building height (excluding garages, carports and outbuildings) is no greater than:</p> <ul style="list-style-type: none"><li>(a) the following:<table><tr><th>Maximum Building Height (Levels)</th></tr><tr><td>Maximum building height is 2 levels</td></tr><tr><td>Maximum building height is 3 levels</td></tr></table></li><li>(b) in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)) - 2 building levels up to a maximum height of 9m.</li></ul> <p>In relation to DTS/DPF 3.1, in instances where:</p> <ul style="list-style-type: none"><li>(c) more than one value is returned in the same field, refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation</i> layer or <i>Maximum Building Height (Meters) Technical and Numeric Variation</i> layer in the SA planning database to determine the applicable value relevant to the site of the proposed development</li><li>(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.</li></ul>	Maximum Building Height (Levels)	Maximum building height is 2 levels	Maximum building height is 3 levels
Maximum Building Height (Levels)				
Maximum building height is 2 levels				
Maximum building height is 3 levels				
Primary Street Setback				
<p>PO 4.1</p> <p>Buildings are set back from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape.</p>	<p>DTS/DPF 4.1</p> <p>Buildings setback from the primary street boundary in accordance with the following table:</p>			



	<table><tr><th>Development Context</th><th>Minimum setback</th></tr><tr><td>In all cases.</td><td>3m</td></tr></table>	Development Context	Minimum setback	In all cases.	3m
Development Context	Minimum setback				
In all cases.	3m				
	For the purposes of <b>DTS/DPF 4.1</b> :  <div><div>(a)</div>the setback of an existing building on an abutting site to the street boundary that it shares with the site of the proposed building is to be measured from the closest building wall to that street boundary at its closest point to the building wall and any existing projection from the building such as a verandah, porch, balcony, awning or bay window is not taken to form part of the building for the purposes of determining its setback</div> <div><div>(b)</div>any proposed projections such as a verandah, porch, balcony, awning or bay window may encroach not more than 1.5 metres into the minimum setback prescribed in the table</div>				
Secondary Street Setback					
<div>PO 5.1</div> <div>Buildings are set back from secondary street boundaries to achieve a pattern of separation between building walls and public thoroughfares and to reinforce streetscape character.</div>	<div>DTS/DPF 5.1</div> <div>Building walls (except for ancillary buildings and structures) are set back at least 900mm from the boundary of the allotment with the secondary street frontage, or if a building on any adjoining allotment is closer to the secondary street than 900mm, not less than the distance of that building from the boundary with the secondary street.</div>				
Boundary Walls					
<div>PO 6.1</div> <div>Walls on boundaries are limited in height and length to manage visual and overshadowing impacts on adjoining properties.</div>	<div>DTS/DPF 6.1</div> <div>Except where the building is a dwelling and is located on a central site within a row dwelling or terrace arrangement, side boundary walls occur on only one side boundary and satisfy (a) or (b) below:</div> <div><div>(a)</div>side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height</div> <div><div>(b)</div>side boundary walls do not:<div><div>(i)</div>exceed 3m in wall height</div><div><div>(ii)</div>exceed 11.5m in length</div><div><div>(iii)</div>when combined with other walls on the boundary of the subject development site, exceed a maximum 45% of the length of the boundary</div><div><div>(iv)</div>encroach within 3m of any other existing or proposed boundary walls on the subject land.</div></div>				
<div>PO 6.2</div> <div>Dwellings in a semi-detached, row or terrace arrangements maintain space between buildings consistent with a suburban streetscape character.</div>	<div>DTS/DPF 6.2</div> <div>Dwelling walls in a semi-detached, row or terrace arrangement are set back at least 900mm from side boundaries shared with allotments outside the development site.</div>				
Side Boundary Setback					
<div>PO 7.1</div> <div>Buildings walls are set back from side boundaries to provide:</div> <div><div>(a)</div>separation between buildings in a way that complements the established character of the locality</div> <div><div>(b)</div>access to natural light and ventilation for neighbours.</div>	<div>DTS/DPF 7.1</div> <div>Other than walls located on a side boundary, building walls are set back from side boundaries in accordance with the following:</div> <div><div>(a)</div>where the wall height does not exceed 3m - at least 900mm</div> <div><div>(b)</div>where the wall height exceeds 3m - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings.</div>				
Rear Boundary Setback					
<div>PO 8.1</div> <div>Building walls (excluding ancillary buildings and structures) are set back from rear boundaries to provide:</div> <div><div>(a)</div>separation between buildings in a way that complements the established character of the locality</div>	<div>DTS/DPF 8.1</div> <div>Building walls (excluding ancillary buildings and structures) are set back from the rear boundary at least:</div> <div><div>(a)</div>3m for the first building level or 0m where the rear boundary abuts a laneway</div>				

<p>(b) access to natural light and ventilation for neighbours</p> <p>(c) open space recreational opportunities</p> <p>(d) space for landscaping and vegetation.</p>	<p>(b) 5m for any second building level</p> <p>(c) 5m plus any increase in wall height over 7m for buildings of 3 building levels and above.</p>
Concept Plans	
<p>PO 9.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.</p>	<p>DTS/DPF 9.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <p>In relation to DTS/DPF 9.1, in instances where:</p> <p>(a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant.</p> <p>(b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 9.1 is met.</p>
Ancillary buildings and structures	
<p>PO 10.1</p> <p>Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 10.1</p> <p>Ancillary buildings:</p> <p>(a) are ancillary to a dwelling erected on the same site</p> <p>(b) have a floor area not exceeding 60m<sup>2</sup></p> <p>(c) are not constructed, added to or altered so that any part is situated:</p> <p>(i) in front of any part of the building line of the dwelling to which it is ancillary or</p> <p>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</p> <p>(d) in the case of a garage or carport, the garage or carport:</p> <p>(i) is set back at least 5.5m from the boundary of the primary street</p> <p>(ii) when facing a primary street or secondary street, has a total door / opening not exceeding:</p> <p>A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser</p> <p>B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width</p> <p>(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <p>(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and</p> <p>(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent</p> <p>(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</p> <p>(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p>

	<p>(h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:</p> <p>(i) a total area as determined by the following table:</p> <table> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m<sup>2</sup>)</th><th>Minimum percentage of site</th></tr> <tr> <td>&lt;150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>201-450</td><td>20%</td></tr> <tr> <td>&gt;450</td><td>25%</td></tr> </table> <p>(ii) the amount of existing soft landscaping prior to the development occurring.</p>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )	Minimum percentage of site	<150	10%	150-200	15%	201-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )	Minimum percentage of site										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										
<p>PO 10.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.</p>	<p>DTS/DPF 10.2</p> <p>Ancillary buildings and structures do not result in:</p> <p>(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space</p> <p>(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.</p>										
<p>PO 10.3</p> <p>Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.</p>	<p>DTS/DPF 10.3</p> <p>Non-residential ancillary buildings and structures:</p> <p>(a) are ancillary and subordinate to an existing non-residential use on the same site</p> <p>(b) have a floor area not exceeding the following:</p> <table> <tr> <th>Allotment size</th><th>Floor area</th></tr> <tr> <td>≤500m<sup>2</sup></td><td>60m<sup>2</sup></td></tr> <tr> <td>&gt;500m<sup>2</sup></td><td>80m<sup>2</sup></td></tr> </table> <p>(c) are not constructed, added to or altered so that any part is situated:</p> <p>(i) in front of any part of the building line of the main building to which it is ancillary or</p> <p>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</p> <p>(d) in the case of a garage or carport, the garage or carport:</p> <p>(i) is set back at least 5.5m from the boundary of the primary street</p> <p>(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <p>(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary</p> <p>(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent</p>	Allotment size	Floor area	≤500m <sup>2</sup>	60m <sup>2</sup>	>500m <sup>2</sup>	80m <sup>2</sup>				
Allotment size	Floor area										
≤500m <sup>2</sup>	60m <sup>2</sup>										
>500m <sup>2</sup>	80m <sup>2</sup>										

	<ul style="list-style-type: none"> <li>(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</li> <li>(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</li> <li>(h) have a wall height (or post height) not exceeding 3m (and not including a gable end)</li> <li>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</li> <li>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.</li> </ul>
Advertisements	
PO 11.1 Advertisements identify the associated business activity, and do not detract from the residential character of the locality.	DTS/DPF 11.1 Advertisements relating to a lawful business activity associated with a residential use do not exceed 0.3m <sup>2</sup> and mounted flush with a wall or fence.

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

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

#### Interpretation

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

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

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

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

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. All development undertaken by: <ul style="list-style-type: none"> <li>(a) the South Australian Housing Trust either individually or jointly with other persons or bodies or</li> <li>(b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.</li> </ul>	Except development involving any of the following: <ul style="list-style-type: none"> <li>1. residential flat building(s) of 3 or more building levels</li> <li>2. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)</li> <li>3. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).</li> </ul>
3. Any development involving any of the following (or of any combination of any of the following):	Except development that:

<ul style="list-style-type: none"> <li>(a) ancillary accommodation</li> <li>(b) dwelling</li> <li>(c) dwelling addition</li> <li>(d) recreation area</li> <li>(e) residential flat building</li> <li>(f) retirement facility</li> <li>(g) student accommodation</li> <li>(h) supported accommodation.</li> </ul>	<ul style="list-style-type: none"> <li>1. exceeds the maximum building height specified in Housing Diversity Neighbourhood Zone 3.1 or</li> <li>2. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: <ul style="list-style-type: none"> <li>(a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or</li> <li>(b) the height of the proposed wall (or post height) exceeds 3m measured from the top of footings (other than where the proposed wall (or post) abuts an existing wall or structure of greater height on the adjoining allotment).</li> </ul> </li> </ul>
<p>4. Alteration of or addition to any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) child care facility</li> <li>(b) community facility</li> <li>(c) educational facility.</li> </ul>	<p>Except development that does not satisfy Housing Diversity Neighbourhood Zone DTS/DPF 1.4.</p>
<p>5. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) consulting room</li> <li>(b) office</li> <li>(c) shop.</li> </ul>	<p>Except development that:</p> <ul style="list-style-type: none"> <li>1. exceeds the maximum building height specified in Housing Diversity Neighbourhood Zone 3.1 or</li> <li>2. does not satisfy Housing Diversity Neighbourhood Zone DTS/DPF 1.2 or</li> <li>3. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: <ul style="list-style-type: none"> <li>(a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or</li> <li>(b) the height of the proposed wall (or post height) exceeds 3m measured from the top of footings (other than where the proposed wall (or post) abuts an existing wall or structure of greater height on the adjoining allotment).</li> </ul> </li> </ul>
<p>6. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) air handling unit, air conditioning system or exhaust fan</li> <li>(b) carport</li> <li>(c) deck</li> <li>(d) fence</li> <li>(e) internal building works</li> <li>(f) land division</li> <li>(g) outbuilding</li> <li>(h) pergola</li> <li>(i) private bushfire shelter</li> <li>(j) replacement building</li> <li>(k) retaining wall</li> <li>(l) shade sail</li> <li>(m) solar photovoltaic panels (roof mounted)</li> <li>(n) swimming pool or spa pool and associated swimming pool safety features</li> <li>(o) temporary accommodation in an area affected by bushfire</li> <li>(p) tree damaging activity</li> <li>(q) verandah</li> </ul>	<p>None specified.</p>

(r) water tank.	
7. Any development involving any of the following (or of any combination of any of the following) within the Tunnel Protection Overlay: <ul style="list-style-type: none"> <li>(a) storage of materials, equipment or vehicles (whether temporary or permanent) over an area exceeding 100 square metres</li> <li>(b) temporary stockpiling of soil, gravel, rock or other natural material over an area exceeding 100 square metres</li> <li>(c) excavation or ground intruding activity at a depth greater than 2.5 metres below the regulated surface level.</li> </ul>	Except where not undertaken by the Crown, a Council or an essential infrastructure provider.
8. Demolition.	Except any of the following: <ul style="list-style-type: none"> <li>1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)</li> <li>2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).</li> </ul>
9. Railway line.	Except where located outside of a rail corridor or rail reserve.
<b>Placement of Notices - Exemptions for Performance Assessed Development</b>	
None specified.	
<b>Placement of Notices - Exemptions for Restricted Development</b>	
None specified.	

## Part 3 - Overlays



## Design in Urban Areas

### Assessment Provisions (AP)

#### Desired Outcome (DO)

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> <li>(a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality</li> <li>(b) durable - fit for purpose, adaptable and long lasting</li> <li>(c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors</li> <li>(d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.</li> </ul>

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: <ul style="list-style-type: none"> <li>(a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces</li> <li>(b) screening rooftop plant and equipment from view</li> <li>(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.</li> </ul>	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,	DTS/DPF 1.5 None are applicable.

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.	
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 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.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to:  (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting:  (a) the quantity and quality of surface water and groundwater	DTS/DPF 5.1 None are applicable.

<p>(b) the depth and directional flow of surface water and groundwater</p> <p>(c) the quality and function of natural springs.</p>	
On-site Waste Treatment Systems	
<p>PO 6.1</p> <p>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.</p>	<p>DTS/DPF 6.1</p> <p>Effluent disposal drainage areas do not:</p> <ul style="list-style-type: none"> <li>(a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space</li> <li>(b) use an area also used as a driveway</li> <li>(c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.</li> </ul>
Car parking appearance	
<p>PO 7.1</p> <p>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:</p> <ul style="list-style-type: none"> <li>(a) limiting protrusion above finished ground level</li> <li>(b) screening through appropriate planting, fencing and mounding</li> <li>(c) limiting the width of openings and integrating them into the building structure.</li> </ul>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
<p>PO 7.2</p> <p>Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.</p>	<p>DTS/DPF 7.2</p> <p>None are applicable.</p>
<p>PO 7.3</p> <p>Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.</p>	<p>DTS/DPF 7.3</p> <p>None are applicable.</p>
<p>PO 7.4</p> <p>Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.</p>	<p>DTS/DPF 7.4</p> <p>Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.</p>
<p>PO 7.5</p> <p>Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.</p>	<p>DTS/DPF 7.5</p> <p>Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of:</p> <ul style="list-style-type: none"> <li>(a) 1m along all public road frontages and allotment boundaries</li> <li>(b) 1m between double rows of car parking spaces.</li> </ul>
<p>PO 7.6</p> <p>Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.</p>	<p>DTS/DPF 7.6</p> <p>None are applicable.</p>
<p>PO 7.7</p> <p>Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.</p>	<p>DTS/DPF 7.7</p> <p>None are applicable.</p>
Earthworks and sloping land	
<p>PO 8.1</p>	<p>DTS/DPF 8.1</p>

Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	Development does not involve any of the following: <ul style="list-style-type: none"> <li>(a) excavation exceeding a vertical height of 1m</li> <li>(b) filling exceeding a vertical height of 1m</li> <li>(c) a total combined excavation and filling vertical height of 2m or more.</li> </ul>
PO 8.2 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): <ul style="list-style-type: none"> <li>(a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway</li> <li>(b) are constructed with an all-weather trafficable surface.</li> </ul>
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): <ul style="list-style-type: none"> <li>(a) do not contribute to the instability of embankments and cuttings</li> <li>(b) provide level transition areas for the safe movement of people and goods to and from the development</li> <li>(c) are designed to integrate with the natural topography of the land.</li> </ul>	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslide or increase the potential for landslide or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and walls	
PO 9.1 Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping is incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
Overlooking / Visual Privacy (low rise buildings)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: <ul style="list-style-type: none"> <li>(a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm</li> <li>(b) have sill heights greater than or equal to 1.5m above finished floor level</li> <li>(c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.</li> </ul>
PO 10.2	DTS/DPF 10.2

Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	One of the following is satisfied: <ul style="list-style-type: none"> <li>(a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or</li> <li>(b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of:               <ul style="list-style-type: none"> <li>(i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or</li> <li>(ii) 1.7m above finished floor level in all other cases</li> </ul> </li> </ul>
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	
External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: <ul style="list-style-type: none"> <li>(a) masonry</li> <li>(b) natural stone</li> </ul>

	(c) pre-finished materials that minimise staining, discolouring or deterioration.																						
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate:  (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.																						
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are:  (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment.																						
PO 12.8 Building services, plant and mechanical equipment are screened from the public realm.	DTS/DPF 12.8 None are applicable.																						
Landscaping																							
PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.																						
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired. <table><tr><th>Site area</th><th>Minimum deep soil area</th><th>Minimum dimension</th><th>Tree / deep soil zones</th></tr><tr><td>&lt;300 m<sup>2</sup></td><td>10 m<sup>2</sup></td><td>1.5m</td><td>1 small tree / 10 m<sup>2</sup></td></tr><tr><td>300-1500 m<sup>2</sup></td><td>7% site area</td><td>3m</td><td>1 medium tree / 30 m<sup>2</sup></td></tr><tr><td>&gt;1500 m<sup>2</sup></td><td>7% site area</td><td>6m</td><td>1 large or medium tree / 60 m<sup>2</sup></td></tr></table> <b>Tree size and site area definitions</b> <table><tr><td>Small tree</td><td>4-6m mature height and 2-4m canopy spread</td></tr><tr><td>Medium tree</td><td>6-12m mature height and 4-8m canopy spread</td></tr><tr><td>Large tree</td><td>12m mature height and &gt;8m canopy spread</td></tr></table>	Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones	<300 m <sup>2</sup>	10 m <sup>2</sup>	1.5m	1 small tree / 10 m <sup>2</sup>	300-1500 m <sup>2</sup>	7% site area	3m	1 medium tree / 30 m <sup>2</sup>	>1500 m <sup>2</sup>	7% site area	6m	1 large or medium tree / 60 m <sup>2</sup>	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
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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 (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:	DTS/DPF 16.1 None are applicable.	



<div><div>(a)</div><div>appropriate site layout and building orientation</div></div> <div><div>(b)</div><div>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</div></div> <div><div>(c)</div><div>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</div></div> <div><div>(d)</div><div>screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.</div></div>	
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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	
General Land Use Compatibility		
PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	DTS/DPF 1.1 None are applicable.	
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.	
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:	
	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	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	DTS/DPF 4.2 None are applicable.	

<p>(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</p> <p>(c) housing plant and equipment within an enclosed structure or acoustic enclosure</p> <p>(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</p>					
<p>PO 4.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.3</p> <p>The pump and/or filtration system ancillary to a dwelling erected on the same site is:</p> <p>(a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or</p> <p>(b) located at least 12m from the nearest habitable room located on an adjoining allotment.</p>				
<p>PO 4.4</p> <p>External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.</p>	<p>DTS/DPF 4.4</p> <p>Adjacent land is used for residential purposes.</p>				
<p>PO 4.5</p> <p>Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.5</p> <p>None are applicable.</p>				
<p>PO 4.6</p> <p>Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.</p>	<p>DTS/DPF 4.6</p> <p>Development incorporating music includes noise attenuation measures that will achieve the following noise levels:</p> <table border="1" data-bbox="831 1162 1489 1375"> <thead> <tr> <th data-bbox="831 1162 1099 1218">Assessment location</th><th data-bbox="1099 1162 1489 1218">Music noise level</th></tr> </thead> <tbody> <tr> <td data-bbox="831 1218 1099 1375">Externally at the nearest existing or envisaged noise sensitive location</td><td data-bbox="1099 1218 1489 1375">Less than 8dB above the level of background noise (L<sub>90,15min</sub>) in any octave band of the sound spectrum (LOCT<sub>10,15</sub> &lt; LOCT<sub>90,15</sub> + 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 <sub>90,15min</sub> ) in any octave band of the sound spectrum (LOCT <sub>10,15</sub> < LOCT <sub>90,15</sub> + 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 <sub>90,15min</sub> ) in any octave band of the sound spectrum (LOCT <sub>10,15</sub> < LOCT <sub>90,15</sub> + 8dB)				

## PAYNEHAM MEMORIAL SWIMMING CENTRE REDEVELOPMENT

### Application for variation of existing Planning Consent.

Development Application No: 2217508

Location of the Development: 188 OG Road Felixstow SA 5070

### Variation details

#### ZERO DEPTH PLAY EQUIPMENT

##### Background

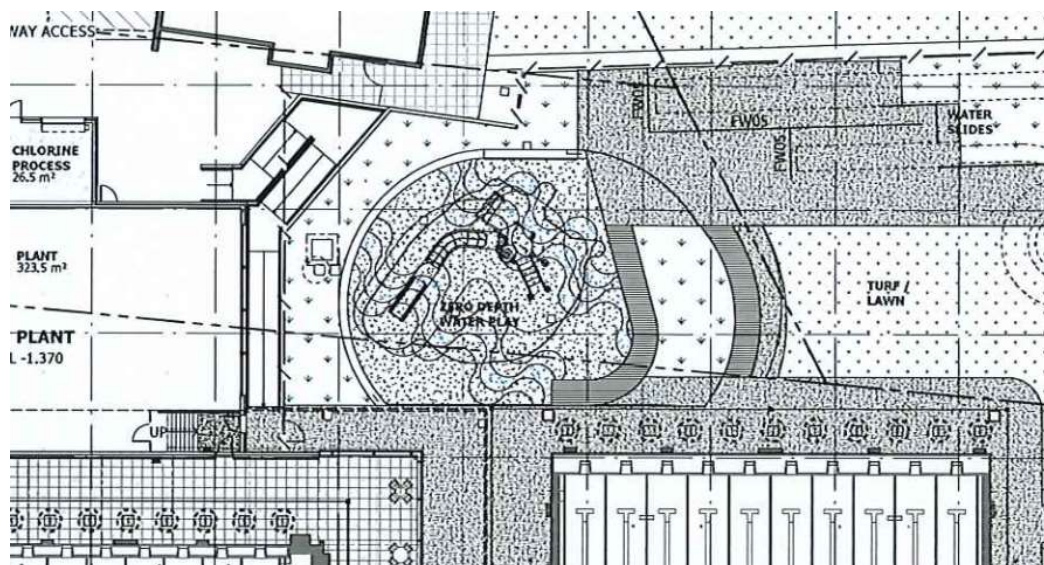
The Zero Depth Splash Pad footprint has increased in size and the nominated equipment has been revised.

Shading has also been incorporated into the splash pad design, with columns located along the northern edge of the pad. The shade structure is cantilevered over the pad providing minimum 50% shade coverage at peak times.

##### Variation Description

The approved and stamped plans illustrate the splash pad occupying approximately 60% of the nominated area, with a bench seat and landscaped garden bed incorporated into the eastern half of the space.

#### Plan 1 – Zero Depth Play General Arrangement Plan (Stamped Plans)



The play equipment nominated in the original design basis report is the Vortex Elevations L1-350 Custom Elevation L6, as seen below:

## Plan 2 – Concept Play Equipment Render L1-350 Elevation



During the initial concept design review, the L1-350 Custom Elevation was presented to the Council for consideration and endorsement. The Council resolved to remove the landscaping feature within the nominated pad area and expand the footprint of the splashpad. Expansion of the pad allowed the equipment to be revised and sized appropriately for the splash pad area.

The preliminary design concept now includes the L6 Custom Elevation and associated water features as shown below

## Plan 3 – Preliminary Play Equipment Render L6 Custom Elevation



As part of the Safety In Design review, a primary concern and risk to user safety was direct sunlight and lack of shade available to users of the splash pad.



To mitigate this risk a cantilevered shade structure has been incorporated into the design, achieving a minimum 50% coverage at peak times. Preliminary render of the shade structure can be seen below. Note the colour of the shade as seen is for illustration purposes and has been nominated as 'Graphite' ~~colourway colour to match in alignment with the other shade structures covers around the facility over the 50m pool and water slide tower.~~

## Plan 4 – Preliminary Zero Depth Shade Structure Render



It is requested that the planning conditions be altered to confirm acceptance of the increased splash pad area and incorporated shade structure.

## WATER SLIDES & SLIDE TOWER

### Background

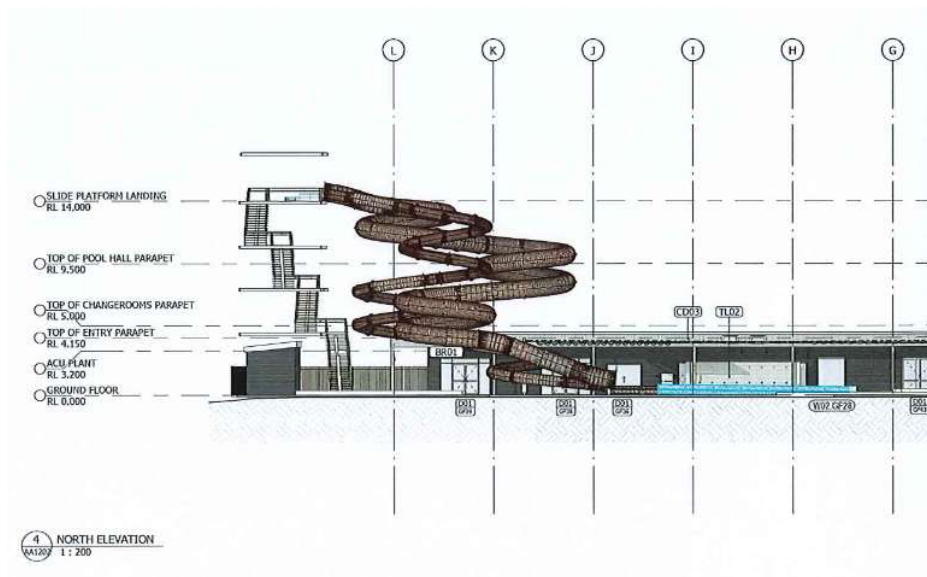
The slide tower has been updated to incorporate shading around the perimeter of the structure.

### Variation Description

The approved and stamped plan elevations illustrate an exposed staircase structure with external columns and intermediate platforms and landings.

## Plan 5 – Water Slide & Tower Architectural Elevation (Stamped Plans)

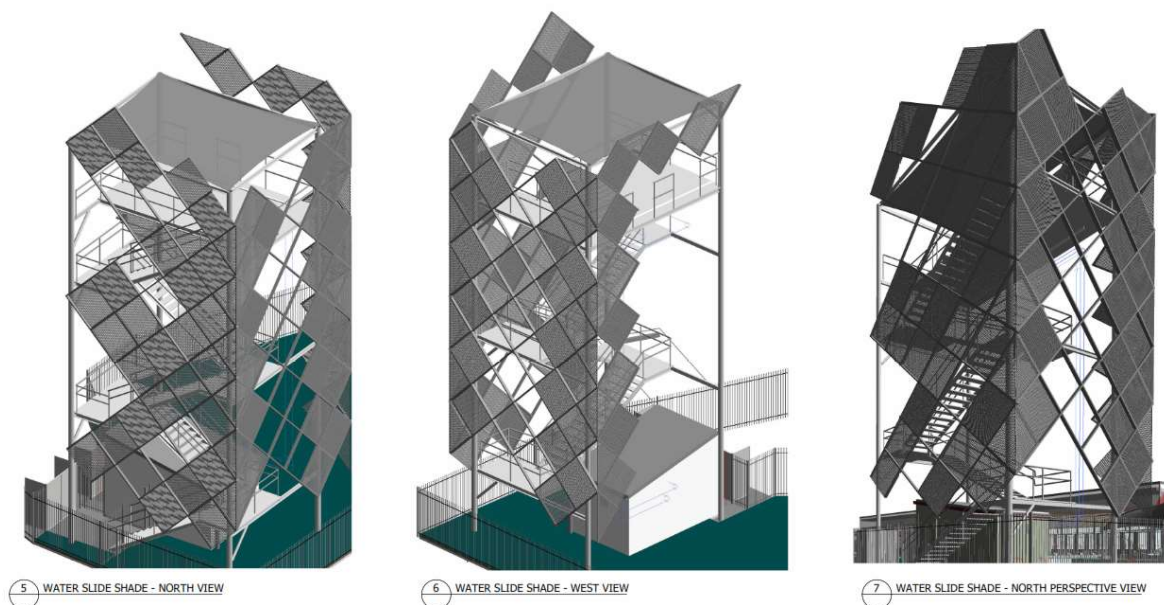




As part of the Safety in Design review, a primary concern and risk to user safety was direct sunlight and lack of shade available to users of the slides.

To mitigate and manage this risk, shading has been incorporated into the external perimeter of the tower structure as illustrated in the below preliminary render.

## Plan 6 – Water Slide Tower Shade Structure Render



The shading elements will be supported by analysis of sun movement and optimised around the surrounding environment for increased efficiency.

The tower orientation and height will not be altered as part of the amendment.

It is requested that the planning conditions be altered to confirm acceptance of the incorporated shade structure to the slide tower.

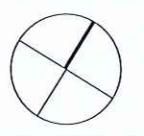
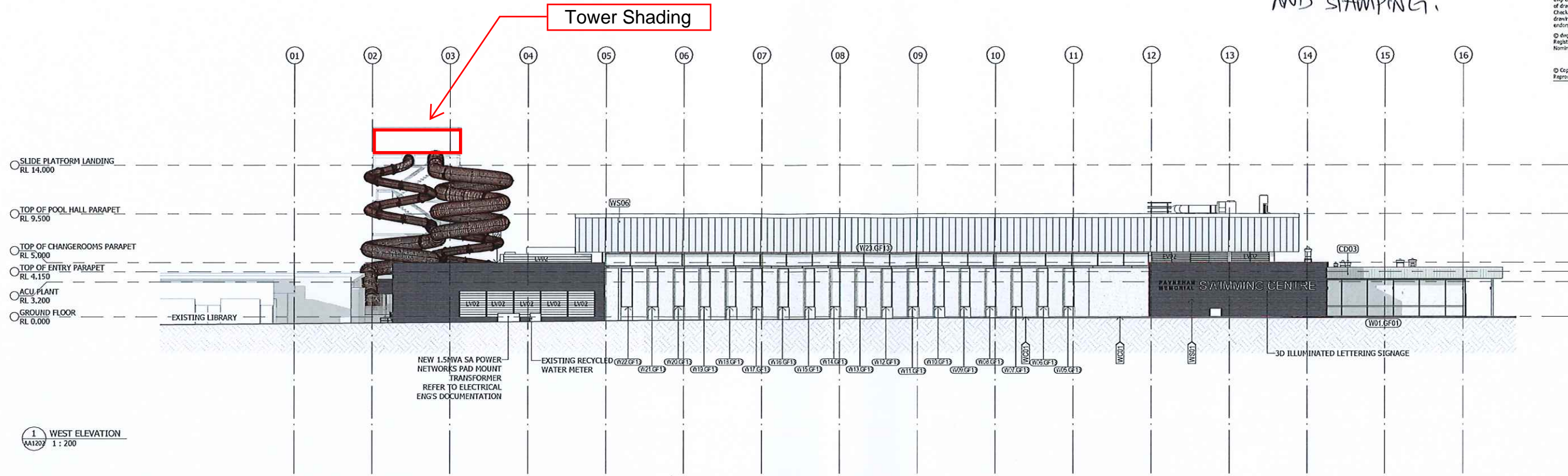
## **ATTACHMENTS**

1. Markup of original stamped set of plans with overlay showing changes in red
2. Concept Render & layout plan of Zero Depth Play Equipment L6 Custom Elevation
3. Concept Layout plan of Zero Depth Shade Structure
4. Concept Layout plan of Slide Tower Shade Structure

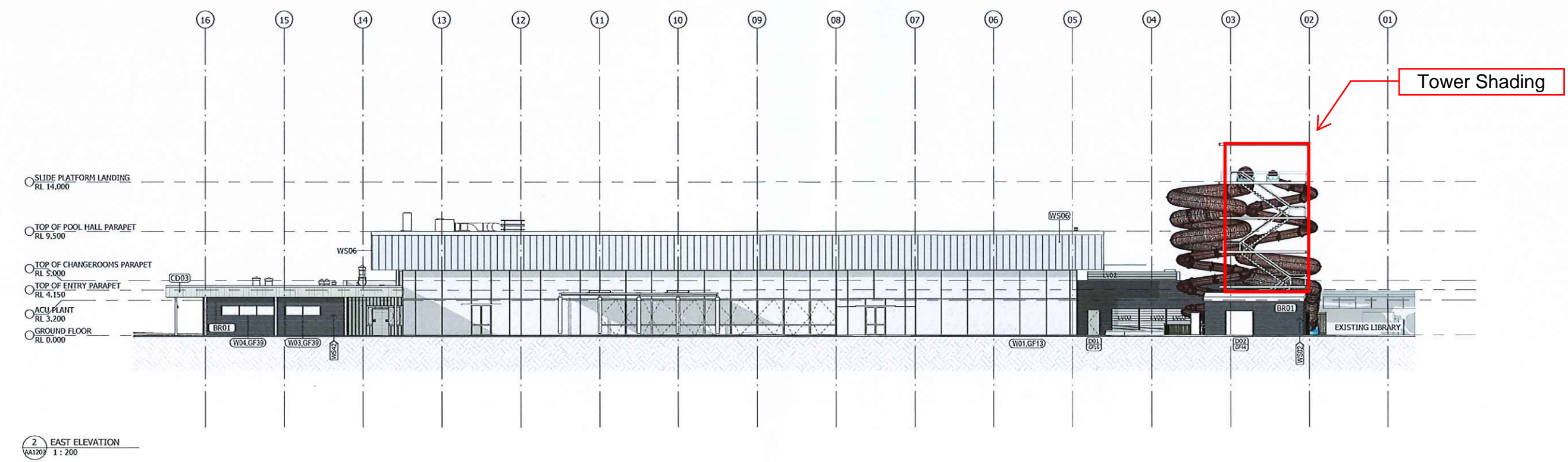
# Attachment 1

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Issue	Description	Date	CHK	AUTH
A	T1	13/05/2023		
Architect/ Designer	dwp			
www.dwp.com				
Client	CITY OF NORWOOD PAYNEHAM AND ST PETERS			

Project  
PAYNEHAM MEMORIAL SWIMMING CENTRE REDEVELOPMENT  
Location  
194 O G Rd,  
FELIXSTOW SA 5070

Project Number  
**21-0255**

Drawing  
BUILDING ELEVATIONS

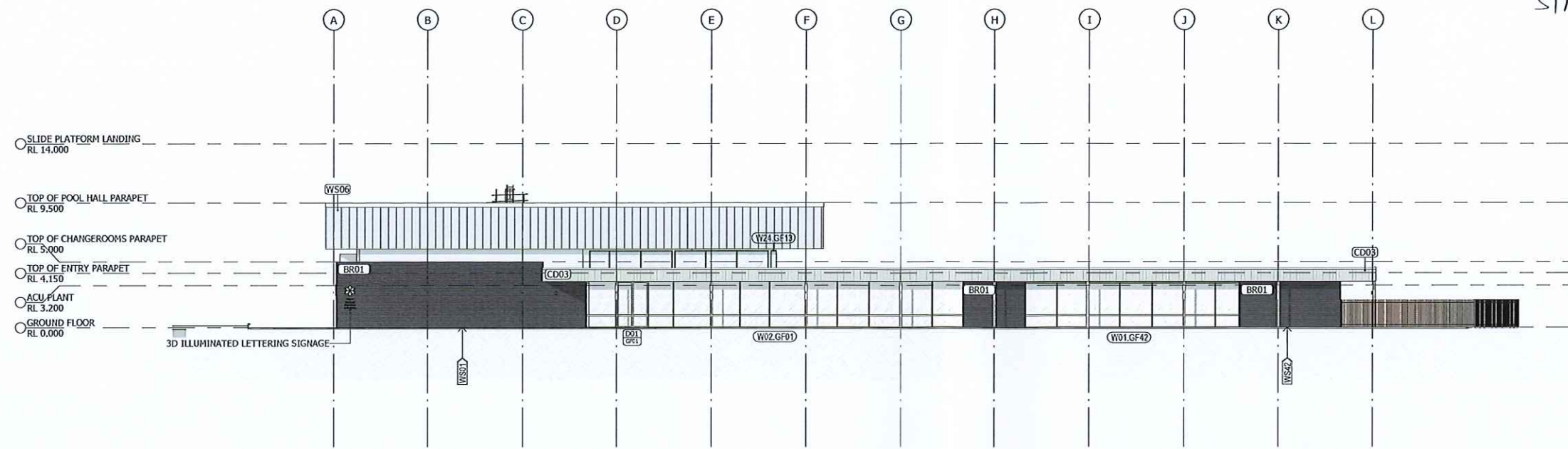
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1 : 200  
Date Printed  
13/07/2023 4:35:59 PM  
Drawing Number  
AA2001  
Issue  
A





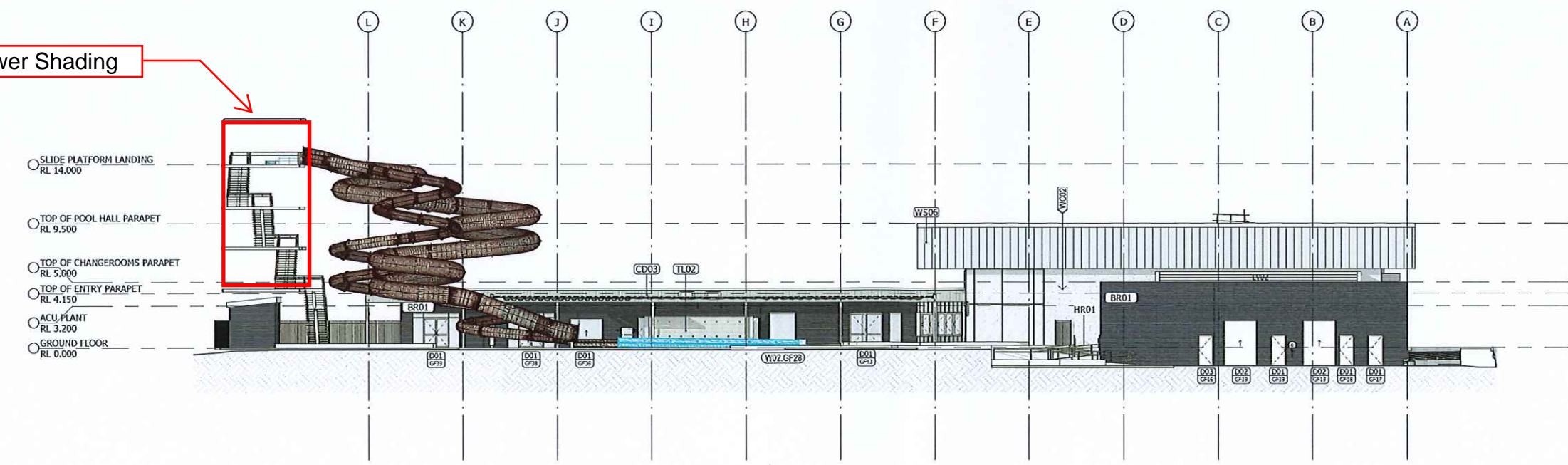
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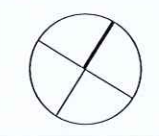


3 SOUTH ELEVATION  
AA1202 1 : 200

Tower Shading



4 NORTH ELEVATION  
AA1202 1 : 200



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A	T1	18/05/2023
Issue	Description	Date
dwp	Architect/ Designer	OK
www.dwp.com	Client	
	CITY OF NORWOOD PAYNEHAM AND ST PETERS	

Project  
PAYNEHAM MEMORIAL SWIMMING CENTRE REDEVELOPMENT  
Location  
194 O G Rd,  
FELIXSTOW SA 5070

Project Number  
21-0255

Drawing  
BUILDING ELEVATIONS

Scale (A1)	Date Printed
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Drawing Number	Issue
AA2002	A



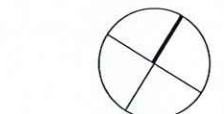
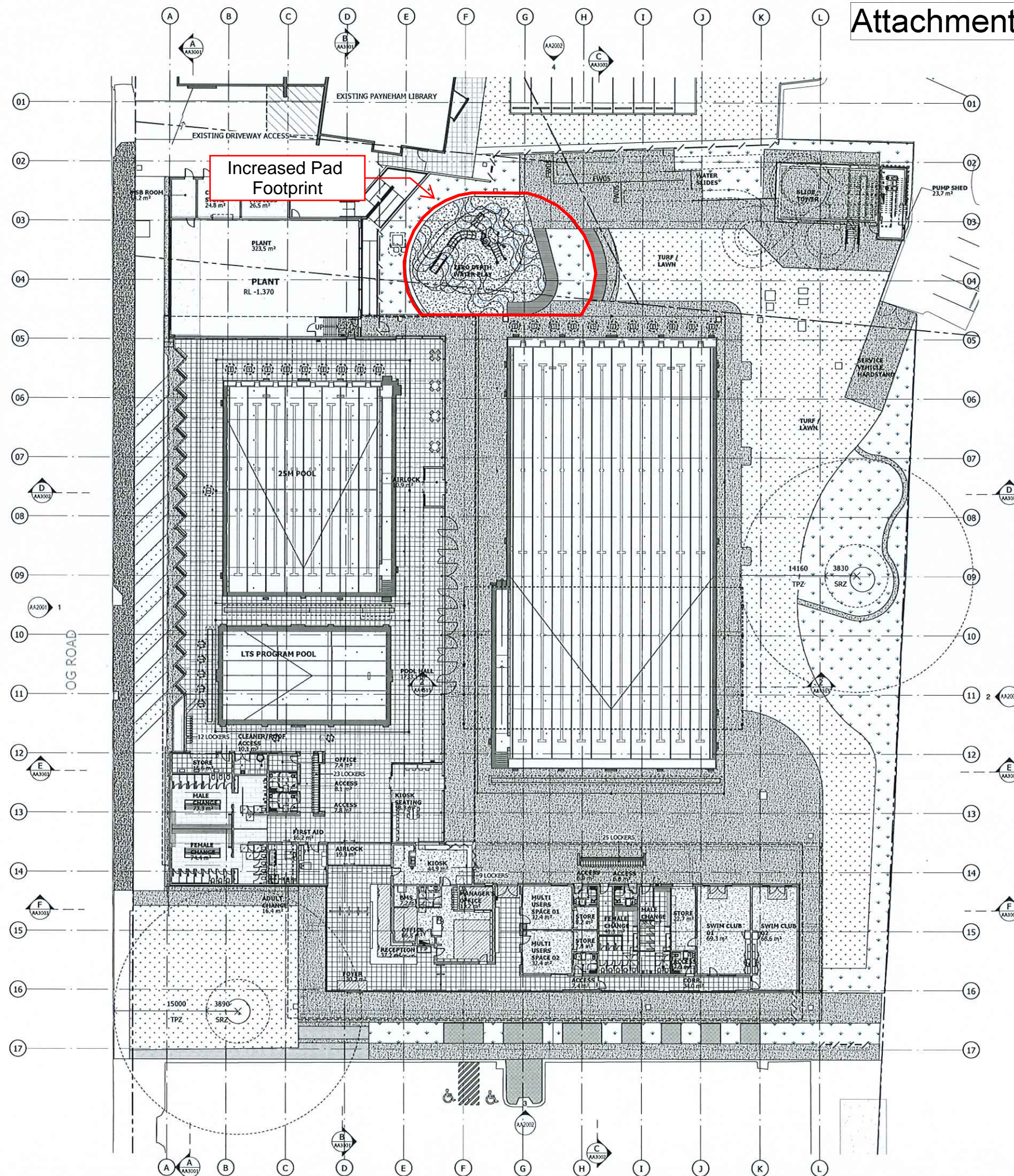


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REFER TO LANDSCAPE ARCHITECTS AND CIVIL ENGINEER DRAWINGS FOR EXTERNAL WORKS DETAILS

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Issue	Description	Date	CHK	Auth
Architect/Designer	dwp			
	www.dwp.com			
Client	CITY OF NORWOOD PAYNEHAM AND ST PETERS			
Project	PAYNEHAM MEMORIAL SWIMMING CENTRE REDEVELOPMENT			
Location	194 O G Rd, FELIXSTOW SA 5070			
Project Number	21-0255			
Drawing	GENERAL ARRANGEMENT PLAN - GROUND OVERALL			
Scale (A1)	1 : 250	Date Printed	15/08/2023 4:14:59 PM	Issue
Drawing Number	AA1202			A



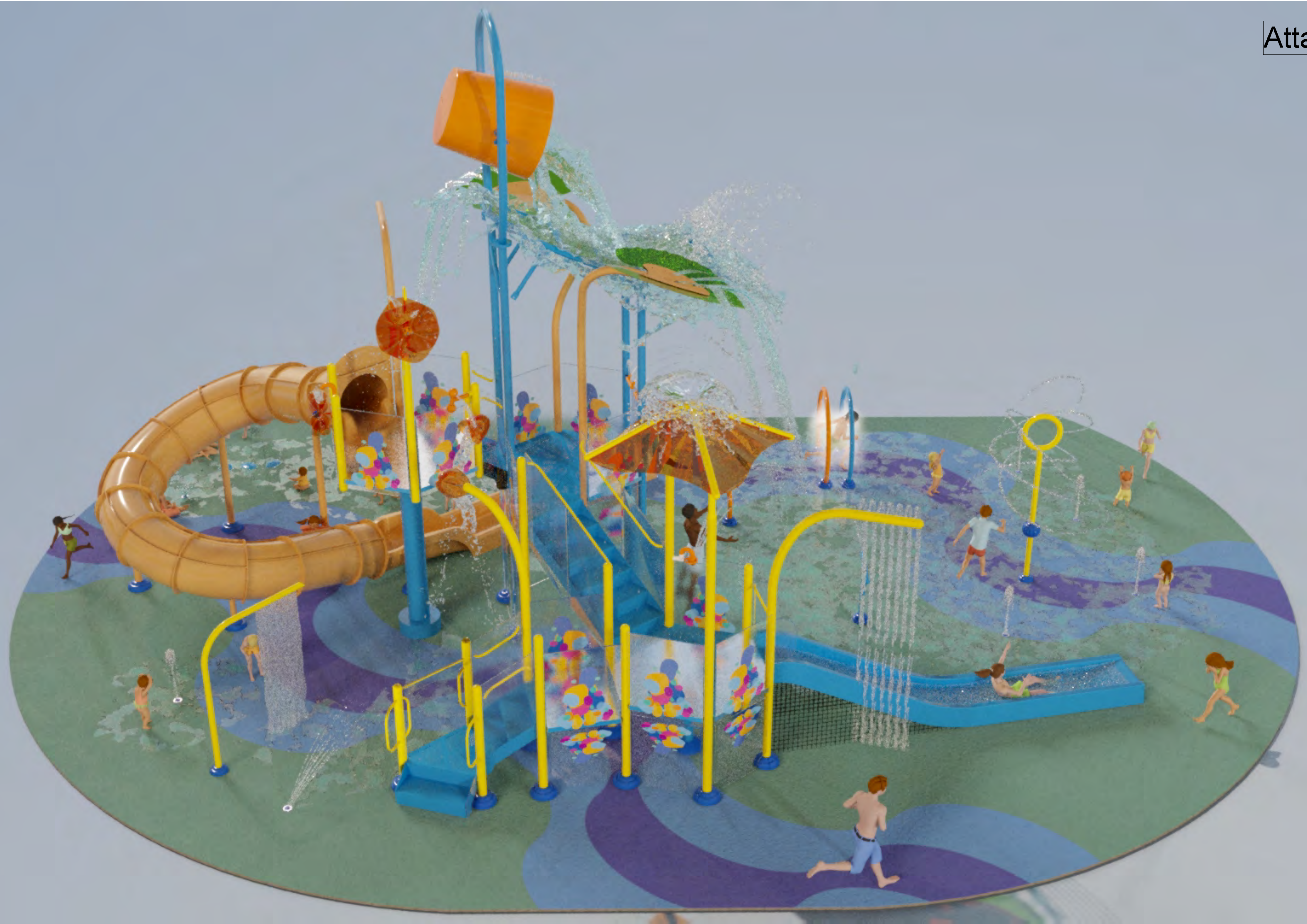








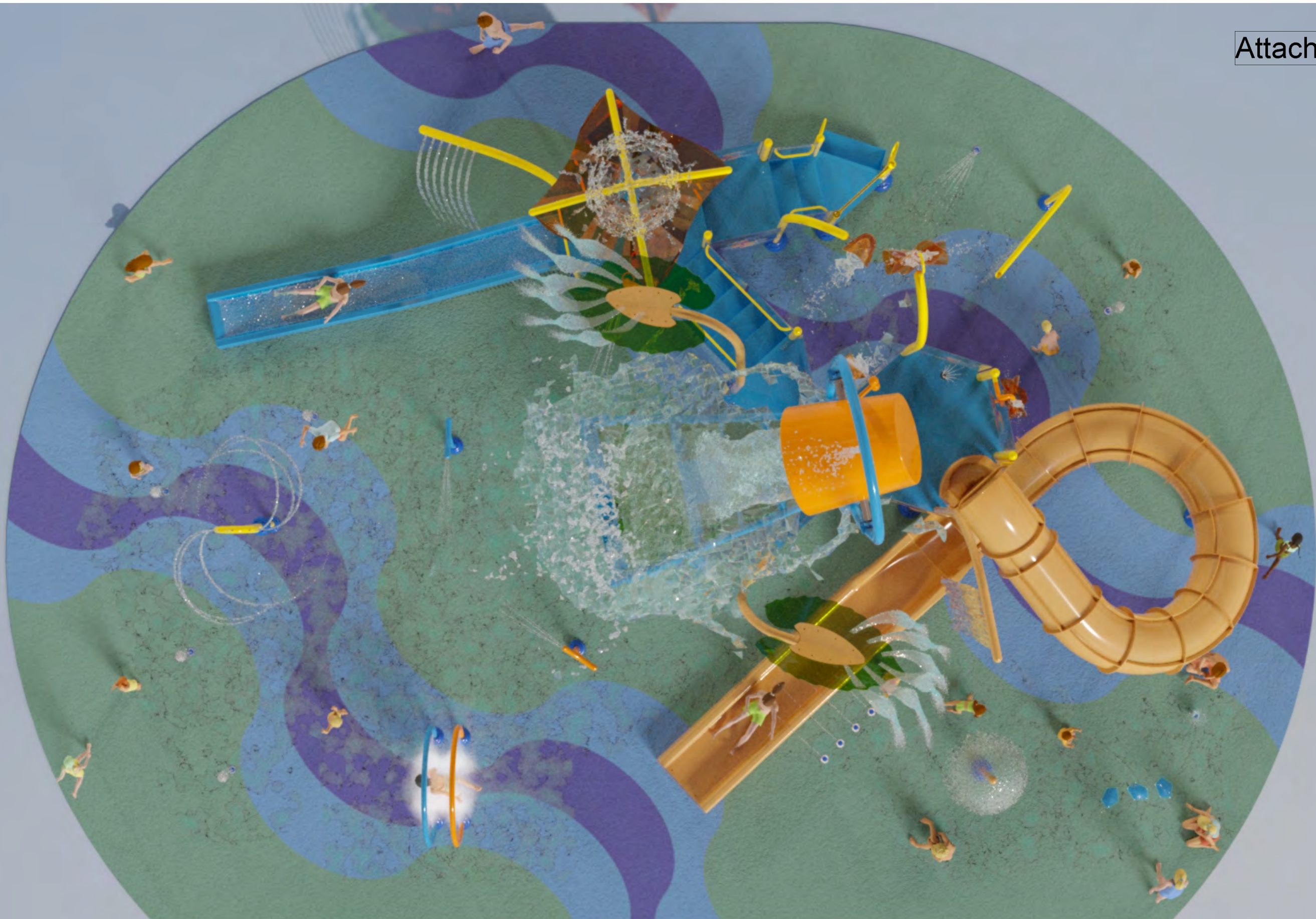














SPLASHPAD DIMENSION

TOTAL AREA :	1940ft <sup>2</sup>	180m <sup>2</sup>
SPRAY AREA :	2850ft <sup>2</sup>	265m <sup>2</sup>
GRID SIZE :	10 x 10ft	3 x 3m

PRODUCT LEGEND

REF	PRODUCT	QTY	GPM	LPM
A	Tube N°1 VOR 0220	2	10.0	37.8
B	Spray Loop VOR 0519	2	15.0	56.7
C	Aqua Dome N°1 VOR 0555	1	14.0	52.9
D	Spraylink™ Jet N°2 VOR 3001	5	25.0	94.5
E	Spraylink™ Fan VOR 3004	1	7.0	26.5
F	Spraylink™ Geyser VOR 3005	1	5.0	18.9
G	Spraylink™ Funnel VOR 3008	1	7.0	26.5
H	Spraylink™ Tunnel N°1 VOR 3054	1	4.0	15.1
I	Hop N°2 VOR 7134	1	10.0	37.8
J	Rio Watercurtain VOR 7244	1	82.5	311.9
K	SunSpray N°1 VOR 7578	1	12.5	47.3
L	Custom Elevation L6	1	520.5	1968.4
TOTAL		18	712.5	2694.3

**IMPORTANT**

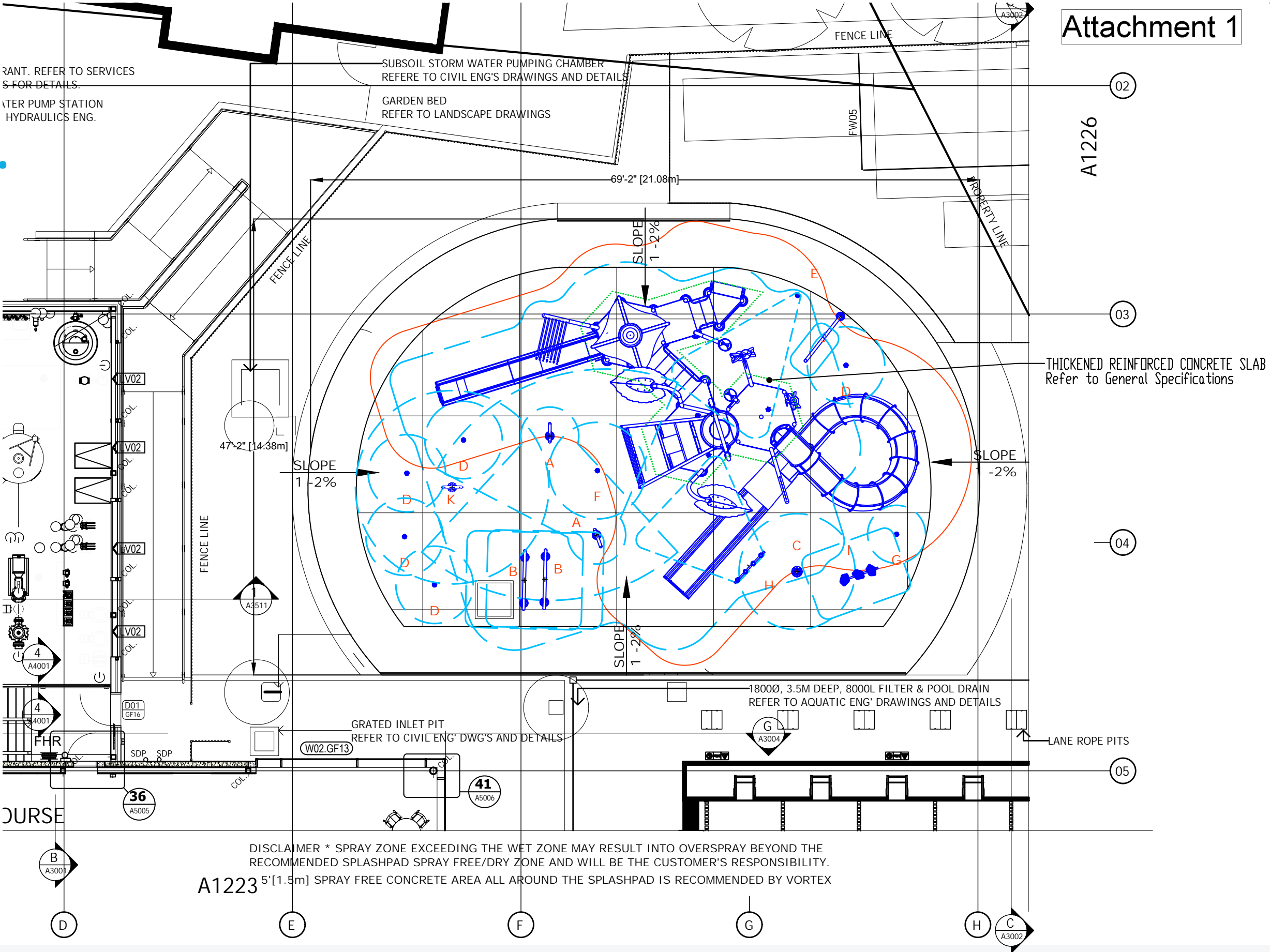
Client to provide Vortex with CAD and/or "As Built" drawings to establish the pool floor slope. If this is impossible, client will need to provide site dimensions that identify various depths at the Elevations structure location.

Failure to provide this information will cause delays in completing the submittal documents, fabrications drawings and may delay product delivery. Inaccurate information may cause additional site work at client's expense.

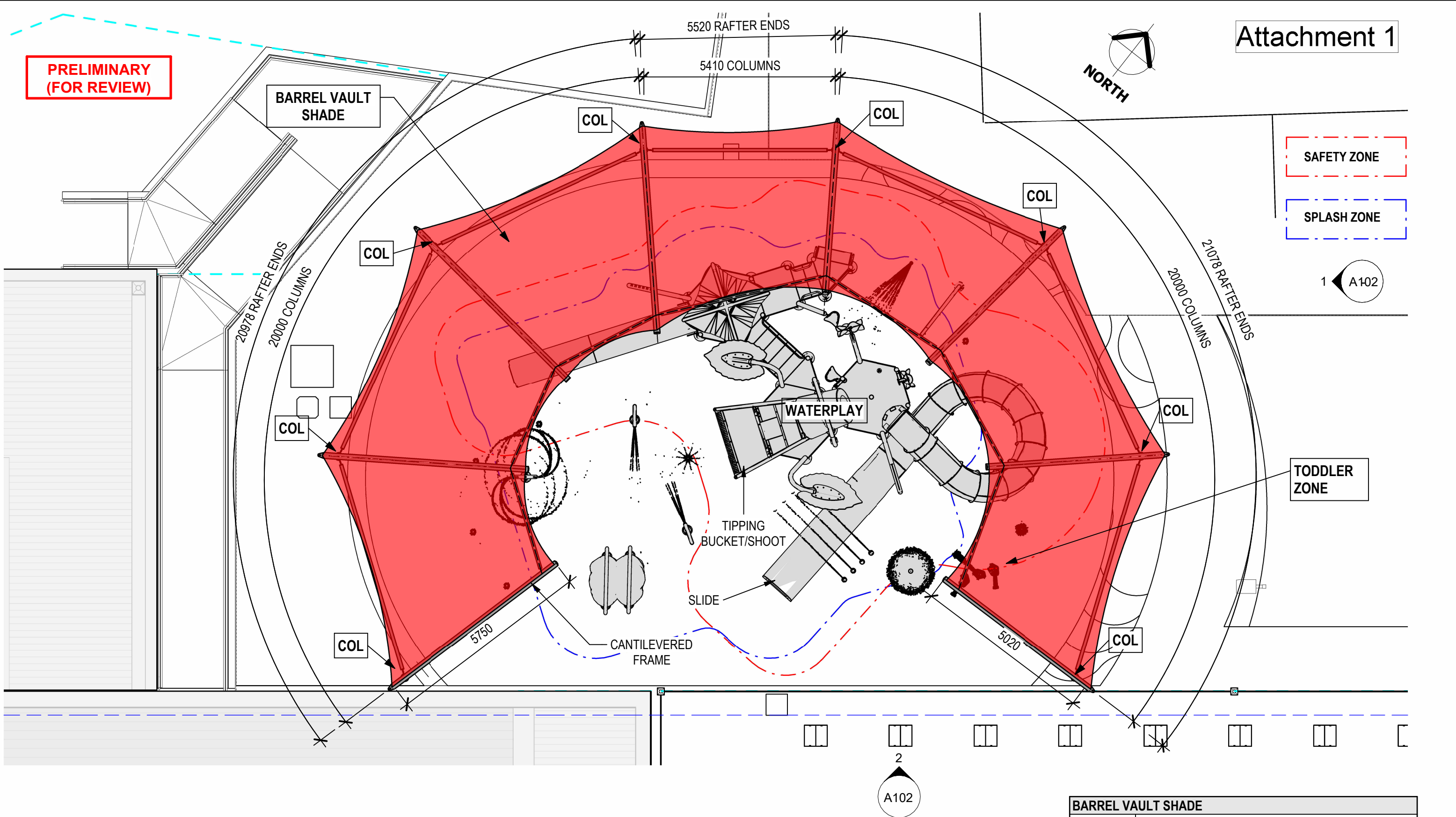
This proposal was made using CAD file: A1225-DWG\_2 (t).dwg

Recommended Safety Zone for circulation around the structure. Aquatic play structure in pool can have smaller clearance with pool wall according to your local pool code. Verify with your local authority having jurisdiction.

Floor with slopes higher than 2% will require structural adaptation as an option. Advise your Sales representative when sloped floor.



PRELIMINARY  
(FOR REVIEW)



A101 PLAN VIEW  
1 1 : 100

BARREL VAULT SHADE	
FABRIC	MONOTE HEAVY DUTY SHADECLOTH (COLOUR TBC)
FRAME	TWO PACK PAINTED (COLOUR TBC)
FOOTING	REINFORCED BORED PIER FOOTING



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ZERO DEPTH SPLASH PAD SHADE  
PAYNEHAM SWIMMING POOL  
194 OG ROAD  
FELIXSTOWE SA 5070  
Page 15 of 34

PLAN LAYOUT - BARREL VAULT SHADE

Drawn	NAH	Date	20-11-24	Revision	E
Checked	MSS/GK	Project No	J16936	Scale	1 : 100

A101



Attachment 1

COLOURS



CHINO

KARLOS



BUNDENA

GRAPHITE

DESIGNER COLLECTION



LIME FIZZ



MELLOW HAZE



MARROCAN



ABAROO



SHERBET



BUBBLEGUM



SHEBA



KOONUNGA



JAZZBERRY



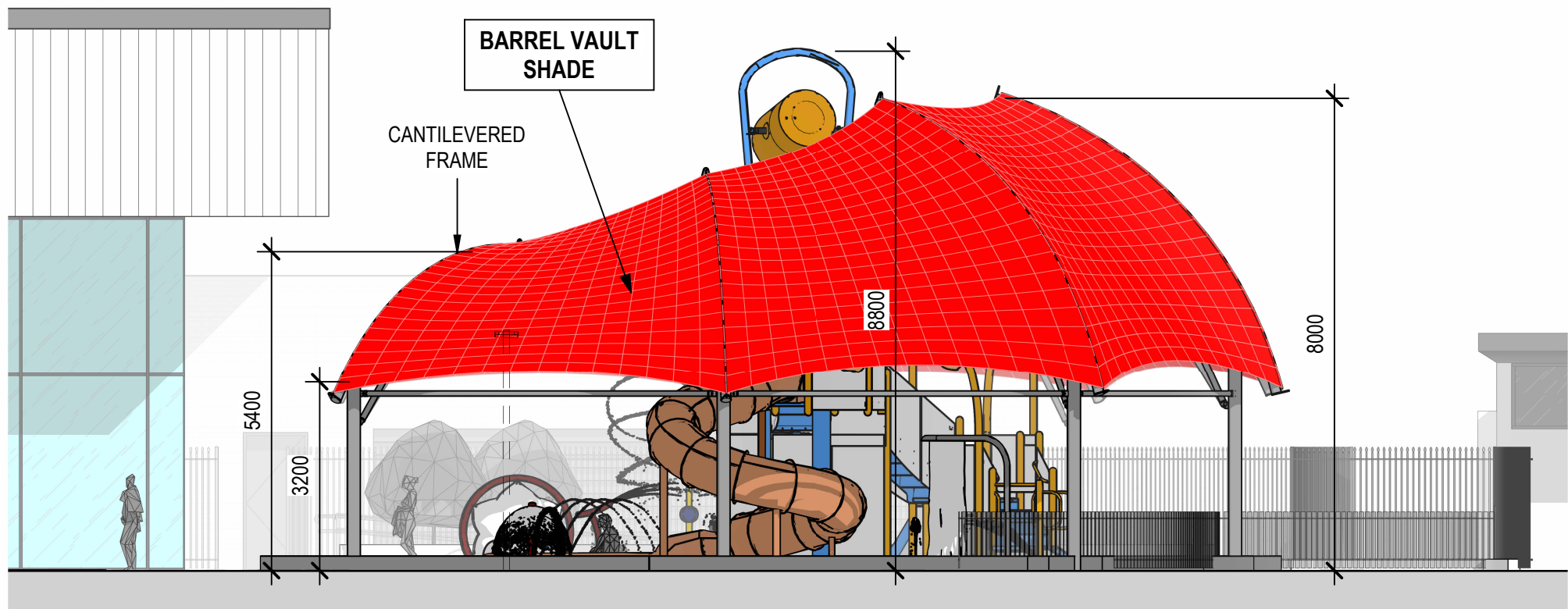
CANDY



DOMINO



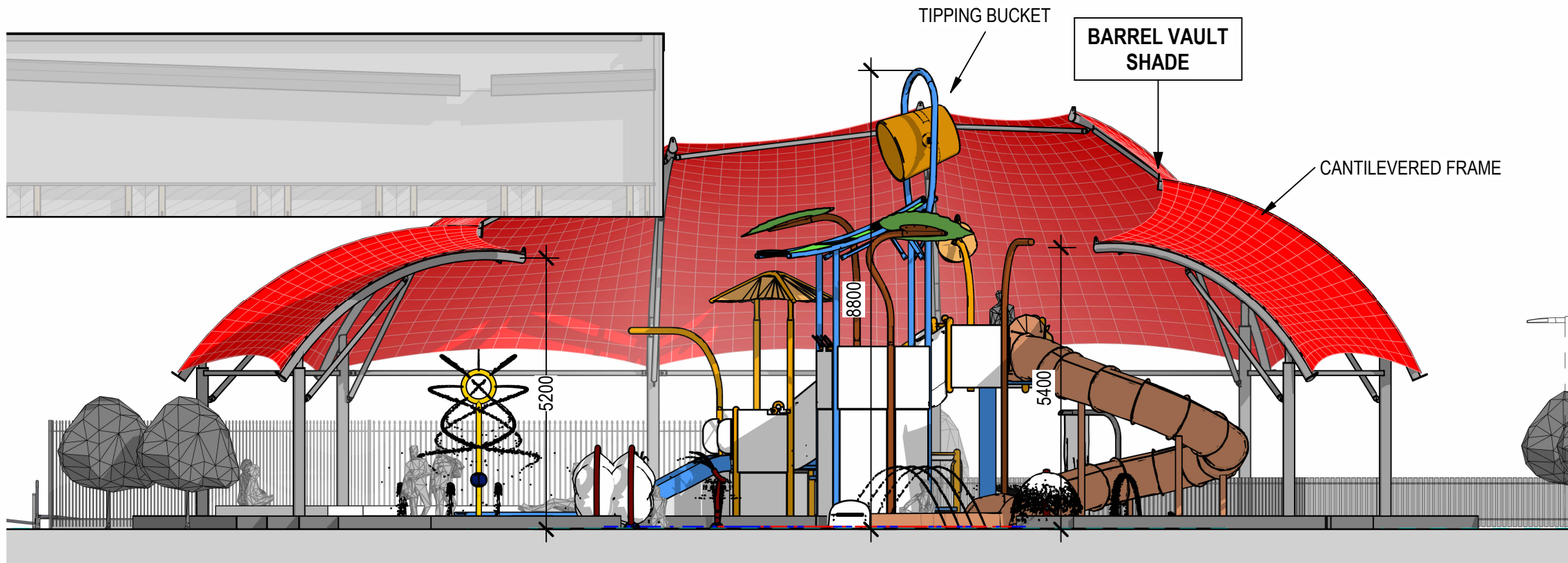
TITANIUM



A102 ELEVATION

1

1 : 100



PRELIMINARY  
(FOR REVIEW)

A102 ELEVATION

2

1 : 100



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PAYNEHAM SWIMMING POOL

194 OG ROAD  
FELIXSTOWE SA 5070

ELEVATIONS - BARREL VAULT SHADE

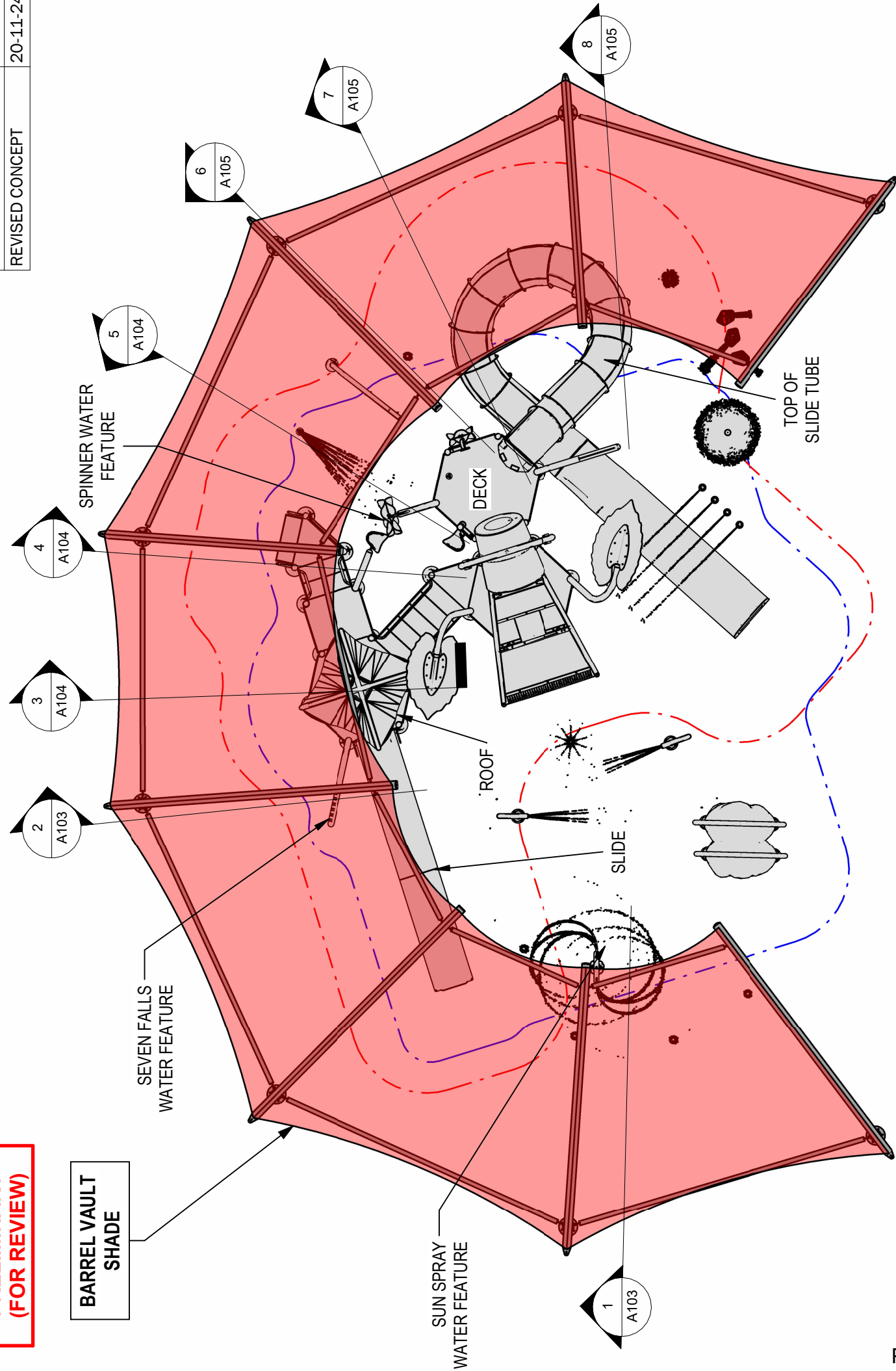
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Checked	MSS/GK	Project No	J16936	Scale	1 : 100

A102



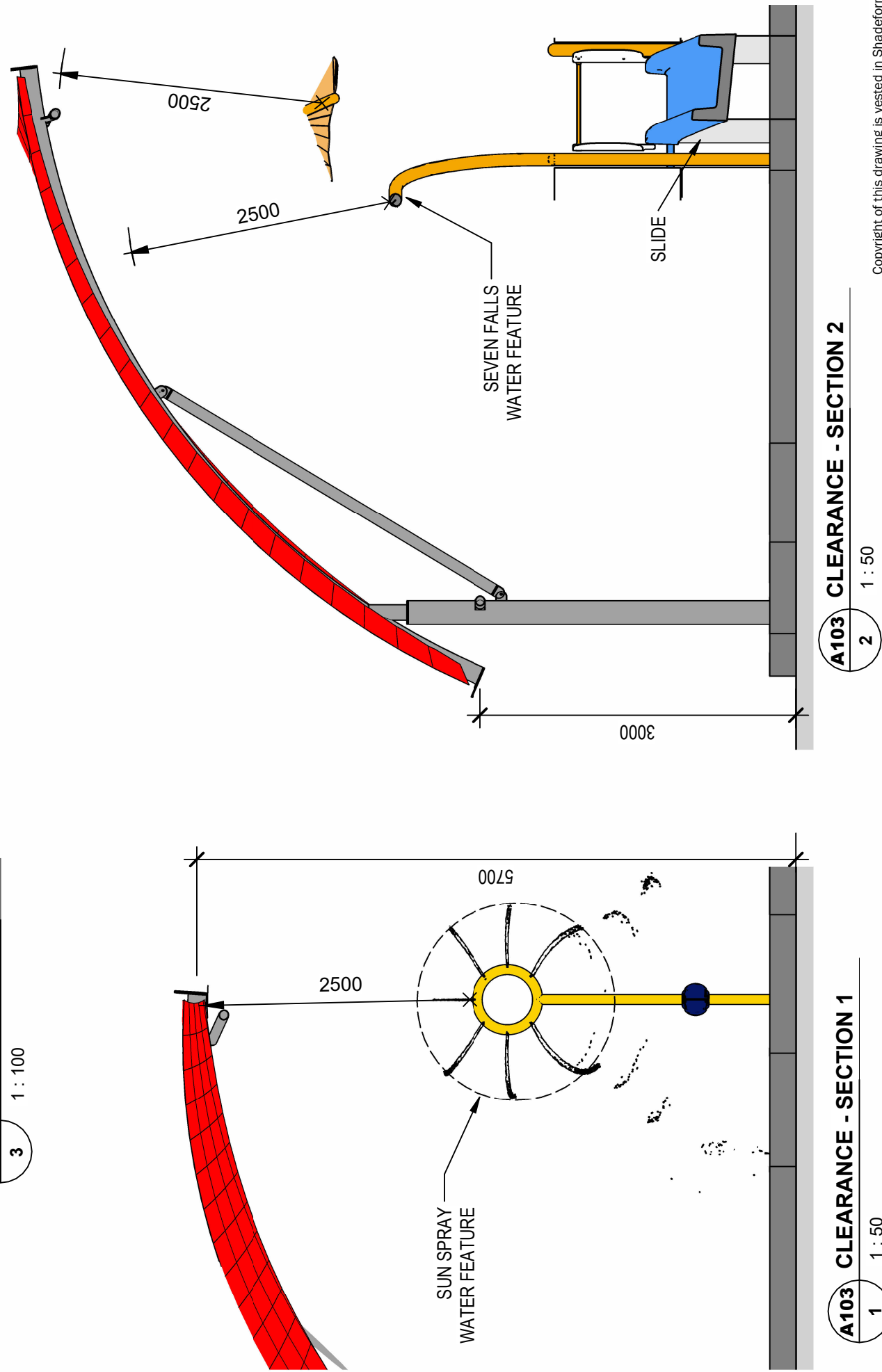
PRELIMINARY  
(FOR REVIEW)

Description	Date
REVISED CONCEPT	15-11-24
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**A103** SECTION KEY  
3 1 : 100

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### ZERO DEPTH SPLASH PAD SHADE

PAYNEHAM SWIMMING POOL

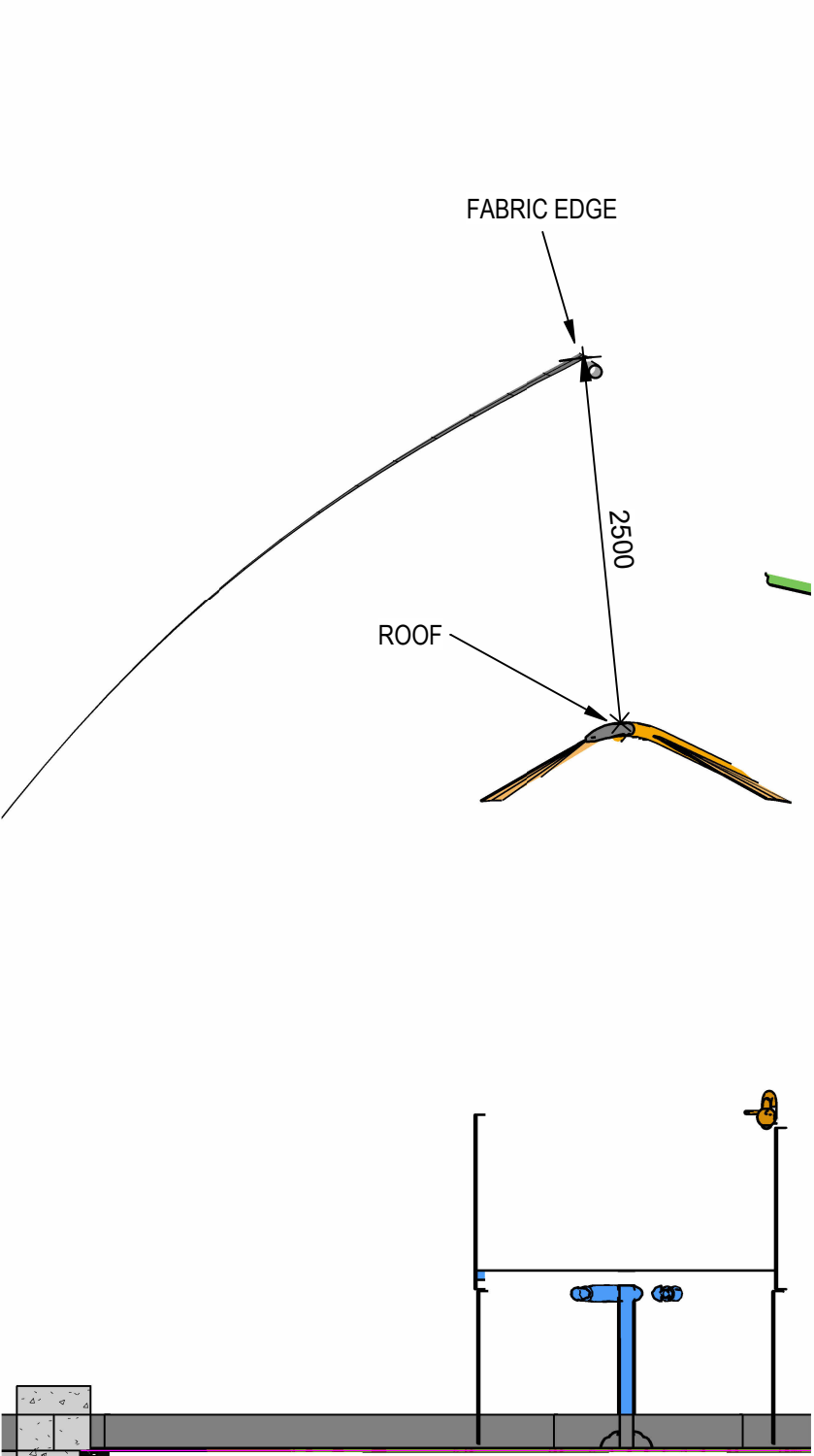
194 OG ROAD

FELIXSTOWE SA 5070

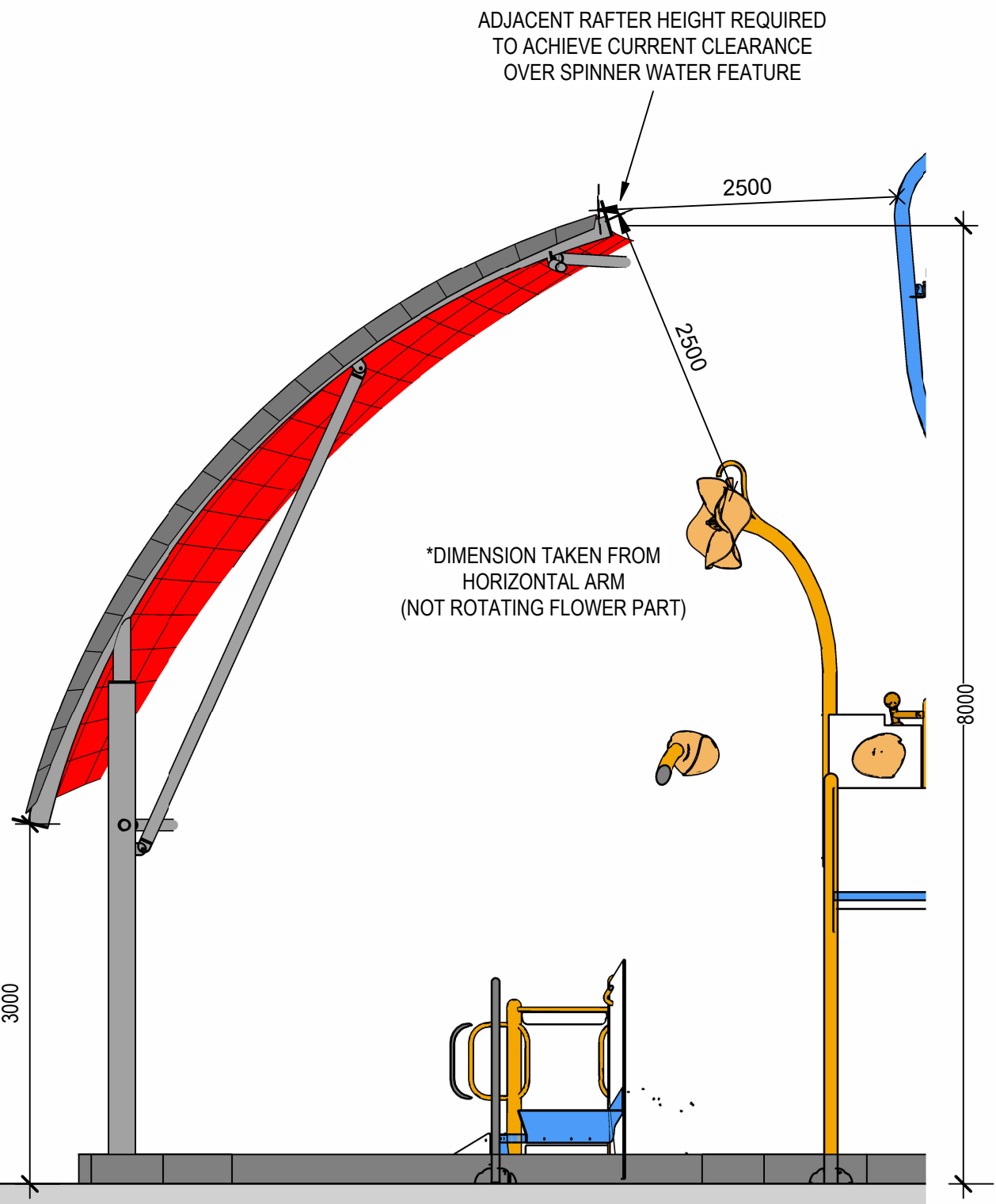
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Project No	J16936
Date	20-11-24
Drawn	NAH
Checked	MSS/GK
Scale	NTS

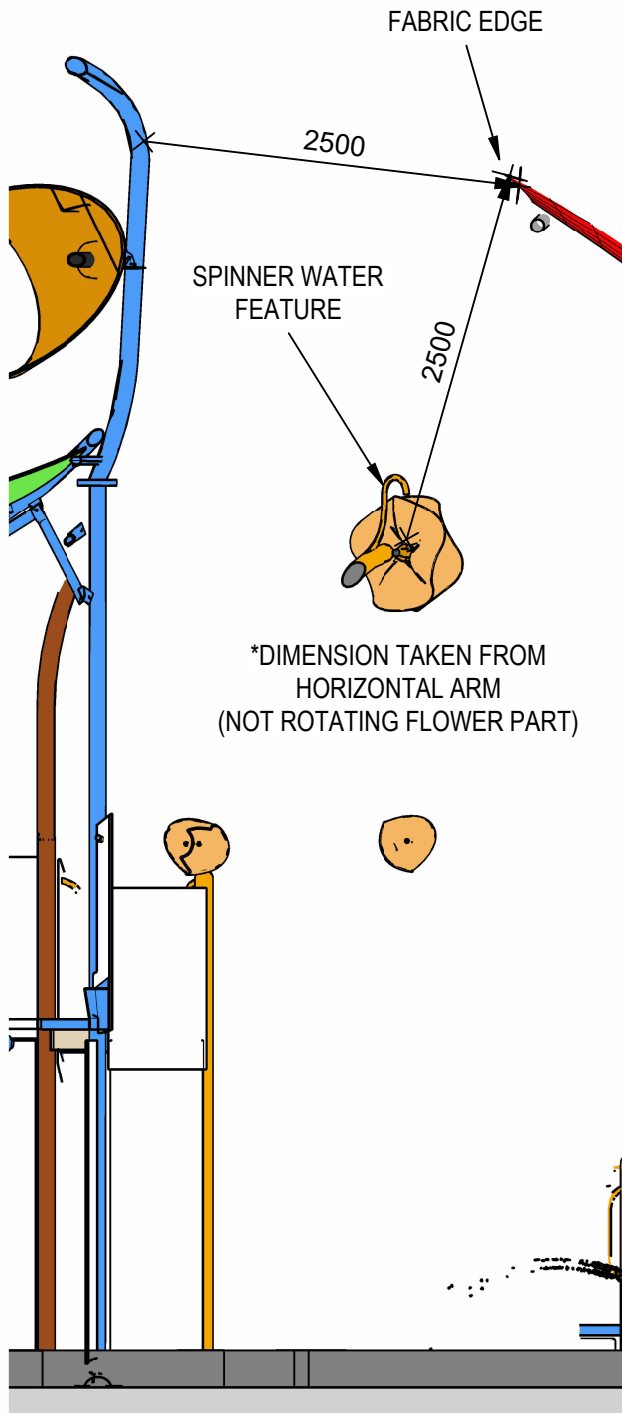
**A103**



**A104** CLEARANCE - SECTION 3  
3 1 : 50



**A104** CLEARANCE - SECTION 4  
4 1 : 50



**A104** CLEARANCE - SECTION 5  
5 1 : 50



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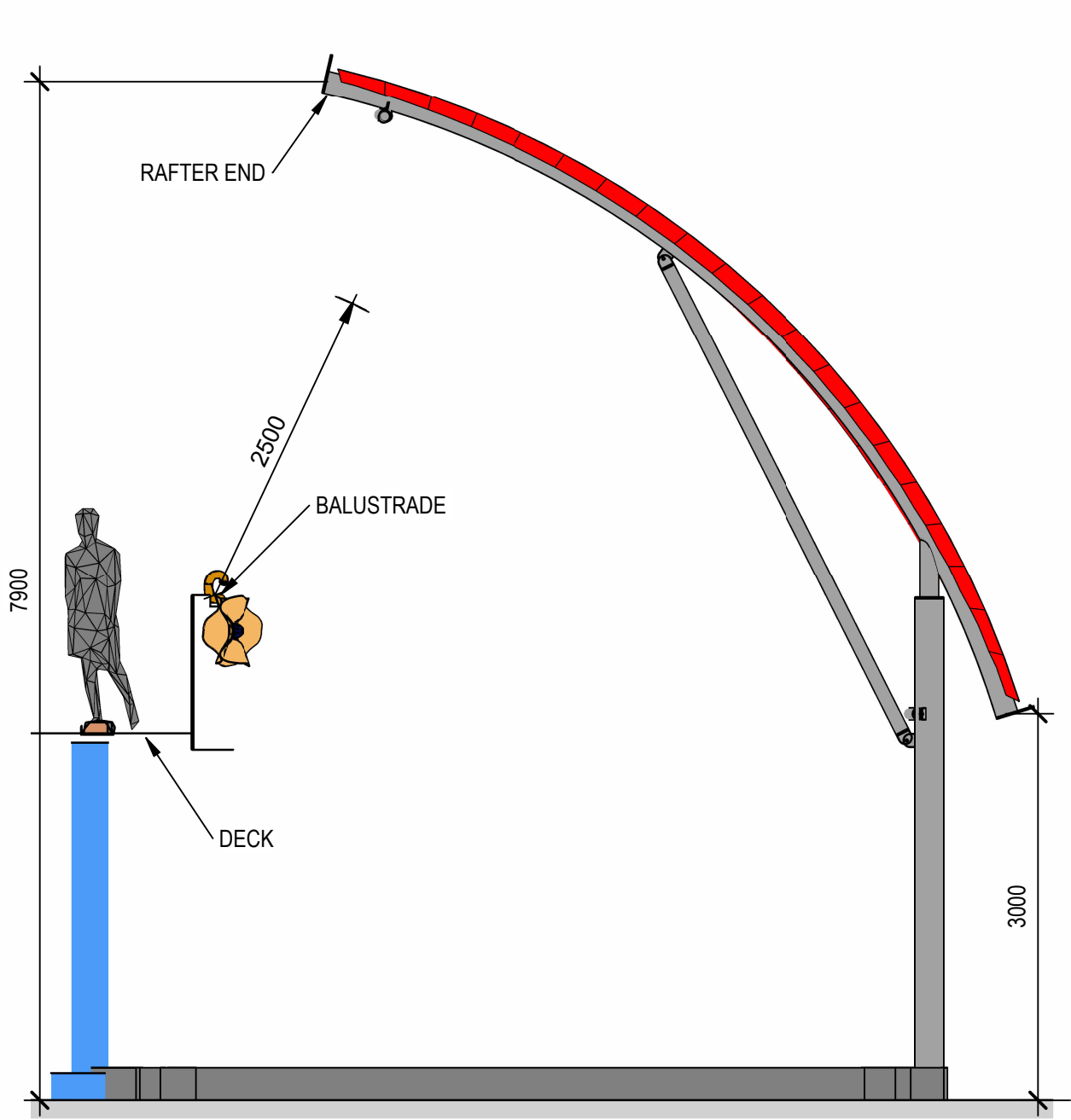
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**PAYNEHAM SWIMMING POOL**  
**194 OG ROAD**  
**FELIXSTOWE SA 5070**  
Page 18 of 34

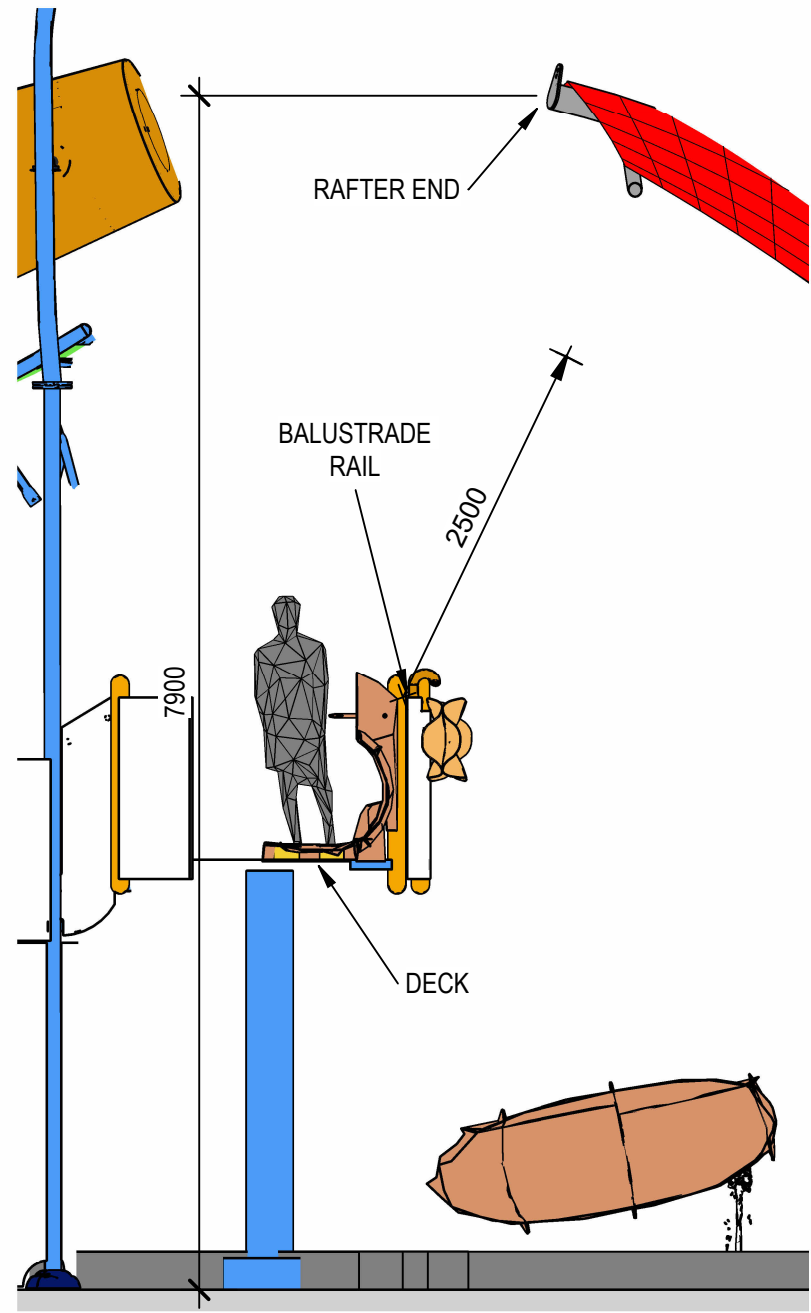
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Checked	MSS/GK	Project No	J16936	Scale	1 : 50

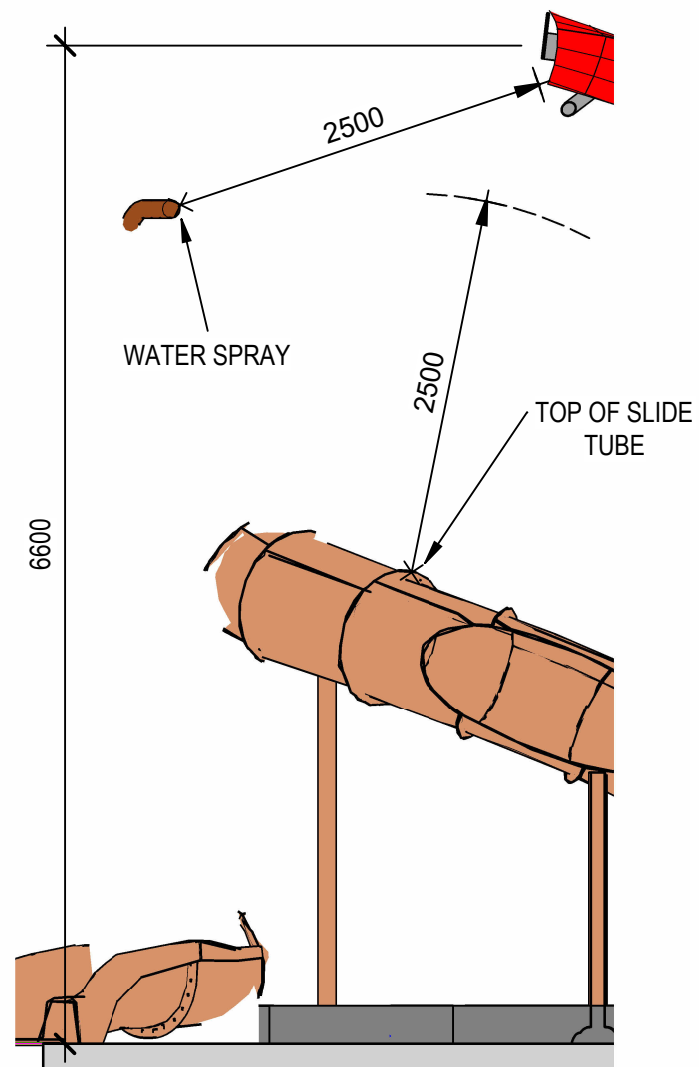
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**A105** CLEARANCE - SECTION 6  
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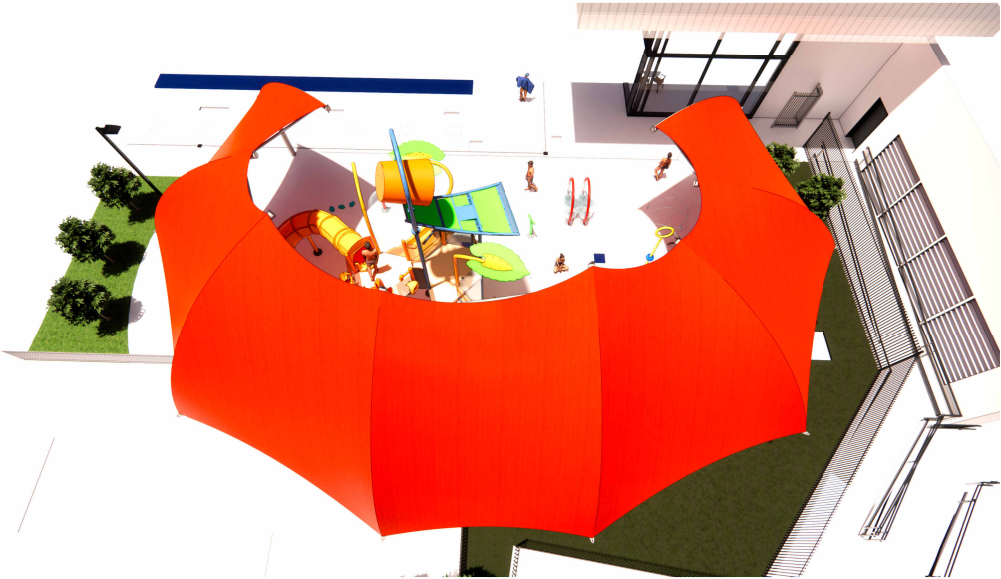


**A105** CLEARANCE - SECTION 7  
7 1 : 50



**A105** CLEARANCE - SECTION 8  
8 1 : 50







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**PAYNEHAM SWIMMING POOL**  
**194 OG ROAD**  
**FELIXSTOWE SA 5070**

**3D VIEWS - BARREL VAULT SHADE**

Drawn	NAH	Date	20-11-24	Revision	E
Checked	MSS/GK	Project No	J16936	Scale	

**A106**





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E	REVISED CONCEPT	20-11-24

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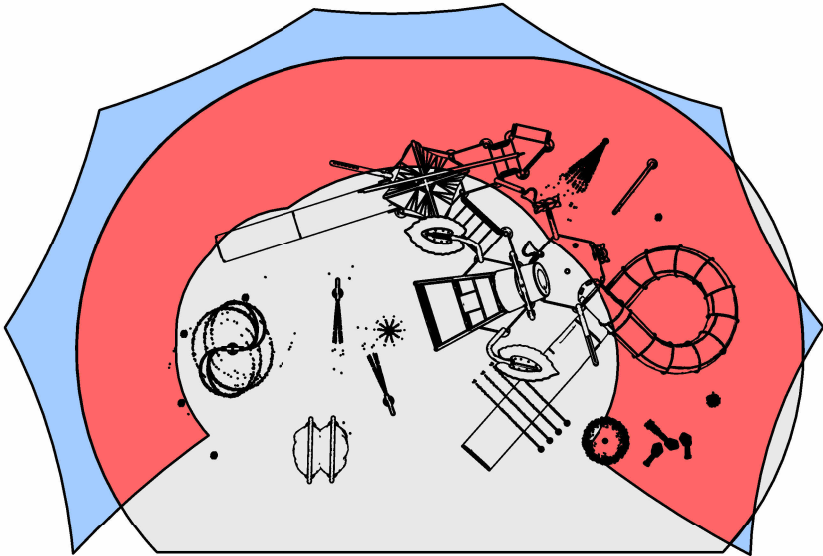
**ZERO DEPTH SPLASH PAD SHADE**  
**PAYNEHAM SWIMMING POOL**  
**194 OG ROAD**  
**FELIXSTOWE SA 5070**  
Page 21 of 34

**3D VIEWS - BARREL VAULT SHADE**

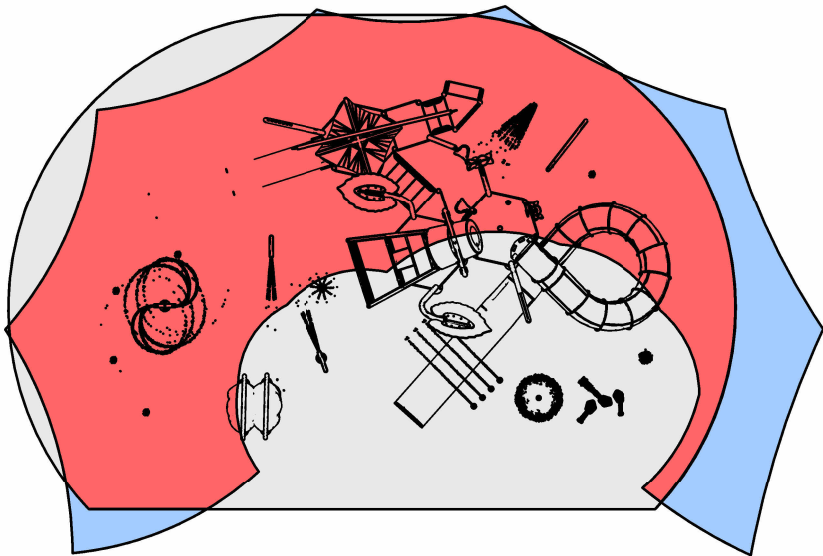
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Checked	MSS/GK	Project No	J16936	Scale	

**A107**

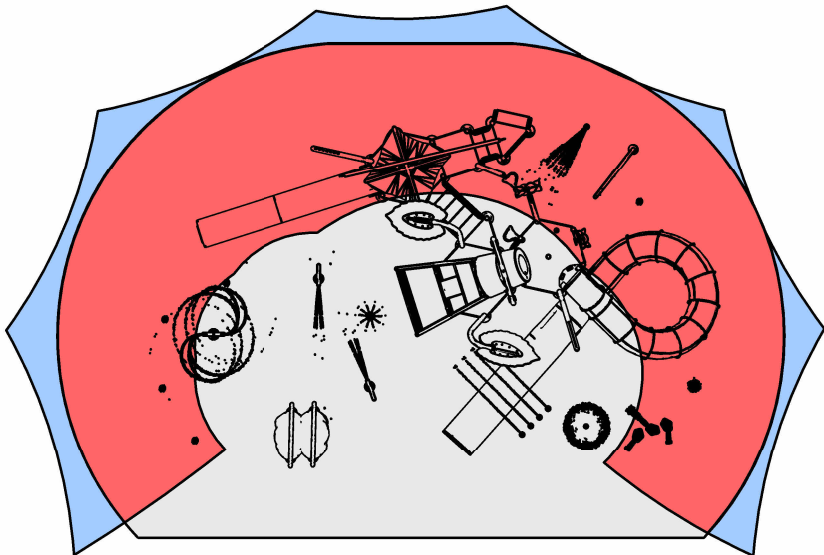




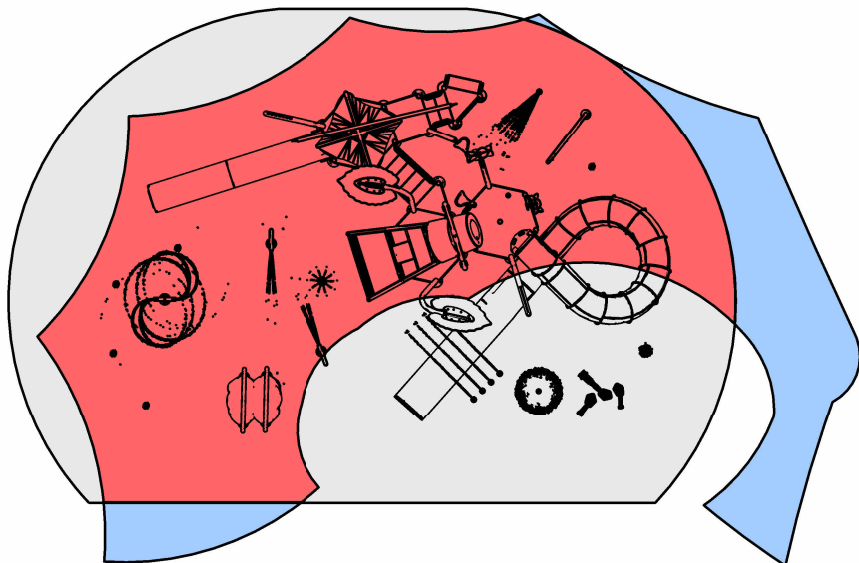
11.00am SHADE ANALYSIS (21st DEC)	
AREA OF SPLASH PAD	260sqm
TOTAL AREA OF SHADE	166sqm
SHADE ON PAD	130sqm
SHADE OFF PAD	36sqm
% OF SPLASH PAD IN SHADE	50%



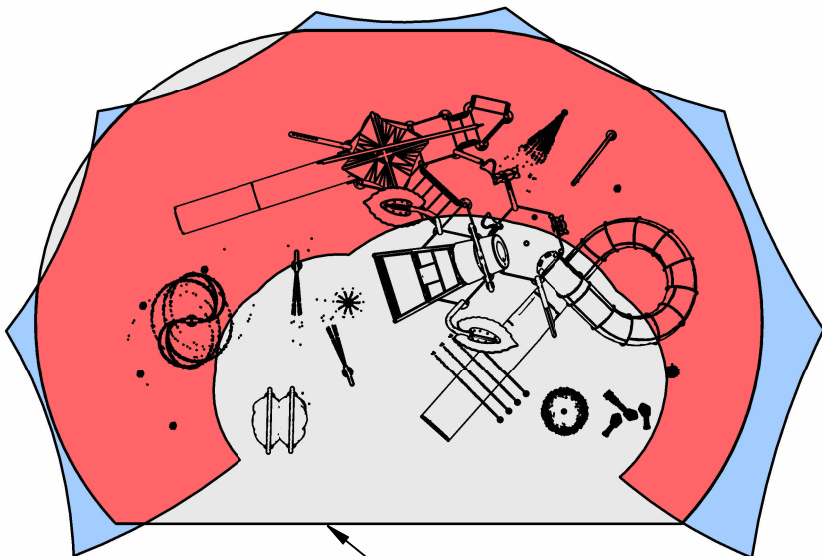
2.00pm SHADE ANALYSIS (21st DEC)	
AREA OF SPLASH PAD	260sqm
TOTAL AREA OF SHADE	186sqm
SHADE ON PAD	158sqm
SHADE OFF PAD	28sqm
% OF SPLASH PAD IN SHADE	60%



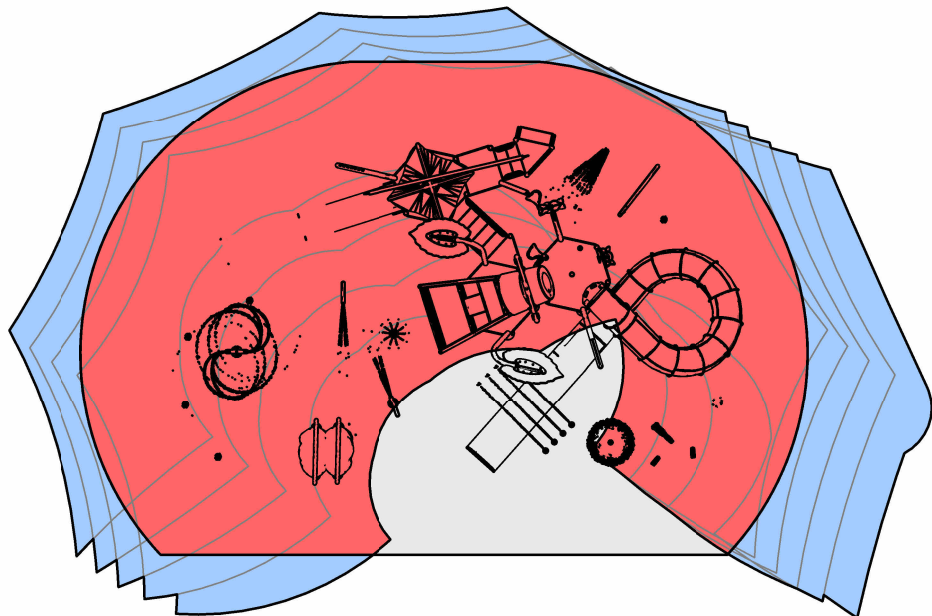
12.00pm SHADE ANALYSIS (21st DEC)	
AREA OF SPLASH PAD	260sqm
TOTAL AREA OF SHADE	174sqm
SHADE ON PAD	149sqm
SHADE OFF PAD	25sqm
% OF SPLASH PAD IN SHADE	57%



3.00pm SHADE ANALYSIS (21st DEC)	
AREA OF SPLASH PAD	260sqm
TOTAL AREA OF SHADE	195sqm
SHADE ON PAD	157sqm
SHADE OFF PAD	38sqm
% OF SPLASH PAD IN SHADE	60%



1.00pm SHADE ANALYSIS (21st DEC)	
AREA OF SPLASH PAD	260sqm
TOTAL AREA OF SHADE	182sqm
SHADE ON PAD	160sqm
SHADE OFF PAD	22sqm
% OF SPLASH PAD IN SHADE	61%



11am - 3pm CUMULATIVE SHADE ANALYSIS (21st DEC)	
AREA OF SPLASH PAD	260sqm
TOTAL AREA OF SHADE	305sqm
SHADE ON PAD	220sqm
SHADE OFF PAD	85sqm
% OF SPLASH PAD IN SHADE	84%



PRELIMINARY  
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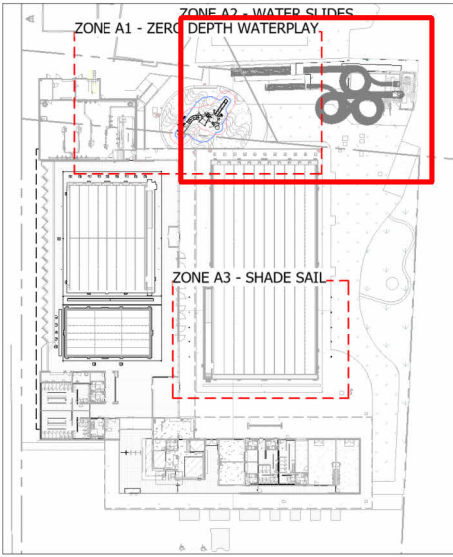
Rev.	Description	Date
C	REVISED CONCEPT	23-10-24
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ZERO DEPTH SPLASH PAD SHADE  
PAYNEHAM SWIMMING POOL  
194 OG ROAD  
FELIXSTOWE SA 5070  
Page 22 of 34

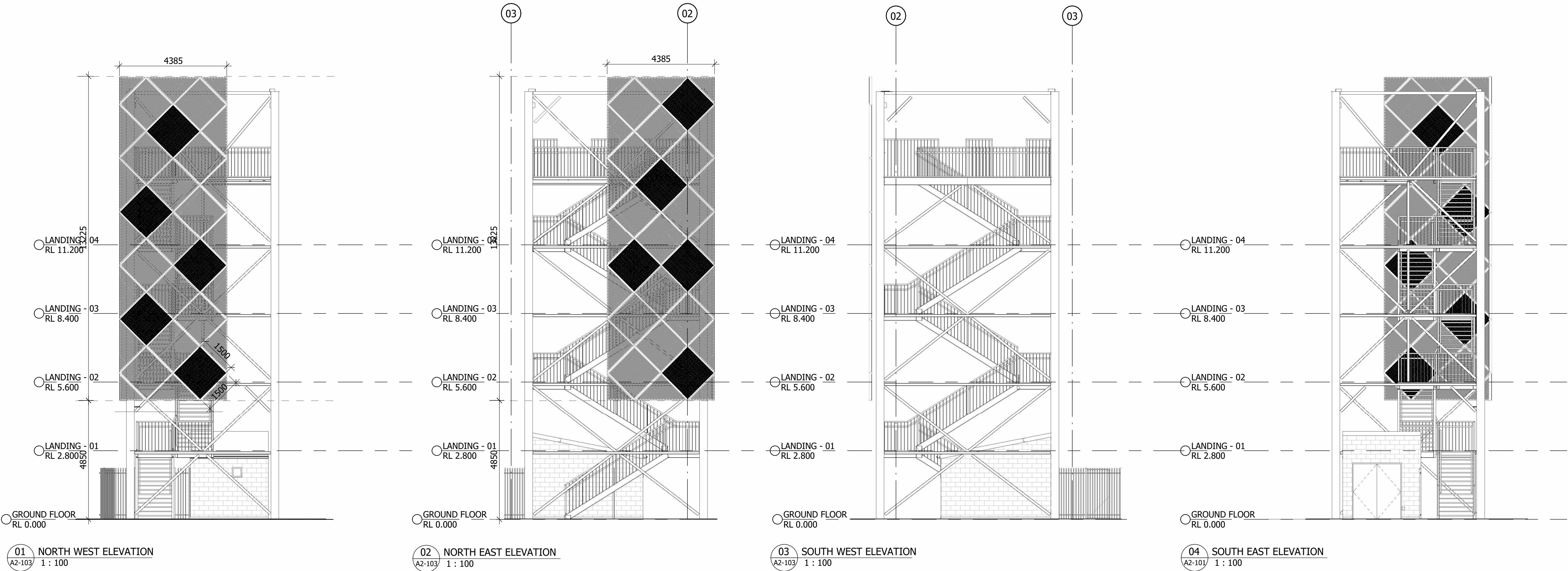
SHADE STUDY

Drawn NAH	Date 20-11-24	Revision E	A108
Checked MSS/GK	Project No J16936	Scale 1 : 220	

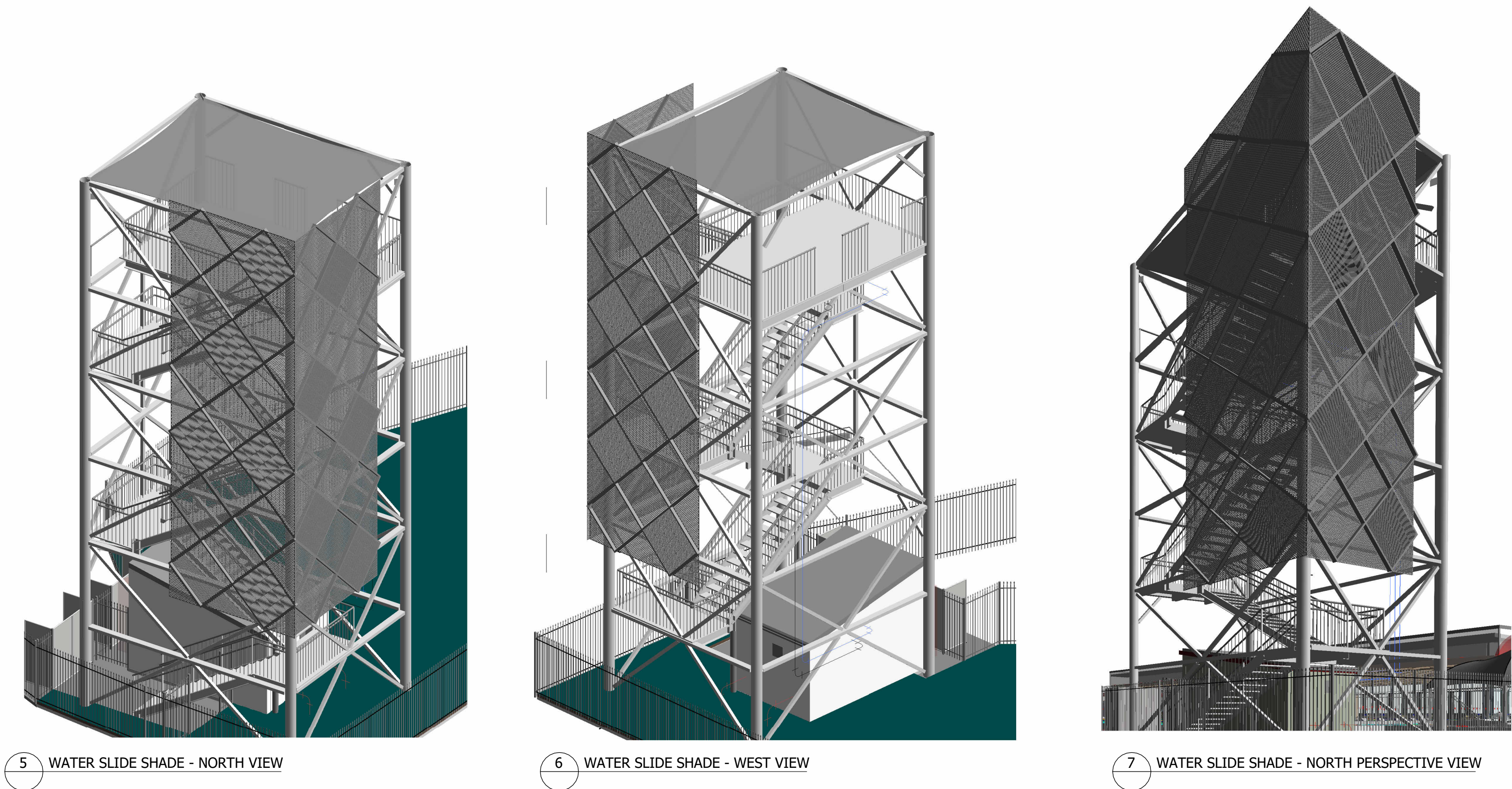
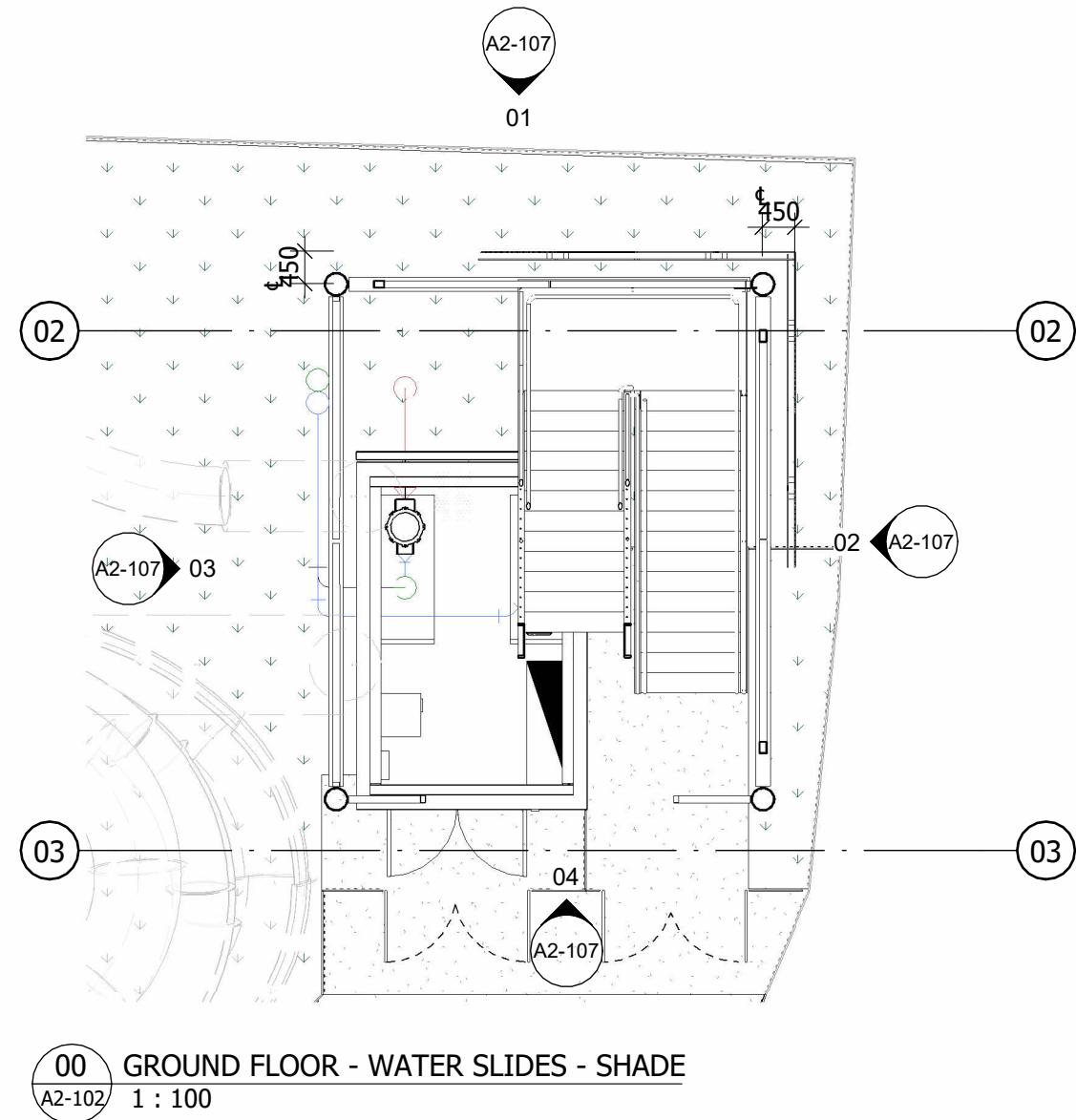




LOCATION PLAN - A2  
1 : 500



D	Final Issue	26.05.25	ABA	
C	Concept Issue	13.05.25	ABA	
B	Concept Issue	05.05.25	ABA	
A	Concept Issue	11.04.25	ABA	
no	amendment/issue	date	by	



Client:

Lead Contractor:

D&C Architect:

D&C Structural & Civil Engineer:

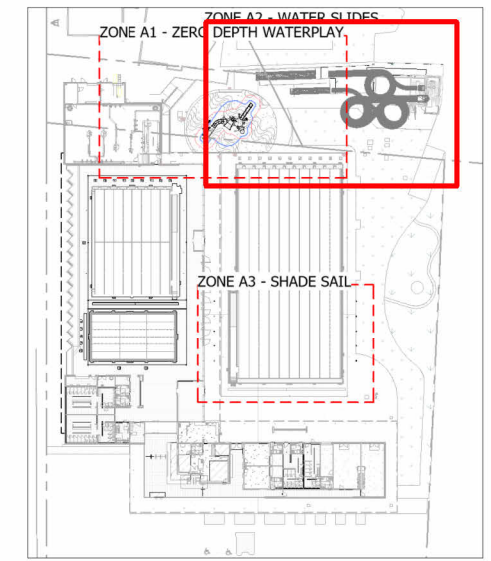
D&C Building Services Engineer:

Do not scale. Verify all dimension prior to commencement.  
Refer any discrepancies to superintendent before proceeding. Read with all project documentation.

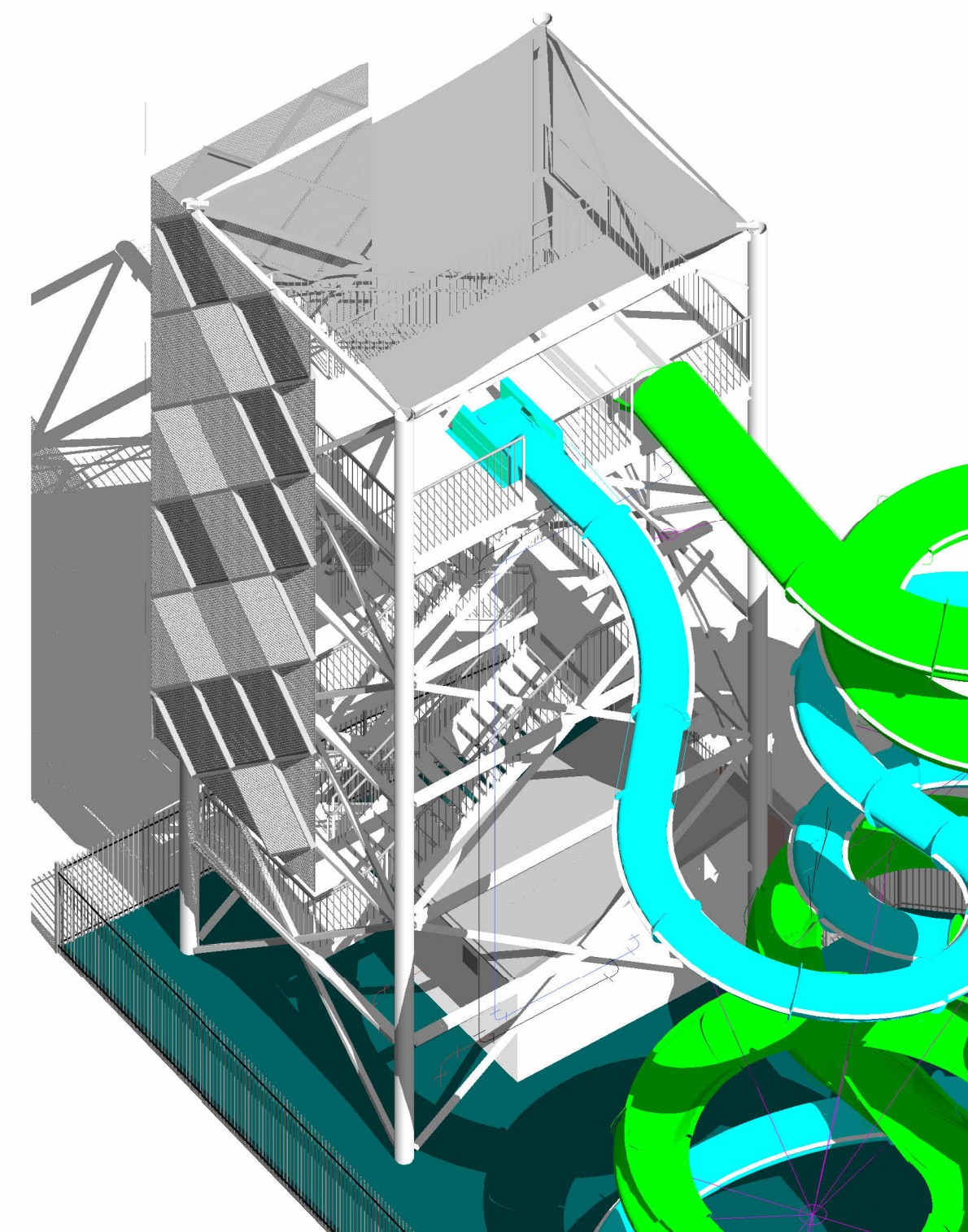
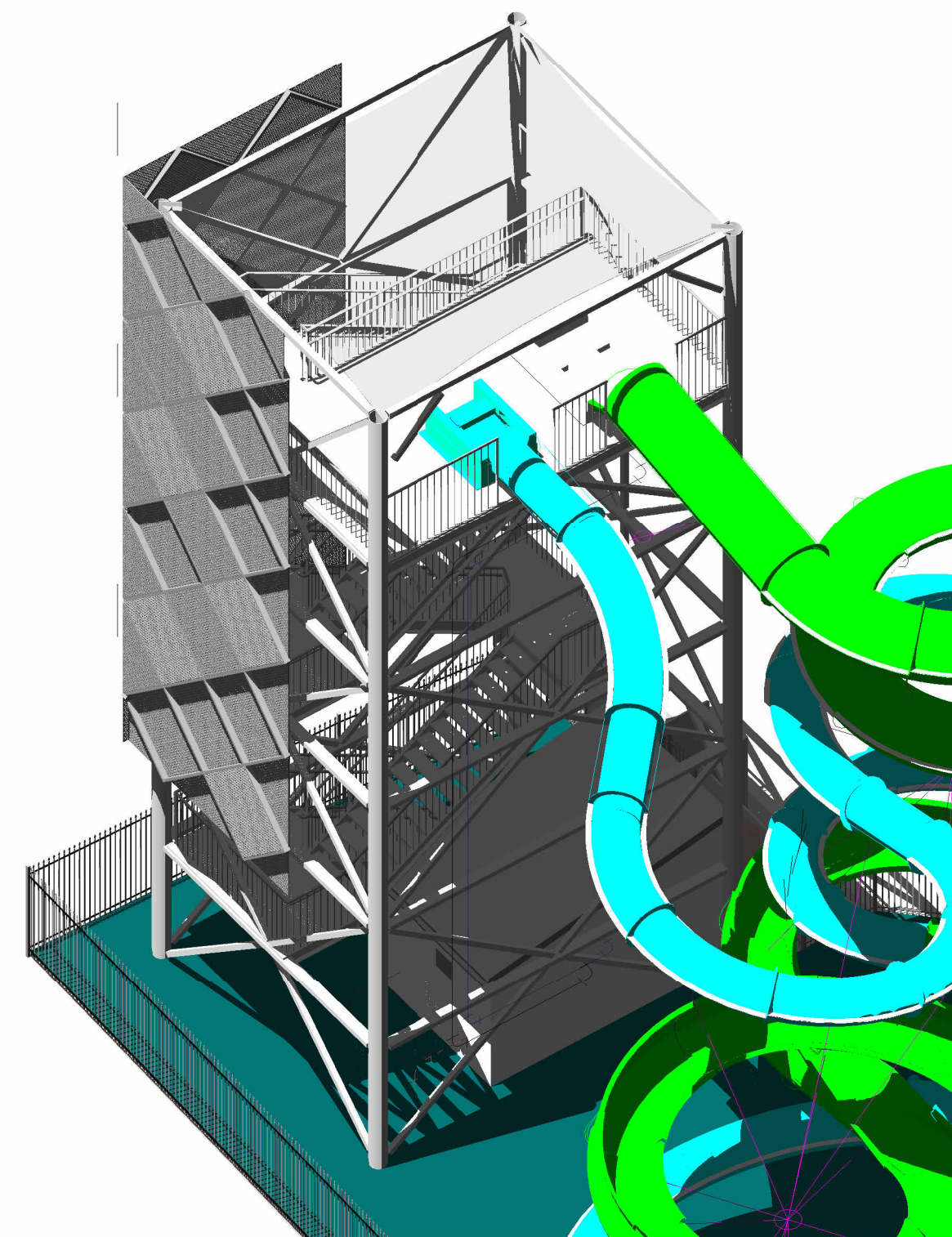
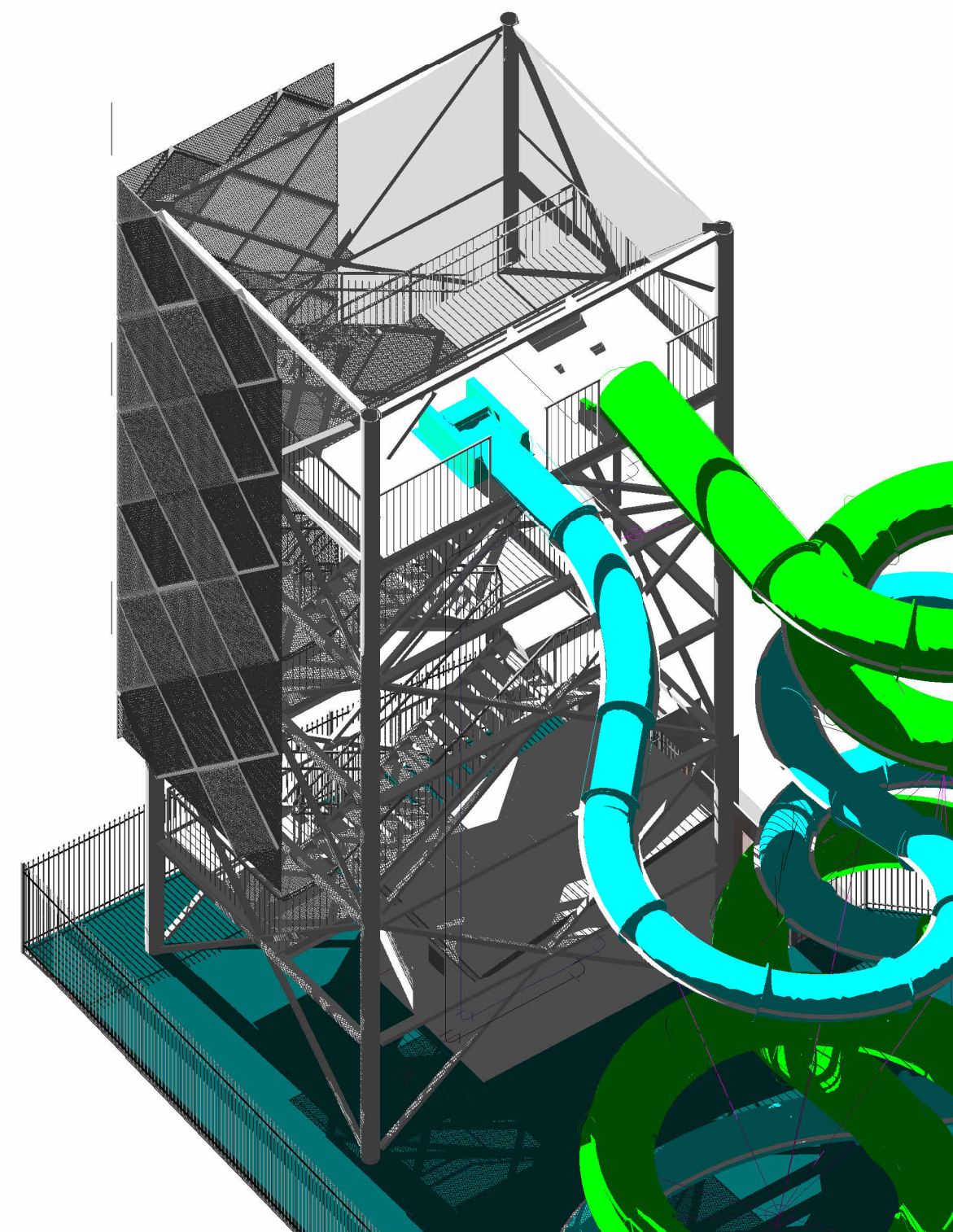
project	PAYNEHAM MEMORIAL SWIMMING CENTRE REDEVELOPMENT		
title	WATER SLIDE TOWER SHADE - CONCEPT		
scale	As indicated @ A1	drawn	ABA
date	26.05.25	checked	MR
project	24031	drawing	A2-107 (D)

NOTE: This drawing is for indicative reference only, pending further specialist contractor input

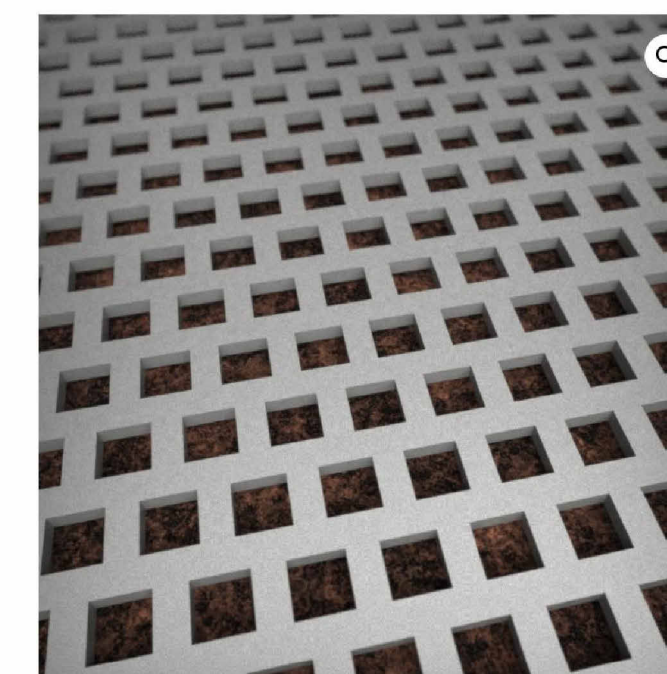
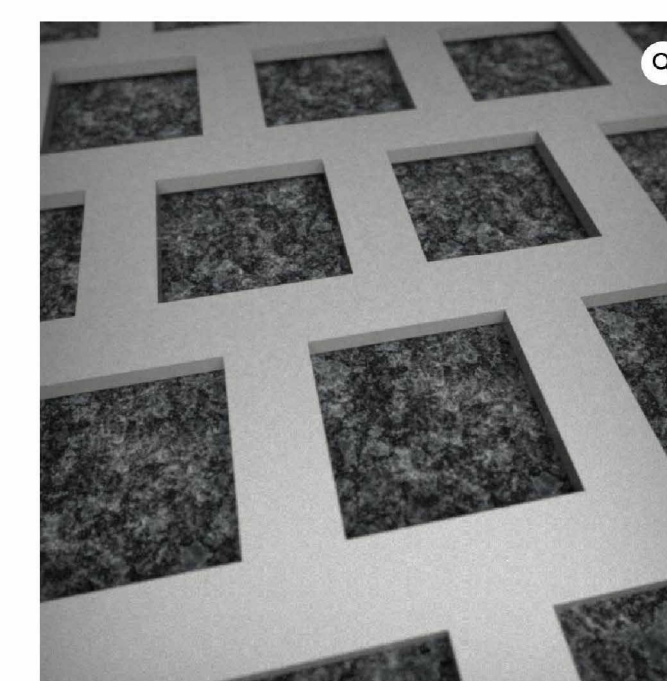
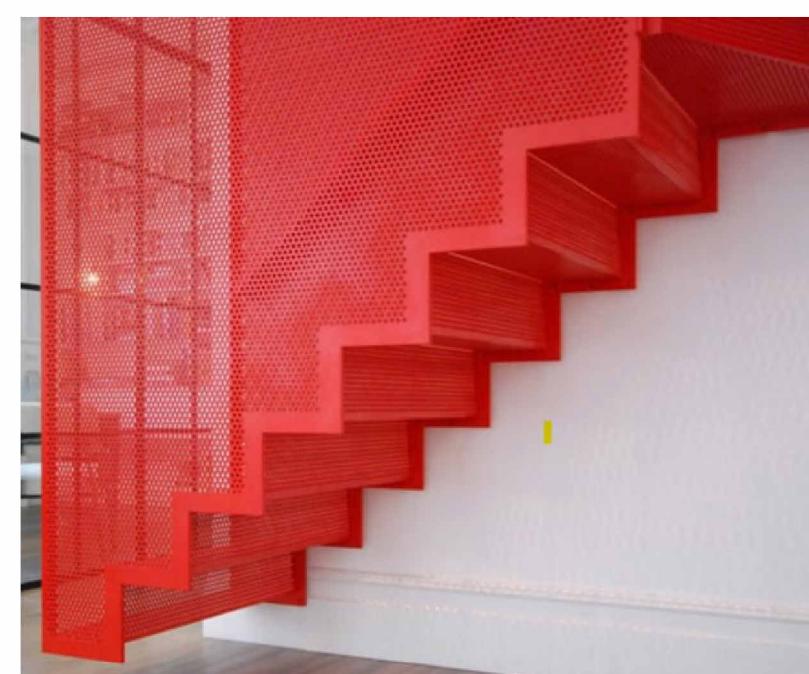




LOCATION PLAN - A2  
1 : 500



D	Final Issue	26.05.25 ABA
C	Concept Issue	13.05.25 ABA
B	Concept Issue	05.05.25 ABA
A	Concept Issue	11.04.25 ABA
no	amendment/issue	date by



### SELECTED PANELS

Client:



Lead Contractor:



D&C Architect:

S M F A

D&amp;C Structural &amp; Civil Engineer:



D&amp;C Building Services Engineer:



Do not scale. Verify all dimension prior to commencement.  
Refer any discrepancies to superintendent before  
proceeding. Read with all project documentation.

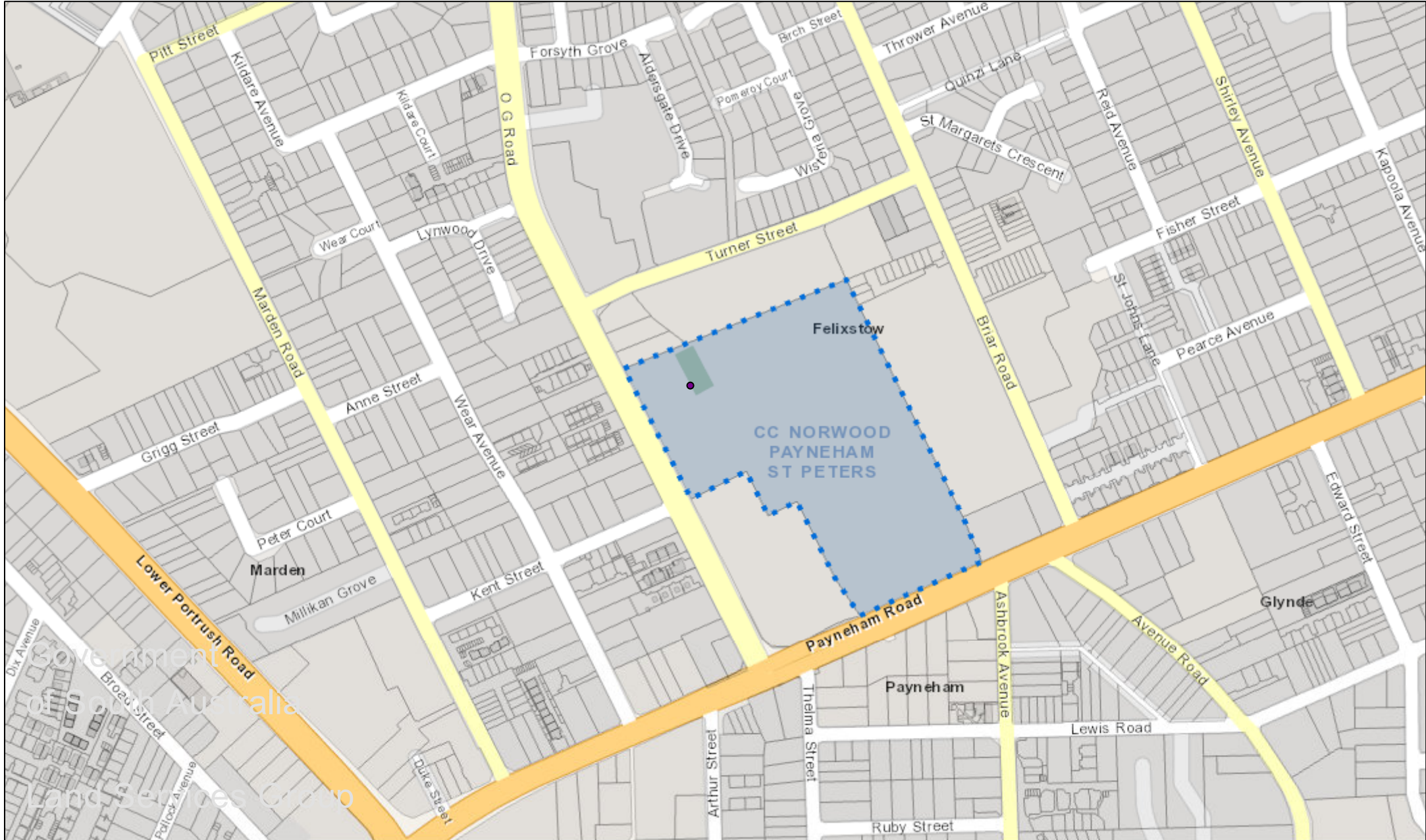
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project **PAYNEHAM MEMORIAL SWIMMING  
CENTRE REDEVELOPMENT**

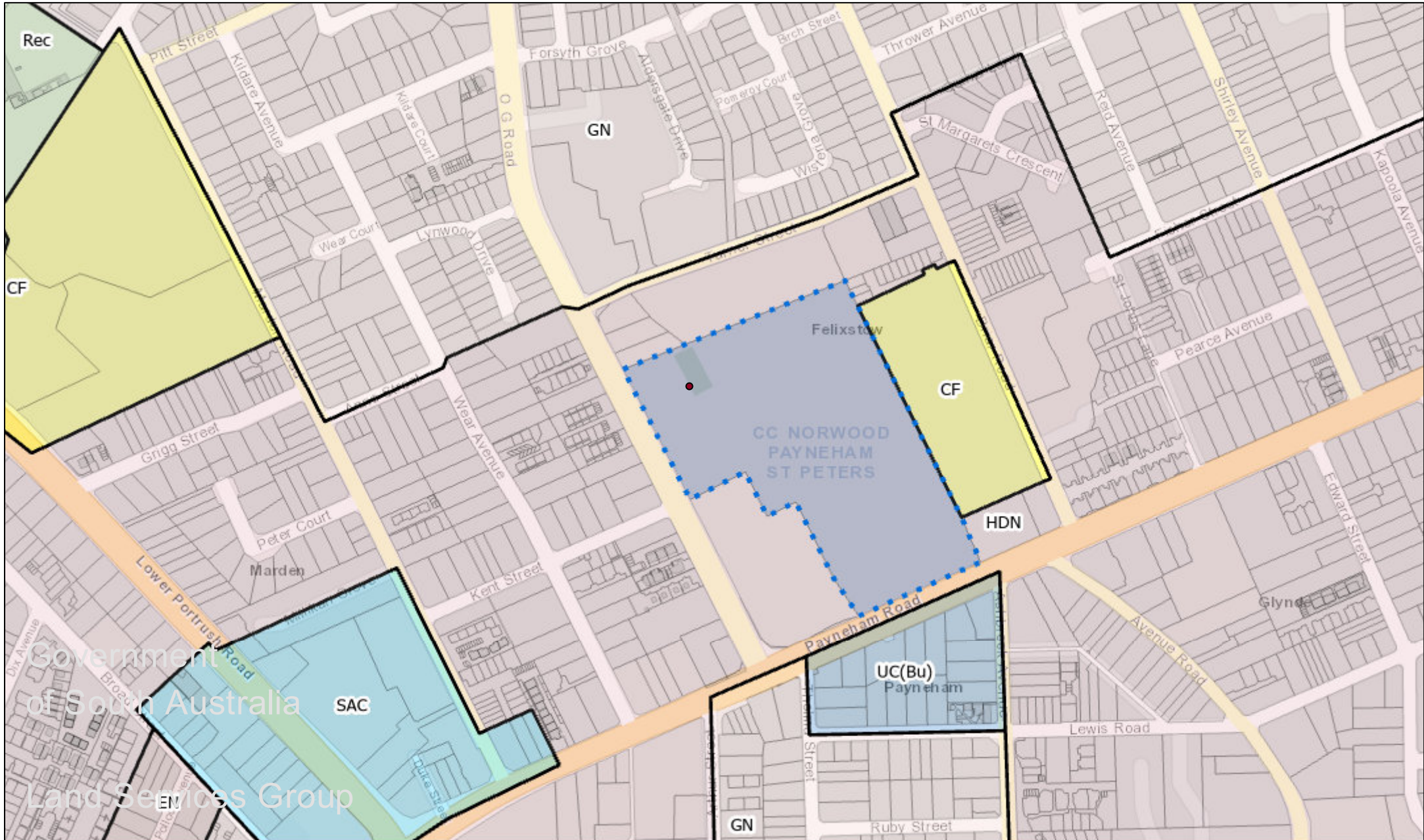
title	WATER SLIDE TOWER SHADE - SHADOW STUDY
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scale	1 : 500 @ A1	drawn	ABA
date	26.05.25	checked	MR
project	24031	drawing	A2-108 (D)















## Application Summary

Application ID	25015485
Proposal	Variation to Development Application 22017508 comprising amendments to the water slide tower design (to include shading) and an increase in the size of the zero-depth splash pad area and the construction of a shade structure associated with this area
Location	188 O G RD FELIXSTOW SA 5070

## Representations

### Representor 1 - Vince Schirripa

Name	Vince Schirripa
Address	155 Cornish man's hill road ONE TREE HILL SA, 5114 Australia
Submission Date	06/07/2025 07:56 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
<b>Reasons</b> I have concerns that the development will cause excess noise for neighbouring properties.	

## Attached Documents

**Representor 2** - Teresa Schirripa

Name	Teresa Schirripa
Address	2/189 OG road MARDEN SA, 5070 Australia
Submission Date	06/07/2025 07:59 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
<b>Reasons</b> Too much noise because of the water slides and splash park	

**Attached Documents**

**Representor 3** - Vince Schirripa

Name	Vince Schirripa
Address	3/189 OG road MARDEN SA, 5070 Australia
Submission Date	06/07/2025 08:02 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
<b>Reasons</b> Noisy	

**Attached Documents**

**Representor 4** - Vince Schirripa

Name	Vince Schirripa
Address	4/189 OG road MARDEN SA, 5070 Australia
Submission Date	06/07/2025 08:03 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
<b>Reasons</b> Too noisy due to water slides and splash	

**Attached Documents**



Representor 5 - Bradley Elborough

Name	Bradley Elborough
Address	1/185 O G Road MARDEN SA, 5070 Australia
Submission Date	17/06/2025 12:24 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development
Reasons	

Attached Documents

**Representor 6** - Laura Schirripa

Name	Laura Schirripa
Address	1/189 OG Road MARDEN SA, 5070 Australia
Submission Date	18/06/2025 03:17 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
<b>Reasons</b> I would like to ensure that noise is kept to a minimum in regards to water slides and the splash park	

**Attached Documents**

Representor 1	
Name	Vince Schirripa
Position	I oppose the development
Reasons	I have concerns that the development will cause excess noise for neighbouring properties.
Representor 2	
Name	Teresa Schirripa
Position	I oppose the development
Reasons	Too much noise because of the water slides and splash park
Representor 3	
Name	Vince Schirripa
Position	I oppose the development
Reasons	Noisy
Representor 4	
Name	Vince Schirripa
Position	I oppose the development
Reasons	Too noisy due to water slides and splash
Representor 5	
Name	Bradley Elborough
Position	I support the development
Reasons	
Representor 6	
Name	Laura Schirripa
Position	I support the development with some concerns
Reasons	I would like to ensure that noise is kept to a minimum in regards to water slides and the splash park
City of Norwood Payneham & St Peters	
Response	<p>As part of the design process for the facility an acoustic assessment was commissioned by specialist consultant Sonus.</p> <p>The assessment nominates appropriate criteria to be achieved at nearby residences from noise generating activity at the site, derived from the provisions of the South Australian Planning and Design Code (the Code) and the indicative noise levels under the Environment Protection (Noise) Policy 2007 (the Policy).</p> <p>The assessment recommended acoustic treatments to plant areas at the facility, all of which have been incorporated into the final design.</p> <p>As a result, the noise at residences from operation of the plant is predicted to achieve the goal noise levels under the Policy.</p>

6.     **DEVELOPMENT APPLICATIONS – DEVELOPMENT ACT**
7.     **REVIEW OF ASSESSMENT MANAGER DECISIONS**
8.     **ERD COURT APPEALS**
9.     **OTHER BUSINESS**  
      (Of an urgent nature only)
10.    **CONFIDENTIAL REPORTS**
11.    **CLOSURE**