

<b>DEVELOPMENT NO.:</b>	22009589
<b>APPLICANT:</b>	FGM Properties PTY LTD
<b>ADDRESS:</b>	64 PARINGA AVENUE, SOMERTON PARK SA 5044
<b>NATURE OF DEVELOPMENT:</b>	The construction of two warehouse buildings with associated landscaping and parking.
<b>ZONING INFORMATION:</b>	<p><b>Zones:</b></p> <ul style="list-style-type: none"> <li>• Employment</li> </ul> <p><b>Overlays:</b></p> <ul style="list-style-type: none"> <li>• Airport Building Heights (Regulated)</li> <li>• Building Near Airfields</li> <li>• Hazards (Flooding - General)</li> <li>• Prescribed Wells Area</li> <li>• Regulated and Significant Tree</li> <li>• Traffic Generating Development</li> </ul>
<b>LODGEMENT DATE:</b>	30 Mar 2022
<b>RELEVANT AUTHORITY:</b>	Assessment panel
<b>PLANNING &amp; DESIGN CODE VERSION:</b>	2022.5
<b>CATEGORY OF DEVELOPMENT:</b>	Code Assessed - Performance Assessed
<b>NOTIFICATION:</b>	Yes
<b>RECOMMENDING OFFICER:</b>	Alexander Stamatopoulos Development Planner
<b>REFERRALS STATUTORY:</b>	Nil
<b>REFERRALS NON-STATUTORY:</b>	Traffic & Transport Lead – City of Holdfast Bay

**CONTENTS:**


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**APPENDIX 1: Relevant P&D Code Policies**
**ATTACHMENT 2: Representations**
**ATTACHMENT 1: Submitted plans**
**ATTACHMENT 3: Response to representations**


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**DETAILED DESCRIPTION OF PROPOSAL:**

The application is for the construction of two warehouses with associated car parking and landscaping. The warehouses contain 7.6m high precast walls located on the northern, western and eastern side boundaries. The facade of the buildings contain a variety of materials and finishes to compliment the articulated building elements. The majority of the internal floor space is dedicated to the warehouse area, which is complimented by amenities and ancillary office areas. The site contains 7 parking spaces and a landscaped area adjacent to Paringa Avenue.

**BACKGROUND:**

An application for a boundary realignment between 64 and 66 Paringa Avenue Somerton Park was lodged, Application ID 22003850. The application involved moving the existing boundary between the two properties to the west clear of any structures in order to accommodate the land use application. The boundary realignment received approval on 11 April 2022.

**SUBJECT LAND & LOCALITY:****Site Description:**

**Location reference:** 64 PARINGA AV SOMERTON PARK SA 5044

**Title ref.:** CT 5167/384 **Plan Parcel:** D3339 AL133 **Council:** CITY OF HOLDFAST BAY

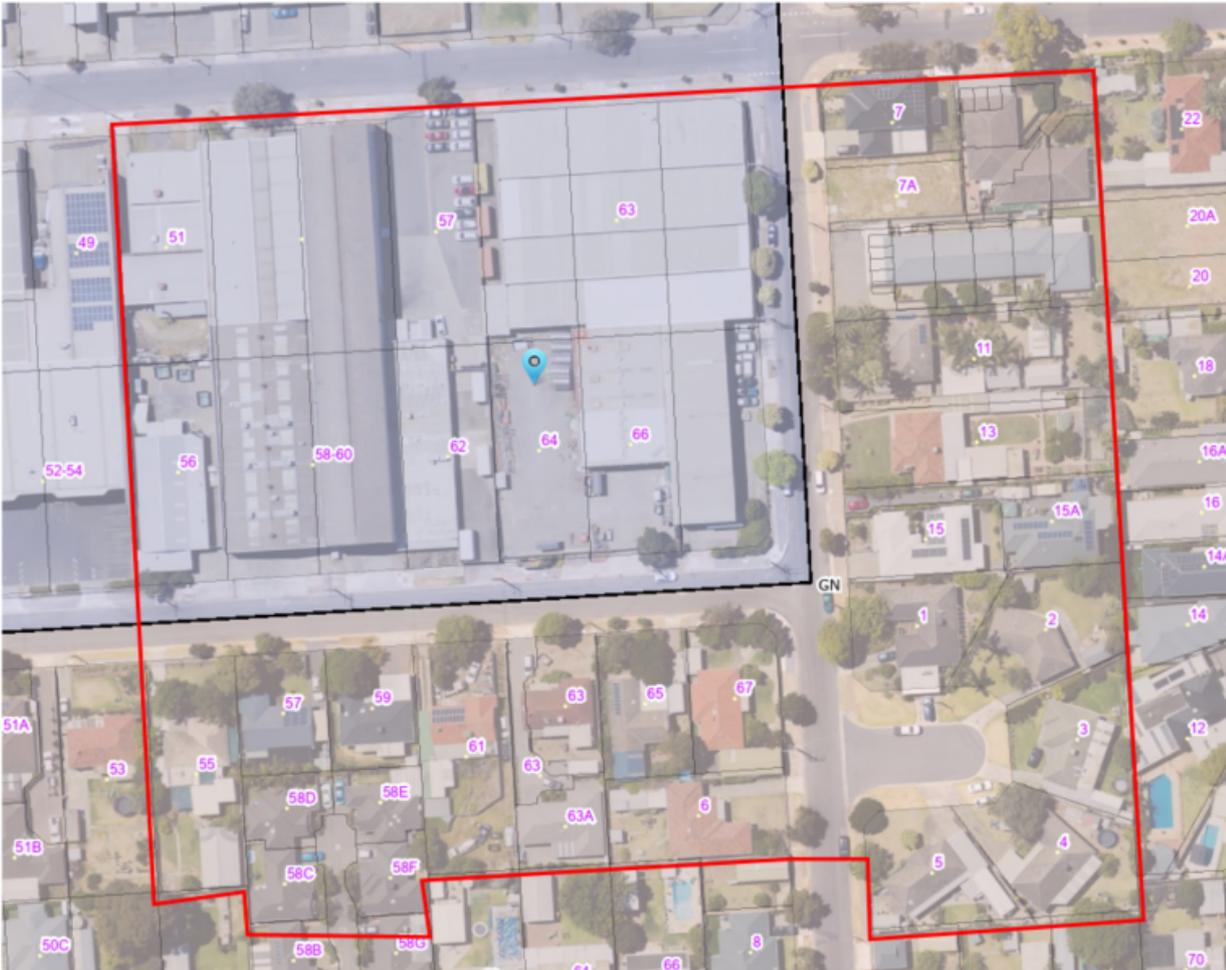
**Locality**

The site is located on the northern side of Paringa Avenue. It contains a width of 18.29m and a depth of 46.94m resulting in a total site area of 858sqm. Currently, the site is used to store various industrial materials associated with the steel fabrication business to the east. The amenity is considered to be low. To the west and north of the site are large buildings which accommodate a variety of light industrial and commercial land uses. It is common to see buildings built to side and rear boundaries to maximise building floor areas. To the south of the site are a series of dwellings located in the General Neighbourhood Zone.

The photo below is of the subject site.



The aerial below highlights the locality in red. Shaded blue is the Employment Zone and shaded beige is the General Neighbourhood Zone.



**CONSENT TYPE REQUIRED:**

Planning Consent

**CATEGORY OF DEVELOPMENT:**

- **PER ELEMENT:** Warehouse: Code Assessed - Performance Assessed
- **OVERALL APPLICATION CATEGORY:**  
Code Assessed - Performance Assessed
- **REASON**  
P&D Code

**PUBLIC NOTIFICATION**

- **REASON**  
The site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.

Summary of Representors			
Address of Representor	Position	Wish to be heard	Concerns
Wayne Dade of 63 Byre avenue Somerton Park	Support with concerns	No	The development does not contain adequate parking spaces.

The aerial below shows the representors land marked "R"



## SUMMARY

The applicant provided a response to the representation, refer to attachment 3. The applicant states in their response that 7 on-site parking spaces are provided and not 3 as stated by the representor. It was also mentioned that the notification sign does not clearly show the full car parking arrangement. The Council reviewed the plan showed on the sign which displayed the correct amount of parking spaces.

## INTERNAL REFERRALS

- Traffic & Transport Lead – City of Holdfast Bay – No objections raised to on-site manoeuvring or crossover location.

## PLANNING ASSESSMENT

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

### Quantitative Provisions

	Proposed	DPF Requirement	Achieved
<b>Building Height</b>	7.6m	9m	Yes
<b>Front Setback</b>	14.59m	Average of adjoining buildings (10m)	Yes
<b>Side Setback</b>	Nil	3m to at least one side boundary	No
<b>Soft Landscaping</b>	3% of the site minimum dimension of 1.9m	10% of the site and 1.5m minimum dimension	No
<b>On-site parking</b>	7	4 spaces are provided at 0.5 spaces per 100sqm of total floor area	Yes

### Land Use

The development is located on Paringa Street along the suburban edges of the zone where a series of dwellings are adjacent to the south. Higher impacting development resulting in operational noise, light, dust, odour, emissions and other nuisances to residential land uses are better located towards the centre of the zone where no residential land uses are adjacent. As the zone anticipates high impacting land uses such as motor repair stations and light industry, the warehouse land use is welcomed to the site. A warehouse is considered to be a low impact land use and will not result in unreasonable interface issues to the southern residential land uses.

### Built Form

The buildings contain clearly delineated customer entry points and service entrances to ensure safety and convenience. The lower level entry points into the building are recessed in from a cantilevered balcony which provides visual interest to the building façade. The buildings are functional and industrial in form and take design cues from the character of the area. The façade's contain introduction of varied materials and finishes that break up the expanses of the concrete dominant construction material.

Below are a series of photos of buildings with near identical built forms to the development. These buildings are located on Paringa Avenue to the west of the site.

Below: 52 to 54 Paringa Avenue



Above: 30 Paringa Avenue

Below: 28 Paringa Avenue



**Below:** 26 Paringa Avenue



**Below:** 8 Paringa Avenue, the same building is replicated adjoining to the east.



The proposed development contains an appropriate built form that is consistent with the established character of buildings in the Employment Zone and satisfies PO 2.1 and 2.2.

**Setbacks**

The primary setback of the building satisfies the quantitative requirement of DPF 3.1 (a) therefore satisfying PO 3.1 as seen in the quantitative assessment table. A shortfall was noted with respect to the side setback anticipated by the zone.

DPF 3.4 states:

*Building walls are set back at least 3m from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.*

The site does not contain an alternative means for access to the rear of the site, therefore DPF 3.4 is applicable. When assessing the circumstances of the land and the existing built form in the locality, the addition of a 3m side setback to one side for rear vehicular access is not a pragmatic outcome for the site. There is no fundamental reason as to why rear access should be encouraged. There is ample space for access to be established from Paringa Avenue allowing the front of the allotment to be dedicated for parking and the remainder of the space behind that dedicated to built form. This allows construction to occur from boundary to boundary enabling the best use of the land. This type of construction has proven popular throughout the zone and has been replicated on numerous occasions. The side setback anticipated in DPF 3.4 is not imperative for access and the current arrangement is considered to be a better outcome for the site.

**Landscaping**

The quantitative landscaping shortfall was raised with the applicant when the application was initially lodged. DPF 5.2 of the zone anticipates not less than 10% of the site to be landscaped where only 3% is. To make way for more landscaping the applicant advised that two parking spaces would need to be omitted from the scheme. The development provides 7 spaces where 4 are anticipated by DPF 5.1 (a) of Traffic, Access and Parking Policies. If two spaces were omitted the total on-site spaces would be reduced to 5 spaces and would satisfy the quantitative requirement.

However, it was the preference of the applicant to obtain as many on-site parking spaces as possible. It is well known to the operators in the locality and occupiers of dwellings that on-street parking is in high demand in the locality with on-street parking constantly at capacity. In this instance is a better outcome for the locality that the landscaping is sacrificed for an increase to on-site parking. The applicant has shown the planting of two medium sized trees in the landscaping beds to compensate for the percentage shortfall which is an ideal outcome.

**CONCLUSION**

The application seeks to construct buildings that are typical of the recent built form in the locality. The development is welcomed to the site which is currently used to store building materials associated with a fabrication business increasing the amenity of the site. While it is noted that soft landscaping is short on the site, the additional parking spaces are welcome to the locality which has a well-known history of high demand on-street parking.

## RECOMMENDATION

### Planning consent

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and
2. Development Application Number 22009589, by FGM Properties PTY LTD is granted Planning Consent subject to the following reasons/conditions/reserved matters:

## CONDITIONS

### Planning Consent

1. The development granted approval shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any).
2. The stormwater disposal system shall cater for a 5 year rainfall event with discharge to the street not to exceed 10 litres per second. Any excess above this flow is to be detained on site.

## ADVISORY NOTES

### General Notes

1. 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.
2. 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.
3. This consent or approval will lapse at the expiration of 2 years from its operative date, subject to the below or subject to an extension having been granted by the relevant authority.
4. Where an approved development has been substantially commenced within 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).
5. A decision of the Commission in respect of a development classified as restricted development in respect of which representations have been made under section 110 of the Act does not operate—
  - a. until the time within which any person who made any such representation may appeal against a decision to grant the development authorisation has expired; or
  - b. if an appeal is commenced—
    - i. until the appeal is dismissed, struck out or withdrawn; or
    - ii. until the questions raised by the appeal have been finally determined (other than any question as to costs).

## OFFICER MAKING RECOMMENDATION

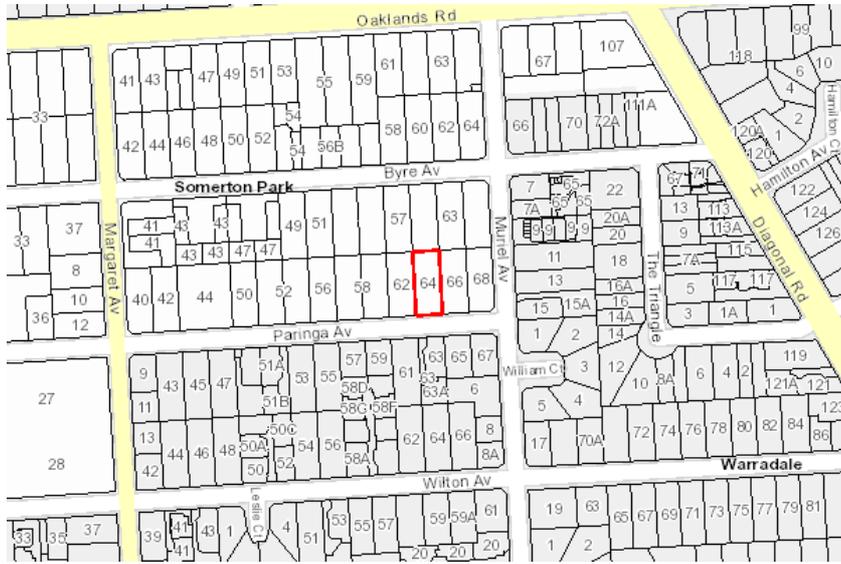
**Name:** Alexander Stamatopoulos  
**Title:** Development Planner  
**Date:** 29/06/2022

**64 PARINGA AV SOMERTON PARK SA 5044**

**Address:**

Click to view a detailed interactive [SAILIS](#) in [SAILIS](#)

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



**Property Zoning Details**

**Overlay**

- Airport Building Heights (Regulated) (*All structures over 45 metres*)
- Building Near Airfields
- Hazards (Flooding - General)
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development

**Zone**

Employment

**Selected Development(s)**

Warehouse

**This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.**  
*If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development*

**Property Policy Information for above selection**

**Warehouse - Code Assessed - Performance Assessed**

**Part 2 - Zones and Sub Zones**

**Employment Zone**

**Assessment Provisions (AP)**

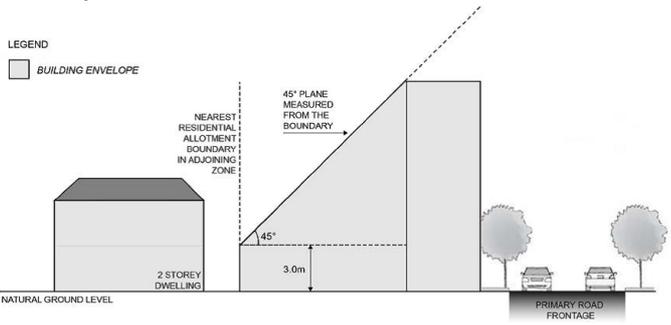
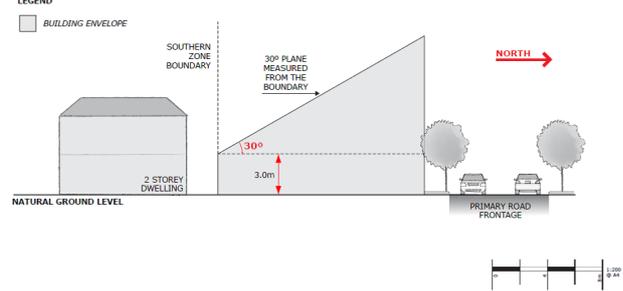
## Desired Outcome

DO 1	A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.
DO 2	Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.

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	
PO 1.1  A range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce emissions that would detrimentally affect local amenity.	DTS/DPF 1.1  Development comprises one or more of the following: <ul style="list-style-type: none"> <li>(a) Advertisement</li> <li>(b) Consulting room</li> <li>(c) Indoor recreation facility</li> <li>(d) Light industry</li> <li>(e) Motor repair station</li> <li>(f) Office</li> <li>(g) Place of worship</li> <li>(h) Research facility</li> <li>(i) Retail fuel outlet</li> <li>(j) Service trade premises</li> <li>(k) Shop</li> <li>(l) Store</li> <li>(m) Telecommunications facility</li> <li>(n) Training facility</li> <li>(o) Warehouse.</li> </ul>
PO 1.2  Shops provide convenient day-to-day services and amenities to local businesses and workers, support the sale of products manufactured on-site and otherwise complement the role of Activity Centres.	DTS/DPF 1.2  Shop where one of the following applies: <ul style="list-style-type: none"> <li>(a) with a gross leasable floor area up to 100m<sup>2</sup></li> <li>(b) is a bulky goods outlet</li> <li>(c) is a restaurant</li> <li>(d) is ancillary to and located on the same allotment as an industry and primarily involves the sale by retail of goods manufactured by the industry.</li> </ul>
Built Form and Character	
PO 2.1  Development achieves distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.	DTS/DPF 2.1  None are applicable.
PO 2.2	DTS/DPF 2.2

<p>Building facades facing a boundary of a zone primarily intended to accommodate residential development, public roads, or public open space incorporate design elements to add visual interest by considering the following:</p> <ul style="list-style-type: none"> <li>(a) using a variety of building finishes</li> <li>(b) avoiding elevations that consist solely of metal cladding</li> <li>(c) using materials with a low reflectivity</li> <li>(d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.</li> </ul>	<p>None are applicable.</p>
<p>Building height and setbacks</p>	
<p>PO 3.1</p> <p>Buildings are set back from the primary street boundary to contribute to the existing/emerging pattern of street setbacks in the streetscape.</p>	<p>DTS/DPF 3.1</p> <p>The building line of a building set back from the primary street boundary:</p> <ul style="list-style-type: none"> <li>(a) at least the average setback to the building line of existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road or a vacant allotment)</li> <li>(b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), not less than the setback to the building line of that building or</li> <li>(c) not less than 3m where no building exists on an adjoining site with the same primary street frontage.</li> </ul>
<p>PO 3.2</p> <p>Buildings are set back from a secondary street boundary to accommodate the provision of landscaping between buildings and the street to enhance the appearance of land and buildings when viewed from the street.</p>	<p>DTS/DPF 3.2</p> <p>Building walls are no closer than 2m to the secondary street boundary.</p>
<p>PO 3.3</p> <p>Buildings are set back from rear access ways to provide adequate manoeuvrability for vehicles to enter and exit the site.</p>	<p>DTS/DPF 3.3</p> <p>Building walls are set back from the rear access way:</p> <ul style="list-style-type: none"> <li>(a) where the access way is 6.5m wide or more, no requirement</li> <li>(b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide.</li> </ul>
<p>PO 3.4</p> <p>Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.</p>	<p>DTS/DPF 3.4</p> <p>Building walls are set back at least 3m from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.</p>
<p>PO 3.5</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 is otherwise generally low-rise to complement</p>	<p>DTS/DPF 3.5</p> <p>Building height is not greater than:</p> <ul style="list-style-type: none"> <li>(a) the following:</li> </ul>

<p>the established streetscape and local character.</p>	<p>(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 height of 9m.</p> <p>In relation to DTS/DPF 3.5, in instances where:</p> <p>(c) more than one value is returned in the same field for DTS/DPF 3.5(a) refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> or <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development</p> <p>(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.</p>
<p>PO 3.6</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 3.6</p> <p>Buildings are constructed within a building envelope provided by a 45 degree plane, measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes in a neighbourhood-type zone as shown in the following diagram, except where the relevant boundary is a southern boundary or where this boundary is the primary street boundary.</p> 
<p>PO 3.7</p> <p>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 3.7</p> <p>Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram:</p> 

<p>PO 3.8</p> <p>Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.</p>	<p>DTS/DPF 3.8</p> <p>None are applicable.</p>
<p>Landscaping</p>	
<p>PO 5.1</p> <p>Landscaping is provided to enhance the visual appearance of development when viewed from public roads and thoroughfares.</p>	<p>DTS/DPF 5.1</p> <p>Other than to accommodate 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, a landscaped area is provided within the development site:</p> <ul style="list-style-type: none"> <li>(a) where a building is set back less than 3m from the street boundary - 1m wide or the area remaining between the relevant building and the street boundary where the building is less than 1m from the street boundary</li> <li>or</li> <li>(b) in any other case - at least 1.5m wide.</li> </ul>
<p>PO 5.2</p> <p>Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.</p>	<p>DTS/DPF 5.2</p> <p>Landscape areas comprise:</p> <ul style="list-style-type: none"> <li>(a) not less than 10 percent of the site</li> <li>(b) a dimension of at least 1.5m.</li> </ul>
<p>Concept Plans</p>	
<p>PO 7.1</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 7.1</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 7.1, in instances where:</p> <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 7.1 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.

<b>Class of Development</b> <b>(Column A)</b>	<b>Exceptions</b> <b>(Column B)</b>
<p>1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.</p>	<p>None specified.</p>
<p>2. 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) air handling unit, air conditioning system or exhaust fan</li> <li>(c) building on railway land</li> <li>(d) carport</li> <li>(e) fence</li> <li>(f) outbuilding</li> <li>(g) retaining wall</li> <li>(h) shade sail</li> <li>(i) solar photovoltaic panels (roof mounted)</li> <li>(j) temporary public service depot</li> <li>(k) verandah</li> <li>(l) water tank.</li> </ul>	<p>Except development that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following:</p> <ul style="list-style-type: none"> <li>1. Employment Zone DTS/DPF 3.6</li> <li>2. Employment Zone DTS/DPF 3.7.</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) consulting room</li> <li>(b) light industry</li> <li>(c) office</li> <li>(d) motor repair station</li> <li>(e) retail fuel outlet</li> <li>(f) store</li> <li>(g) warehouse.</li> </ul>	<p>Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.</p>
<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) internal building works</li> <li>(b) land division</li> <li>(c) replacement building</li> <li>(d) temporary accommodation in an area affected by bushfire</li> <li>(e) tree damaging activity.</li> </ul>	<p>None specified.</p>
<p>5. Demolition.</p>	<p>Except any of the following:</p> <ul style="list-style-type: none"> <li>1. the demolition of a State or Local Heritage Place</li> </ul>

	2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
6. Shop within any of the following: (a) Retail Activity Centre Subzone (b) Roadside Service Centre Subzone.	Except shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following:  1. Employment Zone DTS/DPF 3.6 2. Employment Zone DTS/DPF 3.7.
7. Shop.	Except:  1. where the site of the shop is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone or 2. shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or 3. shop that does not satisfy Employment Zone DTS/DPF 1.2.
8. Telecommunications facility.	Except telecommunications facility that does not satisfy Employment Zone DTS/DPF 1.3.

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

None specified.

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

None specified.

## Part 3 - Overlays

### Airport Building Heights (Regulated) Overlay

#### Assessment Provisions (AP)

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

**Procedural Matters (PM) - Referrals**

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

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

**Building Near Airfields Overlay**

**Assessment Provisions (AP)**

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations.	DTS/DPF 1.1 Development:  (a) primarily or wholly for residential purposes (b) for non-residential purposes that does not incorporate outdoor floodlighting.

<p>PO 1.2</p> <p>Development likely to attract or result in the congregation of wildlife is adequately separated from airfields to minimise the potential for aircraft wildlife strike.</p>	<p>DTS/DPF 1.2</p> <p>All development except where it comprises one or more of the following located not less than 3km from the boundaries of an airport used by commercial or military aircraft:</p> <ul style="list-style-type: none"> <li>(a) food packing/processing plant</li> <li>(b) horticulture</li> <li>(c) intensive animal husbandry</li> <li>(d) showground</li> <li>(e) waste management facility</li> <li>(f) waste transfer station</li> <li>(g) wetland</li> <li>(h) wildlife sanctuary.</li> </ul>
<p>PO 1.3</p> <p>Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.</p>	<p>DTS/DPF 1.3</p> <p>The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.</p>

**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

**Hazards (Flooding – General) Overlay**

**Assessment Provisions (AP)**

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	DTS/DPF 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.	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

### Traffic Generating Development Overlay

#### Assessment Provisions (AP)

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) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m <sup>2</sup> or more (c) retail development with a gross floor area of 2,000m <sup>2</sup> or

	<p>more</p> <p>(d) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</p> <p>(e) industry with a gross floor area of 20,000m<sup>2</sup> or more</p> <p>(f) educational facilities with a capacity of 250 students or more.</p>
<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> <p>(a) land division creating 50 or more additional allotments</p> <p>(b) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</p> <p>(c) retail development with a gross floor area of 2,000m<sup>2</sup> or more</p> <p>(d) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</p> <p>(e) industry with a gross floor area of 20,000m<sup>2</sup> or more</p> <p>(f) educational facilities with a capacity of 250 students or more.</p>
<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> <p>(a) land division creating 50 or more additional allotments</p> <p>(b) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</p> <p>(c) retail development with a gross floor area of 2,000m<sup>2</sup> or more</p> <p>(d) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</p> <p>(e) industry with a gross floor area of 20,000m<sup>2</sup> or more</p> <p>(f) educational facilities with a capacity of 250 students or more.</p>

### 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> <p>(a) land division creating 50 or more additional allotments</p> <p>(b) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</p> <p>(c) retail development with a gross floor area</p>	<p>Commissioner of Highways.</p>	<p>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.</p>	<p>Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure</p>

<p>(d) of 2,000m<sup>2</sup> or more a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</p> <p>(e) industry with a gross floor area of 20,000m<sup>2</sup> or more</p> <p>(f) educational facilities with a capacity of 250 students or more.</p>			<p>(General) Regulations 2017 applies.</p>
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## Part 4 - General Development Policies

### Clearance from Overhead Powerlines

#### Assessment Provisions (AP)

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

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> <ul style="list-style-type: none"> <li>(a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i></li> <li>(b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.</li> </ul>

### Design

#### Assessment Provisions (AP)

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 contributes to the character of the immediate area</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 Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
<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>
Landscaping	
<p>PO 3.1</p> <p>Soft landscaping and tree planting is incorporated to:</p> <ul style="list-style-type: none"> <li>(a) minimise heat absorption and reflection</li> <li>(b) maximise shade and shelter</li> <li>(c) maximise stormwater infiltration</li> <li>(d) enhance the appearance of land and streetscapes</li> <li>(e) contribute to biodiversity.</li> </ul>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
<p>PO 3.2</p> <p>Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
Water Sensitive Design	
<p>PO 5.1</p> <p>Development is sited and designed to maintain natural hydrological systems without negatively impacting:</p> <ul style="list-style-type: none"> <li>(a) the quantity and quality of surface water and groundwater</li> <li>(b) the depth and directional flow of surface water and groundwater</li> <li>(c) the quality and function of natural springs.</li> </ul>	<p>DTS/DPF 5.1</p> <p>None are applicable.</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 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-</li> </ul>

Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.	
<b>Carparking Appearance</b>	
<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 the 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 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 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 and reduce solar heat absorption and reflection.</p>	<p>DTS/DPF 7.4</p> <p>None are applicable.</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>None are applicable.</p>
<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>
<b>Earthworks and sloping land</b>	
<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 are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).</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> <p>(a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway</p> <p>(b) are constructed with an all-weather trafficable surface.</p>
<p>PO 8.3</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):</p> <p>(a) do not contribute to the instability of embankments and cuttings</p> <p>(b) provide level transition areas for the safe movement of people and goods to and from the development</p> <p>(c) are designed to integrate with the natural topography of the land.</p>	<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 landslip nor increases the potential for landslip or land surface instability.</p>	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>
<p>All non-residential development</p>	
<p>Water Sensitive Design</p>	
<p>PO 31.1</p> <p>Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.</p>	<p>DTS/DPF 31.1</p> <p>None are applicable.</p>
<p>PO 31.2</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 31.2</p> <p>None are applicable.</p>

## Infrastructure and Renewable Energy Facilities

### Assessment Provisions (AP)

<h2 style="margin: 0;">Desired Outcome</h2>	
<p>DO 1</p>	<p>Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.</p>

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

Performance Outcome		Deemed-to-Satisfy Criteria / Designated Performance Feature	
Water Supply			
PO 11.1	Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	DTS/DPF 11.1	Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.
Wastewater Services			
PO 12.1	Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following: <ul style="list-style-type: none"> <li>(a) it is wholly located and contained within the allotment of the development it will service</li> <li>(b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources</li> <li>(c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.</li> </ul>	DTS/DPF 12.1	Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following: <ul style="list-style-type: none"> <li>(a) the system is wholly located and contained within the allotment of development it will service; and</li> <li>(b) the system will comply with the requirements of the South Australian Public Health Act 2011.</li> </ul>
PO 12.2	Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2	Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.

## Interface between Land Uses

### Assessment Provisions (AP)

Desired Outcome	
DO 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 1.2		DTS/DPF 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.	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 (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:  (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
Air Quality	
PO 5.1 Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.	DTS/DPF 5.1 None are applicable.
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by:  (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.
Light Spill	
PO 6.1	DTS/DPF 6.1

External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	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.

## Transport, Access and Parking

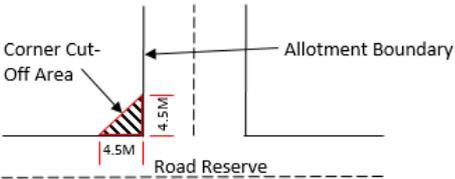
### Assessment Provisions (AP)

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 1.3 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.	DTS/DPF 1.3 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	
<p>PO 3.1</p> <p>Safe and convenient access minimises impact or interruption on the operation of public roads.</p>	<p>DTS/DPF 3.1</p> <p>The access is:</p> <ul style="list-style-type: none"> <li>(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</li> <li>or</li> <li>(b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.</li> </ul>
<p>PO 3.5</p> <p>Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.</p>	<p>DTS/DPF 3.5</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> <li>(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land</li> <li>(b) where newly proposed, is set back:                             <ul style="list-style-type: none"> <li>(i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner</li> <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> </li> </ul>
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> <li>(b) shared use of other parking areas</li> <li>(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared</li> <li>(d) the adaptive reuse of a State or Local Heritage Place.</li> </ul>	<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 1 - General Off-Street Car Parking Requirements</li> <li>(b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas</li> <li>(c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.</li> </ul>
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</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>

through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	
<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>
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**

The following parking rates apply and if located in an area where a lawfully established carparking fund operates, the number of spaces is reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate (unless varied by Table 2 onwards)
<b>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.</b>	
<b>Residential Development</b>	
<b>Detached Dwelling</b>	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
<b>Group Dwelling</b>	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
<b>Residential Flat Building</b>	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>

<b>Row Dwelling where vehicle access is from the primary street</b>	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
<b>Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)</b>	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
<b>Semi-Detached Dwelling</b>	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
<b>Aged / Supported Accommodation</b>	
<b>Retirement village</b>	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
<b>Supported accommodation</b>	0.3 spaces per bed.
<b>Residential Development (Other)</b>	
<b>Ancillary accommodation</b>	No additional requirements beyond those associated with the main dwelling.
<b>Residential park</b>	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
<b>Student accommodation</b>	0.3 spaces per bed.
<b>Workers' accommodation</b>	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
<b>Tourist</b>	
<b>Caravan park / tourist park</b>	<p>Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation.</p> <p>Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation.</p> <p>A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.</p>
<b>Tourist accommodation</b>	1 car parking space per accommodation unit / guest room.
<b>Commercial Uses</b>	

<b>Auction room/ depot</b>	1 space per 100m <sup>2</sup> of building floor area plus an additional 2 spaces.
<b>Automotive collision repair</b>	3 spaces per service bay.
<b>Call centre</b>	8 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Motor repair station</b>	3 spaces per service bay.
<b>Office</b>	4 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Retail fuel outlet</b>	3 spaces per 100m <sup>2</sup> gross leasable floor area.
<b>Service trade premises</b>	2.5 spaces per 100m <sup>2</sup> of gross leasable floor area 1 space per 100m <sup>2</sup> of outdoor area used for display purposes.
<b>Shop (no commercial kitchen)</b>	5.5 spaces per 100m <sup>2</sup> of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.  5 spaces per 100m <sup>2</sup> of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
<b>Shop (in the form of a bulky goods outlet)</b>	2.5 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Shop (in the form of a restaurant or involving a commercial kitchen)</b>	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat.  Premises with take-away service but with no seats - 12 spaces per 100m <sup>2</sup> of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point.  Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
<b>Community and Civic Uses</b>	
<b>Childcare centre</b>	0.25 spaces per child
<b>Library</b>	4 spaces per 100m <sup>2</sup> of total floor area.
<b>Community facility</b>	10 spaces per 100m <sup>2</sup> of total floor area.
<b>Hall / meeting hall</b>	0.2 spaces per seat.

<b>Place of worship</b>	1 space for every 3 visitor seats.
<b>Pre-school</b>	1 per employee plus 0.25 per child (drop off/pick up bays)
<b>Educational establishment</b>	<p>For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.</p> <p>For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.</p> <p>For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.</p>
<b>Health Related Uses</b>	
<b>Hospital</b>	<p>4.5 spaces per bed for a public hospital.</p> <p>1.5 spaces per bed for a private hospital.</p>
<b>Consulting room</b>	4 spaces per consulting room excluding ancillary facilities.
<b>Recreational and Entertainment Uses</b>	
<b>Cinema complex</b>	0.2 spaces per seat.
<b>Concert hall / theatre</b>	0.2 spaces per seat.
<b>Hotel</b>	1 space for every 2m <sup>2</sup> of total floor area in a public bar plus 1 space for every 6m <sup>2</sup> of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
<b>Indoor recreation facility</b>	<p>6.5 spaces per 100m<sup>2</sup> of total floor area for a Fitness Centre</p> <p>4.5 spaces per 100m<sup>2</sup> of total floor area for all other Indoor recreation facilities.</p>
<b>Industry/Employment Uses</b>	
<b>Fuel depot</b>	<p>1.5 spaces per 100m<sup>2</sup> total floor area</p> <p>1 spaces per 100m<sup>2</sup> of outdoor area used for fuel depot activity purposes.</p>
<b>Industry</b>	1.5 spaces per 100m <sup>2</sup> of total floor area.
<b>Store</b>	0.5 spaces per 100m <sup>2</sup> of total floor area.
<b>Timber yard</b>	1.5 spaces per 100m <sup>2</sup> of total floor area

	1 space per 100m <sup>2</sup> of outdoor area used for display purposes.
<b>Warehouse</b>	0.5 spaces per 100m <sup>2</sup> total floor area.
<b>Other Uses</b>	
<b>Funeral Parlour</b>	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
<b>Radio or Television Station</b>	5 spaces per 100m <sup>2</sup> of total building floor area.

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

The following parking rates apply in any zone, subzone or other area described in the 'Designated Areas' column subject to the following:

- (a) the location of the development is unable to satisfy the requirements of Table 2 – Criteria (other than where a location is exempted from the application of those criteria)
- or
- (b) the development satisfies Table 2 – Criteria (or is exempt from those criteria) and is located in an area where a lawfully established carparking fund operates, in which case the number of spaces are reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
<p><b>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.</b></p>			
<b>Development generally</b>			
<b>All classes of development</b>	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:  1 space for each dwelling with a total floor area less than 75 square metres  2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres  3 spaces for each dwelling with a total floor area greater than 150 square metres.  Residential flat building or Residential component of a	Capital City Zone  City Main Street Zone  City Riverbank Zone  Adelaide Park Lands Zone  Business Neighbourhood Zone (within the City of Adelaide)  The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone

		multi-storey building: 1 visitor space for each 6 dwellings.	
<b>Non-residential development</b>			
<b>Non-residential development</b> excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	5 spaces per 100m <sup>2</sup> of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street ) Zone Urban Neighbourhood Zone
<b>Non-residential development</b> excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	6 spaces per 100m <sup>2</sup> of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
<b>Tourist accommodation</b>	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living 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
<b>Residential development</b>			
<b>Residential component of a multi-storey building</b>	Dwelling with no separate bedroom -0.25 spaces per dwelling  1 bedroom dwelling - 0.75 spaces per dwelling  2 bedroom dwelling - 1 space per dwelling  3 or more bedroom dwelling - 1.25 spaces per dwelling  0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation 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

<b>Residential flat building</b>	Dwelling with no separate bedroom -0.25 spaces per dwelling	None specified.	City Living Zone
	1 bedroom dwelling - 0.75 spaces per dwelling		Urban Activity Centre Zone
	2 bedroom dwelling - 1 space per dwelling		Urban Corridor (Boulevard) Zone
	3 or more bedroom dwelling - 1.25 spaces per dwelling		Urban Corridor (Business) Zone
	0.25 spaces per dwelling for visitor parking.		Urban Corridor (Living) Zone
			Urban Corridor (Main Street ) Zone
			Urban Neighbourhood Zone

Table 2 - Criteria:

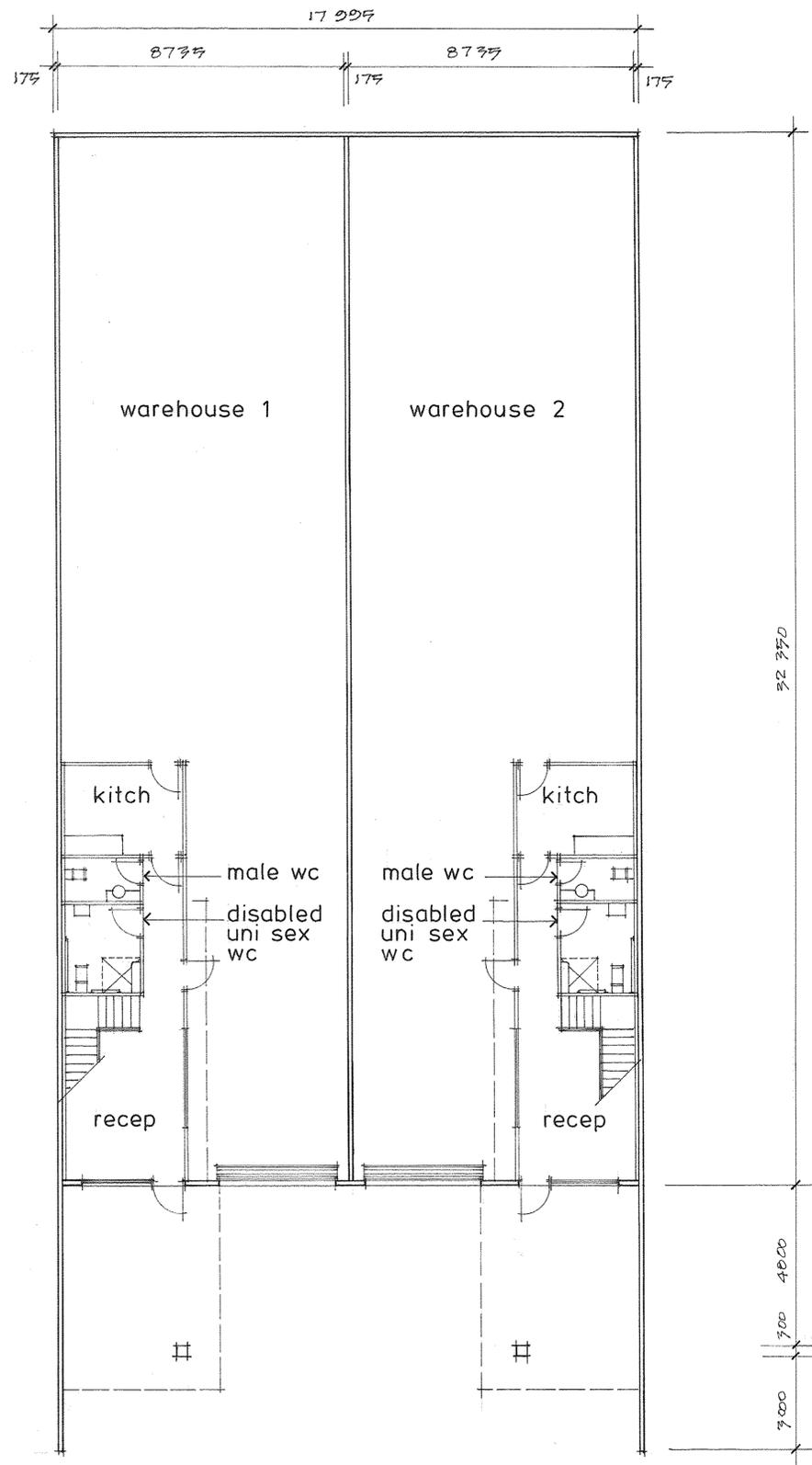
The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

Criteria	Exceptions
<p><b>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</b></p> <ul style="list-style-type: none"> <li>(a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service<sup>(2)</sup></li> <li>(b) is within 400 metres of a bus interchange<sup>(1)</sup></li> <li>(c) is within 400 metres of an O-Bahn interchange<sup>(1)</sup></li> <li>(d) is within 400 metres of a passenger rail station<sup>(1)</sup></li> <li>(e) is within 400 metres of a passenger tram station<sup>(1)</sup></li> <li>(f) is within 400 metres of the Adelaide Parklands.</li> </ul>	<ul style="list-style-type: none"> <li>(a) All zones in the City of Adelaide</li> <li>(b) Strategic Innovation Zone in the following locations: <ul style="list-style-type: none"> <li>(i) City of Burnside</li> <li>(ii) City of Marion</li> <li>(iii) City of Mitcham</li> </ul> </li> <li>(c) Urban Corridor (Boulevard) Zone</li> <li>(d) Urban Corridor (Business) Zone</li> <li>(e) Urban Corridor (Living) Zone</li> <li>(f) Urban Corridor (Main Street ) Zone</li> <li>(g) Urban Neighbourhood Zone</li> </ul>

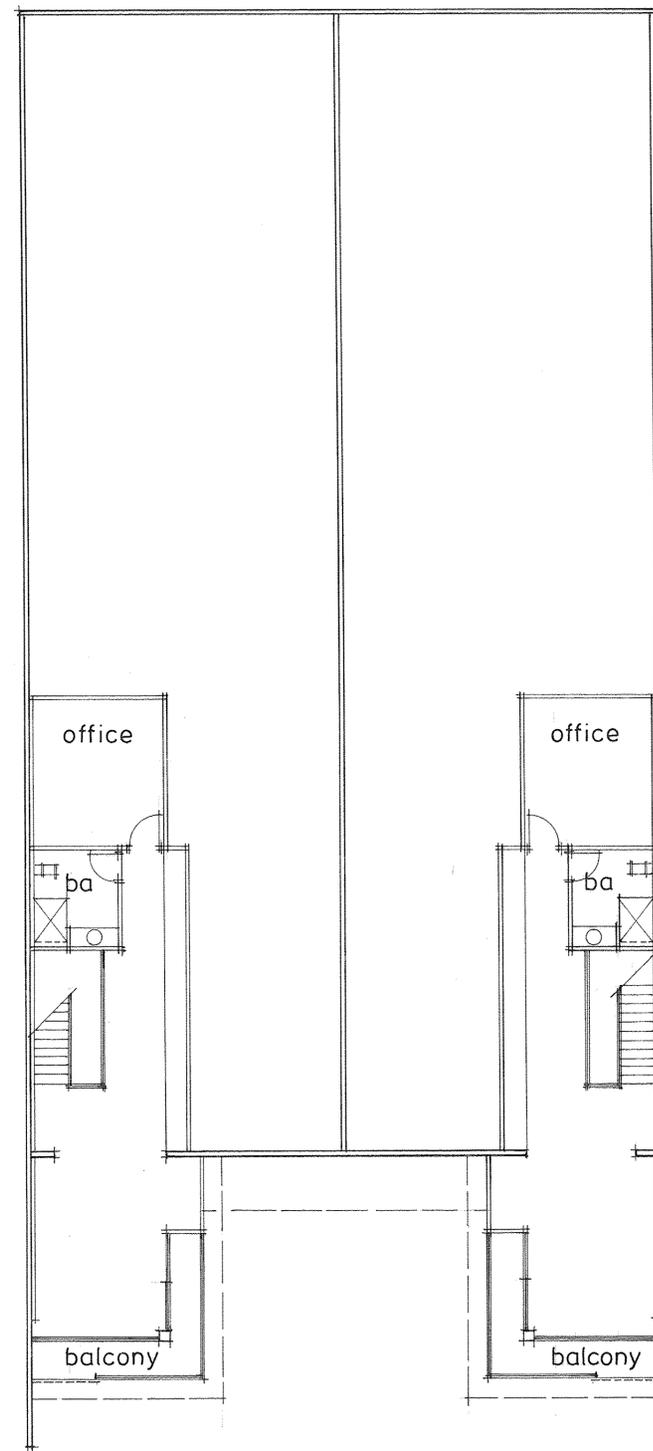
[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15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







LOWER FLOOR PLAN 1:100



MEZZANINE FLOOR PLAN 1:100

## Application Summary

Application ID	22009589
Proposal	The construction of two warehouse buildings with associated landscaping and parking
Location	64 PARINGA AV SOMERTON PARK SA 5044

## Representations

### Representor 1 - Wayne Dade

Name	Wayne Dade
Address	63 Byre Avenue SOMERTON PARK SA, 5044 Australia
Phone Number	0413152214
Email Address	Wayne@selfstorageadelaide.com.au
Submission Date	07/06/2022 10:00 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

### Reasons

As an adjoining property owner we have already raised our concerns with council about the businesses using street parking for their employees, customers, visitors and proprietors. Both Muriel street and Byre avenue have parking issues now whereby customers and visitors to businesses are unable to find suitable parking as any parking spaces have been taken by employees who leave their cars for the duration of the day. We do not believe this proposed development will attract businesses that require only 3 parks. The office and warehouse area would certainly employ more than 3! Then there are visitors and customers to consider. Added to that is the residential area opposite where currently yellow lines preclude parking. We respectfully suggest the on-site parking obligations for this development be increased.

## Attached Documents

## Attachment 3



### LAWRENCE DESIGN

A.B.N. 88 433 400 813  
DESIGN  
PLANNING  
PROJECT MANAGEMENT

9 Sherwood Avenue  
Bellevue Heights S.A. 5050  
Phone: 8276 3525  
Mobile: 0417 845 563  
Email: dmplan@adam.com.au

29 June 2022

City of Holdfast Bay.  
Attention : - Alex Stamitopoulos.

Ref :- ID No. – 2009589. 64 Paringa Avenue, Somerton Pk.

Hi Alex,

In response to representation by Mr. Dade, please note our proposed application has included seven off street car parks. My client has advised me that the “development advertisement board “ located on the front of the site does not clearly show the full car parking as designed.

Yours Sincerely,

D.M Lawrence