



NOTICE

of

COUNCIL ASSESSMENT PANEL MEETING

Pursuant to the provisions of Section 82 of the Planning, Development and Infrastructure Act 2016

TO BE HELD IN

**COUNCIL CHAMBERS
PLAYFORD CIVIC CENTRE
10 PLAYFORD BOULEVARD, ELIZABETH**

MEMBERS MAY PARTICIPATE BY ELECTRONIC MEANS

ON

THURSDAY, 19 MARCH 2026 AT 6:00 PM

THIS MEETING WILL ALSO BE VIEWABLE AT
<https://www.youtube.com/user/CityOfPlayford>

A handwritten signature in black ink, appearing to read "Leif Burdon".

**LEIF BURDON
MANAGER - PLANNING SERVICES**

Issue Date: Thursday, 12 March 2026

MEMBERSHIP

MR GEOFF PARSONS – PRESIDING MEMBER

Mr Aaron Curtis

Mr Paul Mickan

Ms Misty Norris

Ms Tanya Smiljanic (Deputy)

Mr Adam Squires

City of Playford Council Assessment Panel Meeting

AGENDA

THURSDAY, 19 MARCH 2026 AT 6:00 PM

ACKNOWLEDGEMENT OF COUNTRY

We would like to acknowledge that this land we meet on today is the traditional land of the Kaurna people, and that we respect their spiritual relationship with their country. The City of Playford would also like to pay respects to Elders past, present and emerging.

1 ATTENDANCE RECORD

- 1.1 Present
- 1.2 Apologies
- 1.3 Not Present

2 CONFIRMATION OF MINUTES

RECOMMENDATION

The Minutes of the Council Assessment Panel Meeting held 19 February 2026 be confirmed as a true and accurate record of proceedings.

3 APPLICATIONS WITHDRAWN

4 DECLARATIONS OF INTEREST

5 APPLICATIONS FOR CONSIDERATION – PERSONS WISHING TO BE HEARD

5.1 25023116 - Unit 8, 7b Peachey Road, Edinburgh North - Change in use from warehouse to a shop with associated office and advertisement (Attachments)7

Representors: Craig Ahl
Nicola Formichella

Applicant: A.C.N. 132 266 329 PTY LTD AS Trustees for Mohamud Family Trust Trading as Afroz Store

5.2 25028569 - 17 Spencer Street, MacDonald Park - Change in use of existing outbuilding to animal keeping (dog kennelling and breeding) and from existing private open space to ancillary dog running yard (Attachments)72

Representors: Mr Brian L Fretter
Mr Andrew Child
Mr Ben Luxton

Applicant: Mr Hieu Ngo C/- Flex Planning

- 5.3 24025773 - 66 Main Terrace, Blakeview - Construction of Three Storey Residential Flat Building for Supported Accommodation consisting of 10 Specialist disability accommodation (SDA) apartments, 1 Onsite Overnight Assistance (OOA) apartment and ground floor associated common areas, landscaping, retaining walls and carparking (Attachments) 127

Representors: Ms Schmidt
Anonymous
Scott Davis
Margaret Troubridge
Damir Pilvac
Kayla Thompson
Kate Mott
Celeste Jedani
Adrian Rossi
Zachary Evans
Isaac Tud
Corrina Magro
Rajvir Saini
Pritpal Singh
Amanda Jane Saunders

Applicant: Ashley Richards & Associates C/- DKJ
Projects.Architecture & URPS

6 APPLICATIONS FOR CONSIDERATION – NO PERSONS TO BE HEARD

Nil

7 APPLICATIONS FOR CONSIDERATION - CATEGORY 1

Nil

8 OUTSTANDING MATTERS – APPEALS AND DEFERRED ITEMS

Nil

9 OTHER BUSINESS

9.1 STAFF REPORTS

Nil

10 CONFIDENTIAL MATTERS

Nil

11 POLICY DISCUSSION FORUM

Nil

12 CLOSURE

APPLICATIONS FOR CONSIDERATION

APPLICATIONS FOR CONSIDERATION – PERSONS WISHING TO BE HEARD

5.1 25023116 - UNIT 8, 7B PEACHEY ROAD, EDINBURGH NORTH - CHANGE IN USE FROM WAREHOUSE TO A SHOP WITH ASSOCIATED OFFICE AND ADVERTISEMENT

Author:	Miroslav Todosijevic
Proposal:	Change in use from warehouse to a shop with associated office and advertisement
Development Number:	25023116
Date of Lodgement:	30/07/2025
Owner:	A.C.N. 656 667 935 ATF the Ruseum Investment Trust
Applicant:	A.C.N. 132 266 329 Pty Ltd as Trustees for Mohamud Family Trading as Afroz Store
Location:	Unit 8, 7b Peachey Road, Edinburgh North SA 5113
Zone:	Strategic Employment Zone
Classification:	Code Assessed – Performance Assessed
Public Notification Category:	Yes
Representation Received:	Yes
Request for Additional Information Made?	Yes
Recommendation:	To Refuse Planning Consent

Attachments:

- 1 [↓](#). Planning Report
- 2 [↓](#). Site Plan and Elevations
- 3 [↓](#). Traffic Report
- 4 [↓](#). Community Title Plan
- 5 [↓](#). Combined Representations
- 6 [↓](#). Applicant Responses to Representations

1. The Subject Site

It is important to note that the land on which the development is proposed to be established is different from the defined site of the development.

The subject site is identified as QP8 on Community Plan 43227, within Certificate of Title Volume 6296, Folio 511. The allotment is more commonly known as Unit 8, 7b Peachey Road, Edinburgh North SA 5113.

The subject site is located in the north-west corner of the subject land and has an area of 489m². The subject site is currently occupied by Wake Water Sports.

Figure 1 below shows the subject site within the subject land.



Figure 1: Aerial photograph showing the subject site in blue and subject land in red

1.1 The Subject Land

The subject land has an approximate area of 0.72 ha with a frontage to Peachey Road of 148m and a maximum depth of 112m.

The subject land comprises nine (9) warehouse units together with associated driveway areas and car parking (see Figure 1 above).

The allotments within the subject land range between 268m² and 2,717m².

2. The Locality

The locality consists of industrial and commercial land uses, which are characterised by manufacturing activities, warehouses, logistics, defence contractors and other commercial uses.

The allotment sizes within the locality are large in nature ranging from 0.31ha to 4.9ha.

The locality contains comparable built forms in close proximity, situated on both larger and smaller land parcels. Land immediately to the west is currently vacant. The adjoining allotment to the north remains vacant, with the nearest developed site occupied by Self Storage Australia. To the south of the subject land is a similar development comprising a combination of warehouses, office spaces, and associated car parking. A prominent land use of the locality is to the south-east of the subject land, being St Patrick's Technical College. Various buildings within the locality are being occupied by businesses such as Self Storage Australia, Tyre Power, and Civil Mart, along with smaller commercial and consulting businesses such as Aussie Fare Caterers and Headspace.

Overall, it is considered that the existing character of the locality is best described as an industrial and employment-focused area.

2.1 Locality Plan

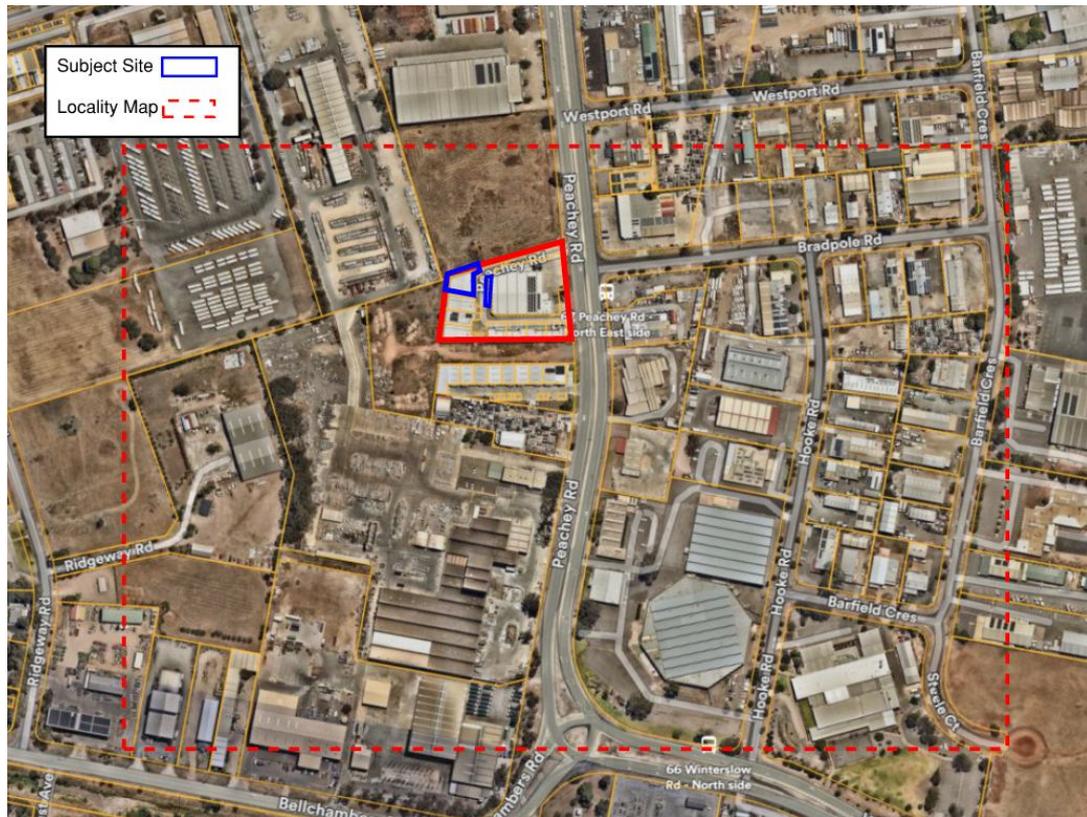


Figure 2: Locality Plan

2.2 Zoning

The subject land is located entirely within the Strategic Employment Zone as identified in the Planning and Design Code (the Code). The following Overlays and Technical and Numerical Variations (TNVs) also apply:

Overlays

- Building Near Airfields
- Defence Aviation Area (all structures over 15m)
- Hazards (Flooding – General)
- Prescribed Wells Area
- Regulated and Significant Tree

TNVs

- Concept Plan (Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints)

2.3 Zoning Map

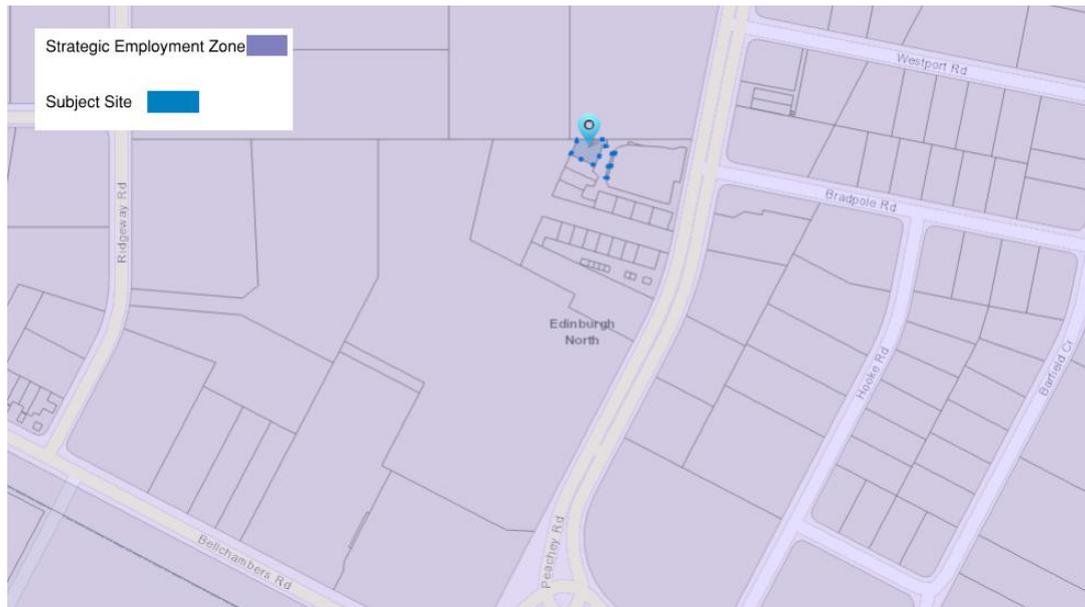


Figure 3: Zoning Map

3. Background

The subject site is within the Strategic Employment Zone. Development Approval has been granted for the construction of nine (9) warehouse units together with associated offices, driveway areas, car parking spaces, landscaping and one (1) freestanding advertisement for the subject land. Certificate of Occupancy was issued in June 2024.

The warehouse units vary in size and there a total of 57 car parking spaces, of which one is reserved for the use by people with disabilities. Majority of on-site car parking spaces are allocated to specific tenancies with six (6) spaces allocated to the subject site. It is also important to note that there are five (5) common shared parking spaces on the subject land that are for use by any visitor to the subject land.

4. The Proposal

The applicant seeks planning consent for the change in use from warehouse to a shop with associated office and advertisement.

The applicant has proposed a change in use of the premises for the purpose of selling mixed-use retail products, which vary from a range of smaller to larger items with the larger items being distributed and sold from the shop based on customer demand.

As identified by the applicant the proposed shop is called 'Afroz Store' and will primarily be used for the sale of items such as:

- African products including hair merchandise, beauty products and food items
- Clothing
- Pre-packed food items
- African furniture
- Floor coverings
- Bedding and manchester
- Homewares (including pots, pans and utensils)

The applicant has proposed the application includes a combined land use of shop, bulky goods outlet and warehouse. This is due to the shop selling and storing items such as African furniture, floor coverings, window coverings, bedding, manchester and various homewares.

Given the mixed-use retail nature, it is important to appropriately described the nature of development.

A Shop is defined in the Code as:

- (a) premises used primarily for the sale by retail, rental or display of goods, foodstuffs, merchandise or materials; or*
- (b) a personal or domestic services establishment.*

Within the 'includes' (Column C) lists:

- *Bulky goods outlet;*
- *Personal or domestic services establishment;*
- *Restaurant*

A bulky goods outlet is defined in the Code as a:

premises used primarily for the sale, rental, display or offer by retail of goods, other than foodstuffs, clothing, footwear or personal effects goods, unless the sale, rental, display or offer by retail of the foodstuffs, clothing, footwear or personal effects goods is incidental to the sale, rental, display or offer by retail of other goods. Examples— The following are examples of goods that may be available or on display at bulky goods outlets or retail showrooms:

- (b) furniture*
- (c) floor coverings*
- (d) window coverings*
- (i) bedding and manchester*
- (r) homewares*

A warehouse is defined in the Code as:

a building or enclosed land used for the storage of goods and the carrying out of commercial transactions involving the sale of such goods but does not include any land or building used for sale by retail.

The proposed site plan provided by the applicant shows a common shop/bulky goods outlet area of 394m². Further within their report this allocates an indicative area of 'shop' at 163m² and 'bulky goods' at 109m² (shop floor space is approximately 60% shop and 40% bulky goods). With the balance of the site used for associated warehouse (storage of goods) and office space. Given that the primary use of the internal area has been indicated to be a shop and there is uncertainty/ambiguity over the amount of area used for bulky goods, it is considered that the most appropriate land use definition is to refer to the proposal as a shop.

It is further acknowledged that it is not uncommon for a shop to also sell, rent or display items of a similar nature to bulky goods. Additionally, it is common for a shop to have a 'back of house' area for the storage of goods.

Having regard to the definitions of a bulky goods outlet and warehouse and considering the range of items identified by the applicant, it is considered that these components are ancillary to the primary 'shop' use. While noting the bulky goods and warehouse-like activities are not of a scale or nature that would independently satisfy the definition of those land uses in their own right, they do not represent the primary use of the development.

It is therefore considered that the proposed land use is for a shop with associated office (81m²) and advertisement.

The proposed hours of operation are Monday to Sunday 9am to 7pm.

The advertisement signage will show 'Afroz Store' and be affixed to the black parapet section above the upper-level glazing on the building façade. The signage dimensions are:

- Height – 1.9m
- Width – 6.28m

5. Procedural Matters

5.1 Classification

The proposed development comprises of the following classes of development:

- Advertisement
- Change of Use
- Shop
- Office

The elements captured as part of the proposed development include advertisement, change of use, shop and office, which are not classified as Accepted, Deemed-to-Satisfy or Restricted development within the relevant Tables of the Strategic Employment Zone.

The proposed development is therefore a Code Assessed - Performance Assessed development pursuant to Sections 105(b) and 107 of *the Planning, Development and Infrastructure Act 2016* (the Act), requiring an on-merit assessment against the relevant provisions of the Code.

5.2 Public Notification

All classes of performance assessed development require public notification unless, pursuant to Section 107(6) of the Act, the class of development is excluded from notification by the Code in Table 5 - Procedural Matters (PM) - Notification of the relevant Zone.

The public notification requirements are prescribed within Table 5 of the Procedural Matters section of the Strategic Employment Zone. Shops are listed as exempt from public notification in Clause 9 of Table 5 with the following exceptions:

where the site of the shop is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone

or

shop that does not satisfy Strategic Employment Zone DTS/DPF 1.3.

Corresponding Exception Policy Criteria

Strategic Employment Zone DTS/DPF 1.3

Shop where one of the following applies:

- (a) with a gross leasable floor area up to 250m²*
- (b) is a bulky goods outlet*
- (c) is a restaurant*
- (d) is ancillary to and located on the same allotment as an industry*

The proposed shop has a total gross leasable floor area of 394m² and is not a bulky goods outlet, restaurant, or ancillary to an industry on the same allotment. Accordingly, it does not meet Strategic Employment Zone DPF 1.3(a) and public notification is required.

Public notification commenced on 9 January 2026 and concluded on 30 January 2026.

Two (2) representations were received during the public notification period. A copy of the representations are provided within Attachment 5.

All representors were in opposition to the proposal, with one (1) representor having requested to be heard before the Council Assessment Panel. The representors are listed below:

Representations received		Summary of Issues Raised	Wish to be Heard
1	Craig Ahl	<ul style="list-style-type: none"> • Will increase the traffic & foot traffic within the complex. • Unit 8 has only four (4) parking bays allocated; therefore, vehicles will be parking in non-allocated parking bays. • The complex has trucks dropping off & doing deliveries, not a good mix with the proposed increase of foot traffic coming & going from the shop. • Forklifts are also used within the complex, same concerns as point 3. 	Yes
2	Nicola Formichella	<ul style="list-style-type: none"> • It is an industrial site. • The development is not designed for a retail business. • There is only four (4) car parks allocated to Unit 8. • The customers will be using other businesses car park. • There is large number of trucks entering & leaving the complex every day. • Forklifts are also used with in the complex. • Is not a safe mix with the complex designed for industrial customers, then add a retail customer. 	No

The applicant was afforded the opportunity to respond to the matters raised by the representors. The applicant's response provides additional information and context on the following matters:

- Car parking requirements both on-street and off-street
- Proposed retail shop having a narrower customer base limited to specific type of products
- Interface between commercial/industrial operations (truck movements) and retail customers
- Subject land not designed for retail shops

A copy of the applicant's response to representations is contained within Attachment 6.

Issues identified by representors are addressed further under the planning assessment section of this report (see Section 7 and Section 9).

5.3 Statutory Referrals

Statutory referrals are identified within Part 9 of the Code and Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017* (the Regulations).

No statutory referrals were triggered as part of this application.

5.4 Internal Referrals

An internal referral was undertaken by Council's Traffic Engineer who reviewed the traffic and parking management along with access requirements of the proposed development.

Council's Traffic Engineer has provided commentary based on the supplied traffic report by Phil Weaver & Associates. It was proposed, by the applicants traffic consultant, that a total of 15 spaces be required for the proposed change of land use in accordance with the Planning and Design Code Table 1 – General Off-Street Car Parking Requirements. These figures do not align with the code requirements and will be discussed further in section 9.3 Transport, Access and Parking of this report.

The traffic report mentioned that the proposed development only has six (6) dedicated parking and five (5) common shared parking spaces among all units on-site to accommodate up to three (3) employees, plus customers and delivery vehicles. Council's Traffic Engineer noted that the common-shared parking spaces are located approximately 112m away from Unit 8 where customers and/or visitors would have to walk and navigate through the complex to get to Unit 8.

Council's Traffic Engineer identified a shortfall of nine (9) dedicated spaces for the subject site. Council's Traffic Engineer highlighted that even though the traffic consultant's report assumes the number of visitors and deliveries are likely small, that in practice, a large portion of customers and/or visitors are unlikely to use the proposed common-shared parking spaces (at the front of the subject land) to visit the subject site due to its distance, safe movement and inconvenience.

Matters related to traffic are addressed in further detail within the body of this report.

6. Key Issues

The following matters are considered pertinent in reaching a recommendation for the proposal:

- Whether the proposal is an appropriate land use in the Strategic Employment Zone.
- Whether the proposal is a more intensified land use and therefore may create adverse amenity impacts, safety concerns or conflicts between the adjoining land uses within the subject land and locality.
- Whether the proposal has sufficient on-site vehicle parking to meet the needs of the development or land use.
- Whether the proposal is consistent with the General Development Policies of the Code.

7. Planning Assessment

7.1 Land Use and Intensity and Out of Activity Centre

The subject land is located entirely within the Strategic Employment Zone.

The Strategic Employment Zone envisages a range of industrial, logistical, warehousing and storage land uses together forming compatible business activities, as per Strategic Employment Zone Desired Outcome (DO) 1. In addition, the other DO for the Strategic Employment Zone provides further context as listed below:

DO 2 – *Employment-generating uses are arranged to:*

- support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities.*
- maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries.*
- create new and enhance existing business clusters.*
- support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes*
- be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.*

Strategic Employment Zone PO 1.1 seeks:

Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses

This PO is informed by the associated Designated Performance Feature (DPF) 1.1 which states

Development comprises of one (1) or more of the following:

(p) Shop

Reviewing the DOs and PO 1.1 of the Strategic Employment Zone, it is considered that the intent of the Zone is to primarily encourage higher-impacting land uses, which includes general industry, warehousing, transport distribution and the like, which can then be accompanied by other compatible development so as to not impede the use of the land and adjoining owners.

The warehouse building in which the change in use to a shop has been proposed is of a smaller scale to the higher-impacting land uses referred to in PO 1.1. These uses should integrate and be compatible with the location and setting to manage adverse impacts on the amenity of the land.

The scope of the proposal and its operation has been clearly identified, including the types of items to be sold and stored on the subject site. It is important to consider the compatibility of the proposed use with existing uses on the land and locality, and to assess any potential impacts arising from an intensification of activity on current and future occupiers of the site.

The associated DPF 1.1 lists a shop as one such use that might be considered to suit this PO. A shop is not considered to be a higher impacting land use, but it could be reasonably said to be compatible development, with compatible meaning the ability to exist without conflict. The existing warehouse has already been built and this is a change of the land use rather than establishing a new and/or dedicated standalone shop.

This proposal could be more suitable in an activity centre where larger traffic flows, greater car parking, accessibility to customers and vehicles is catered for and expected in comparison to the current area and subject site where it is expected that only larger vehicles and higher impacting land uses are anticipated.

Notwithstanding this, it is considered the proposed land use is compatible and does not unduly impede the use of land in other ownership. Therefore PO 1.1 of the Strategic Employment Zone is met.

Strategic Employment Zone PO 1.3 states that:

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.

The policy envisages shops within the Strategic Employment Zone where they provide the convenience of day-to-day services and amenities to local businesses and workers, which this proposal could satisfy. The locality contains a number of local-type businesses in close proximity. In this context, the proposal and its offering is considered to contribute to the provision of day-to-day services within the area.

Referring to Strategic Employment Zone PO 1.3 it is reasonable to consider that the proposed shop meets the intent of PO 1.3 and complements the role of Activity Centres in some way given the nature of the proposal, operational model along with the varied nature of items being sold, acknowledging it can bring with it an intensified land use that is not accounted for on the subject land. A shop is likely to generate a higher customer visitation rate during business hours compared to the current land use or other typical land uses expected on the subject land.

Notwithstanding this it is considered that PO 1.3 is met.

PO 1.6 of the Strategic Employment Zone encourages that:

Bulky goods outlets and standalone shops are located to provide convenient access.

Further guidance for the PO is provided as part of the DPF 1.6 which states that:

Bulky goods outlets and standalone shops are located on sites with a frontage to a State Maintained Road.

Currently on the subject site most warehouse buildings are occupied by commercial and industrial type businesses as per below:

- Wastex – storage of building materials
- Doorworx – supplier and installer of commercial doors, roller doors, tilt walls and roller shutters
- DC Roofing Contractors – Roof installs and renovations
- Wake Water Sports – Servicing and repairs to water ski's
- Williams Mining and Industrial Sales – Supplier of steel conduit products

Figures 4, 5, 6, 7, 8 and 9 demonstrate the current commercial/industrial character of the subject land and shared zone area for vehicles and pedestrians. Figure 7 shows the northern exit driveway area used to exit out of the subject land onto Peachey Road with a portion of the land allocated to Unit 8 for loading and unloading of items. The area depicted in Figure 7 does not appear to be adequate for pedestrians to enter or exit through the site.



Figure 4: Shared zone entry area from Peachey Road into the subject land (along with location and direction of picture taken within the subject land)



Figure 5: Two vacant warehouse buildings (black facades) where vehicles are being parked in close proximity (along with location and direction of picture taken within the subject land)



Figure 6: Shared common parking area, which fronts Peachey Road (along with location and direction of picture taken within the subject land)



Figure 7: Showing exit crossover north of subject land – Unit 8 (black façade) visible from Peachey Road. This area is used by Unit 9 and for all vehicles exiting the subject land (along with location and direction of picture taken within the subject land)

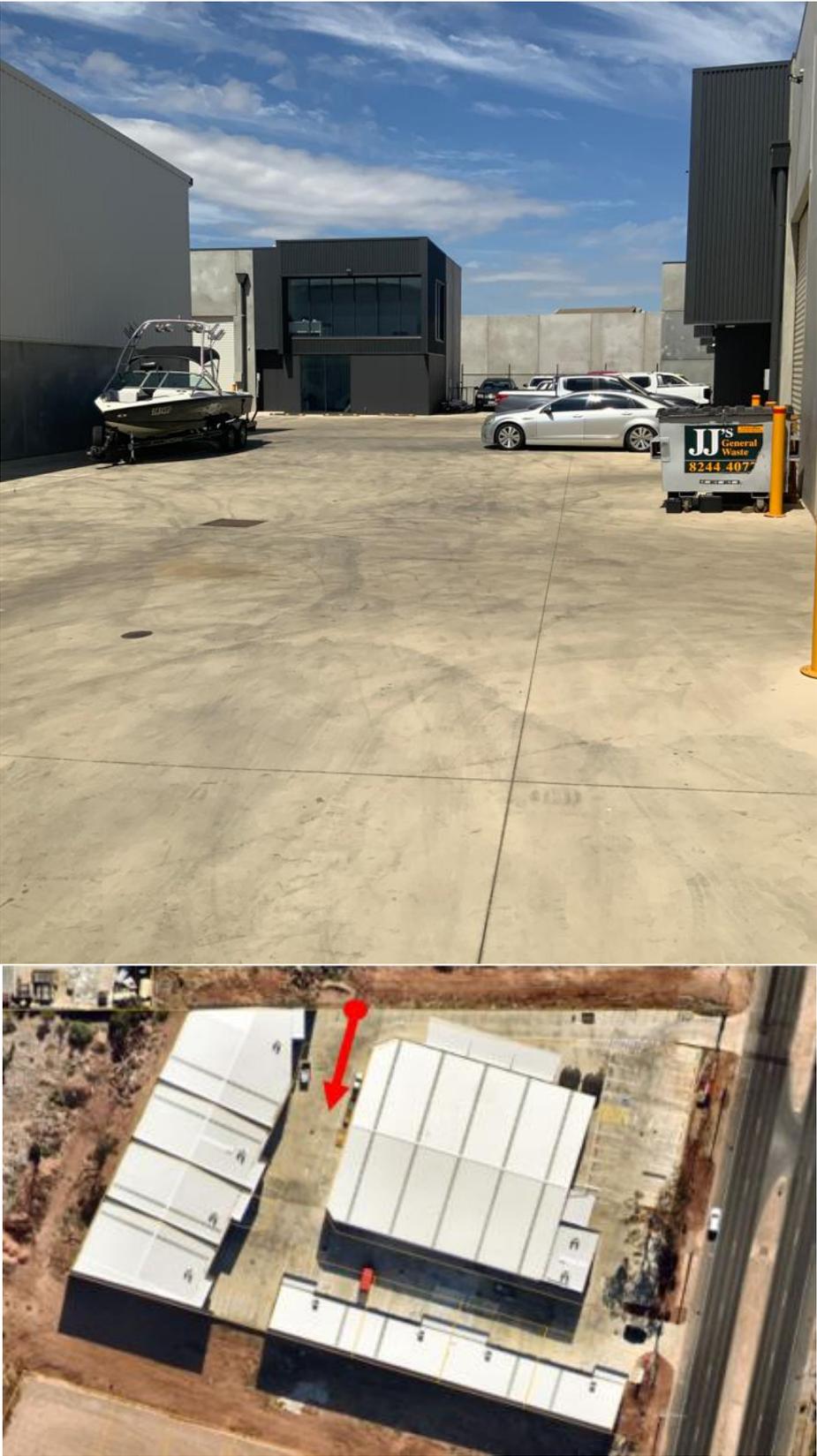


Figure 8: Viewpoint from Unit 8 and allocated parking (four out of six parking spots) for the unit. The allocated parking is up against the rear wall of Unit 9 (along with location and direction of picture taken within the subject land).



Figure 9: Viewpoint from Unit 8 and allocated parking (two out of six parking spots) for the unit (along with location and direction of picture taken within the subject land)

The proposed land use is not considered to be appropriately located, particularly having regard to the lack of provisions that would ordinarily support convenient and accessible customer access. The subject site is situated in the north-western rear corner of the subject land. Customers, staff and delivery vehicles would be required to enter the site from Peachey Road via a single access point and navigate through the internal circulation areas, which accommodates other vehicles, forklifts, loading zones and general commercial activities. Only after manoeuvring through these areas would patrons be able to locate a car parking space and access the proposed shop.

Considering DPF 1.6's intent for standalone shops to be located with a frontage to a State Maintained Road it is considered that although Peachey Road is not a State-maintained Road, it is a significant connector road in the area. However, it is important to consider that this proposed shop is in the rear corner of the subject land. If such a proposed land use were to be located on a site fronting a higher volume type road there may be merit in supporting an outcome like this.

Overall, it is considered that PO 1.6 is not met.

Out of Activity Centre Development

It is considered important to assess the proposal's interaction with nearby Activity Centres. An Activity Centre is defined in Part 8 of the Code as being land contained within an activity centre type zone, or land identified in a Concept Plan within various subzones. The DO of the Out of Activity Centre Development Module seeks to ensure that the roles of Activity Centres are maintained so as to enable access to shopping, administrative, cultural and entertainment facilities in one trip. It is important to note that the DO is not a policy that the proposal can be assessed against but instead adds context to the POs that follow.

Out of Activity Centre Development PO 1.1 seeks:

Non-residential development outside Activity Centres [should be] 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 maintaining a pattern of development that supports equitable community access to services and facilities.*

Out of Activity Centre Development PO 1.2 seeks:

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 underserved 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.*

There are two (2) large Activity Centres in the form of Elizabeth Shopping Centre and Munno Para Shopping City that are approximately 2km and 4.4km away by vehicle, respectively. Figure 10 (below) shows the location of nearby Activity Centres as defined in the Code.

Considering the scale of the proposed development within an industrial type area it can be considered that this would meet the criteria of Out of Activity Centre Development PO 1.1 and not diminish the role of Activity Centres. The proposed shop would seek to attract a specific customer base and not that of a major centre and would not be a primary location for shopping or social gatherings. Therefore, Out of Activity Centre Development PO 1.1 is satisfied.

Furthermore, the proposal could support the needs of local residents and workers due to offering the sale of bespoke products. Although the subject land is not a particularly underserved location it provides a unique offering to the catchment area. Referring to PO 1.2 (b) the subject site is not located at the edge of an Activity Centre and is not directly adjacent an Activity Centre to encourage the general public to visit the shop whilst undertaking their general shopping trips. Therefore, the proposed shop does not satisfy PO 1.2 (b).



Figure 10: Location of all Activity Centres bordered by Curtis Road and Main North Road, with the subject site shown in Red, major centres in yellow and the other centres in blue

Undertaking the assessment against the DOs and the POs within the Strategic Employment Zone, the intent of the Zone is to encourage activities that are higher-impacting land uses and ensuring compatibility with location and settings. The proposed change in use from warehouse to a shop is not considered to be at odds with this intent. However, the proposal seeks to introduce an intensity of development on the subject site that is not considered appropriate given the features, characteristics and constraints of the subject land. It is concluded that even though the proposed development may satisfy

the Strategic Employment Zone PO 1.1, it is considered that the proposed development is not suitable for the subject land as the shop does not provide convenient access.

8. Planning Assessment Overlays

8.1 Building Near Airfields

The Building Near Airfields Overlay maintains 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.

As no new buildings are proposed, the overlay is not considered relevant to the assessment.

8.2 Defence Aviation Area

The Defence Aviation Area Overlay seeks the management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas.

As no new buildings are proposed, the overlay is not considered relevant to the assessment.

8.3 Hazards (Flooding – General) Overlay

The Hazards Flooding Overlay seeks to ensure management of impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

No new buildings are proposed, and therefore the overlay policy is not considered relevant to the assessment.

8.4 Prescribed Wells

The Prescribed Wells Area Overlay seeks to ensure sustainable water use is maintained in Prescribed Wells Area.

The shop is not a listed use within the Prescribed Wells Overlay PO 1.1. The applicant has not proposed the taking of water for which a licence would be required under the *Landscape South Australia Act 2019*. Therefore, PO 1.1 is satisfied.

8.5 Regulated and Significant Tree

The Regulated and Significant Tree Overlay seeks the conservation of Regulated and Significant Trees to provide aesthetic and environmental benefits and mitigate tree loss.

The proposal does not seek to remove any Regulated or Significant Trees and therefore the overlay policy is not applicable to the assessment.

9. Planning Assessment – General Development Policies

9.1 Advertisement

The Advertisements General Development Policies section of the Code contains a suite of provisions that seek to ensure that advertisements and advertising hoardings are designed appropriately. Advertising is often an ancillary structure to commercial

development and in this case the applicant has proposed advertising that will be affixed to the black parapet on the building façade.

The proposed signage will have the name of the shop affixed on the building façade. The signage is proposed to be constructed from Aluminium Composite Panels with no illumination or backlighting. The proposed size of the signage is 1.9m high with a width of 6.28m.

Advertisement PO 1.1 seeks:

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

The proposed advertisement for the shop is considered compatible and integrated with the design of the existing building. Therefore, the proposal is considered to satisfy PO 1.1.

Advertisement PO 1.5 seeks:

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

The proposed advertisement is considered to be of a size and scale that is appropriate for the subject land. It will not dominate the façade or negatively impact the character of the locality and therefore considered to satisfy PO 1.5.

Advertisement PO 2.3 seeks:

Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.

Advertisement PO 5.2 seeks:

Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.

The proposed advertisement will be attached to the building façade and will not be illuminated. Therefore, it is considered that PO 2.3 and PO 5.2 are satisfied.

9.2 Interface between Land Uses

Hours of Operation

The applicant has proposed the hours of operation to be 9am to 7pm seven days a week.

Interface between Land Uses – Hours of Operation PO 2.1 states:

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.*

DPF 2.1 states:

Development operating in the following hours:

<p><i>Shop, other than anyone or combination of the following:</i></p> <p><i>(a) restaurant</i></p> <p><i>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</i></p>	<p><i>7am to 9pm</i></p> <p><i>Monday to Friday</i></p> <p><i>8am to 5pm, Saturday and Sunday</i></p>
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In reference to the above policy, the intent is to ensure that non-residential development does not unreasonably impact the amenity of sensitive receivers. It is acknowledged that there are no sensitive receivers near the subject land and site but the policy could still provide guidance regarding appropriate operating hours for a shop. The proposed hours of operation for the shop are generally considered appropriate and can further be guided through the *Shop Trading Hours Act 1977*.

The proposed hours of operation of 9am – 7pm daily are considered reasonable given its locality.

Light Spill

External lighting for the particular warehouse building has already been installed as part of a previous Council approval for the subject land. The subject building has two outdoor lights installed to the external façade and would only be used as required.

9.3 Transport, Access and Parking

The Transport, Access and Parking General Development Policies section of the Code contains a suite of provisions that seek a comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users. These policies are considered applicable to the proposed development.

The applicant engaged Phil Weaver & Associates Consultant Traffic Engineers to prepare a traffic and parking report for the proposed development.

The traffic and parking report is included in Attachment 3.

Vehicle Parking

Transport, Access and Parking PO 5.1 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 such as:

- (a) availability of on-street car parking*
- (b) shared use of other parking areas*
- (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared*
- (d) the adaptive reuse of a State or Local Heritage Place*

(e) Proximity to high frequency public transport

DPF 5.1 - Table 1 - General Off-Street Car Parking Requirements specifies the parking rates for a Shop as per below:

Shop (no commercial kitchen)	5 spaces per 100m ²
------------------------------	--------------------------------

The proposed change in use to a shop, along with associated office space, would require a total of 23 dedicated parking spaces for the development in accordance with DPF 5.1 – Table 1. Refer below table outlining the requirements:

<i>Land Use</i>	<i>Areas</i>	<i>Car Parking Rates</i>	<i>Parking Requirement</i>
<i>Shop</i>	<i>394m²</i>	<i>5.0 spaces/100m²</i>	<i>19.7 spaces</i>
<i>Office</i>	<i>91m²</i>	<i>4.0 spaces/100m²</i>	<i>3.6 spaces</i>
TOTAL	485m²	-	23.3 spaces

The applicant, within the Traffic Report, has provided the following parking rates. As outlined in the table below, they have proposed the required number of car parking spaces should be calculated based on how the proposal would operate/function:

<i>Land Use</i>	<i>Areas</i>	<i>Car Parking Rates</i>	<i>Parking Requirement</i>
<i>Shop</i>	<i>163m²</i>	<i>5.0 spaces/100m²</i>	<i>8.2 spaces</i>
<i>Bulky Goods</i>	<i>122m²</i>	<i>2.5 spaces/ 100m²</i>	<i>3.1 spaces</i>
<i>Warehouse area</i>	<i>109m²</i>	<i>0.5 spaces/100m²</i>	<i>0.55 spaces</i>
<i>Office area</i>	<i>91m²</i>	<i>4.0 spaces/100m²</i>	<i>3.6 spaces</i>
TOTAL	485m²	-	15 spaces

Council's Traffic Engineer and staff have reviewed the applicant's breakdown and confirmed that the lower parking rate is considered reasonable for this proposal.

The subject site has a total of six (6) dedicated parking spaces available for parking purposes. In accepting the applicant's parking rate breakdown, a total of fifteen (15) parking spaces are required and therefore there is a shortfall of nine (9) parking spaces.

It is noted that communal parking is available to customers and/or visitors to use five (5 common shared parking allocations) in front of Unit 9 in the south-east portion nearest the entry crossover from Peachey Road along with on-street parking.

The applicant's planning and traffic consultant have made mention to there being multiple vacant tenancies within the subject land, which is therefore placing lesser pressures on the shared car parking arrangements for the subject land. This has been provided to further justify the shortfall in car parking spaces. However, this justification is not considered appropriate or sufficient. The applicant's traffic consultant advised that, based on surveys of their existing shops, the proposed shop would typically be visited by two staff members and up to a maximum of five customers per day. Any additional demand is expected to be accommodated by available on-street car parking.

Referring to the applicant's planning report the proposed shop will have a maximum of two (2) staff and an anticipated up to a maximum of five (5) customers visiting the shop each day. However, the applicant's planning and traffic consultant has not considered or provided justification for increased demand to the shop and to the subject site itself, rather relying upon existing business model from an existing shop.

In accordance with the requirements of Table 1 - General Off-Street Car Parking Requirements this proposal has a shortfall of 17 dedicated car parking spaces (requirement for 23 spaces). However, acknowledging the accepted car parking breakdown it is considered that the shortfall is nine (9) dedicated car parking spaces for the proposed development. The applicant's planning and traffic consultants have assumed that the number of customers and deliveries to the subject site will be small (up to five (5) customers per day). It is important to consider that in practice a large portion of customers and/or visitors are unlikely to use the common-shared parking spaces (close to Peachey Road). If the demand increases over the stated customer per day figure as outlined by the applicant and this would cause concerns to safety and inconvenient access to the subject site due to the distance and movements through the subject land.

Referring to PO 5.1, specifically (a), (b) and (c) and acknowledging that applicant has put forward the proposal within the subject land has available and relies upon the below:

(a) availability of on-street car parking

(b) shared use of other parking areas

(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared

It is important to consider the current commercial/industrial businesses occupying most of the buildings and the expected nature of development within the subject land.

A shop for mixed use retail will likely have an increased traffic demand due to daily vehicle, pedestrian movements and/or visitors to the shop when compared with a commercial operation. This would create the potential for unsafe conditions and will then increase the demand for parking both within the subject land and on-street car parking.

Referring back to reports provided by the applicant and consultants, the operational model for the proposed shop is based on a relatively small customer base. The justification for the parking shortfall is drawn from comparisons with other similar shops currently operated by the applicant. This assessment does not account for any potential increase in demand for the business over time. Furthermore, it does not consider the cumulative impacts that may occur as the remaining tenancies within the subject land become occupied and additional commercial or industrial activities commence, which may further increase vehicle movements and demand for parking within the site.

It has not been sufficiently demonstrated that six (6) allocated car parking spaces and five (5) common shared parking spaces (for the whole subject land) are appropriate for the operational model of the proposed shop and therefore it is considered that Transport, Access and Parking PO 5.1 is not satisfied.

Vehicle Parking Areas

PO 6.4 states that:

'Pedestrian linkages between parking areas and the development are provided and are safe and convenient'.

PO 6.7 states that:

'On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times'.

In considering the proposal, the provision of six (6) dedicated car parking spaces in close proximity to the shop is acknowledged. However, this results in a shortfall of nine (9) spaces when assessed against the accepted relevant parking rates.

The applicant has provided a layout plan identifying a pedestrian route within the site, as shown in Attachment 2. The route is identified as a shared-use zone for both vehicles and pedestrians. Customers and/or visitors using the common parking areas and accessing the proposed shop would be required to travel approximately 112m through the internal area of the site to reach Unit 8 (refer to Figure 11 below).



Figure 11: Shows the pedestrian movements from the common/shared car park spaces through the shared-use area of the subject land.

At present, five (5) of the nine (9) warehouse buildings within the subject land are occupied, with future tenancies likely to introduce additional commercial and industrial activities on the site. These activities are likely to generate vehicle movements associated with deliveries, service vehicles, forklifts, staff parking and general industrial operations.

In this context, the proposed pedestrian access arrangement would require customers and visitors to navigate through an operational commercial/industrial environment where vehicle movements and loading activities are anticipated to occur. While the applicant has identified the route as a shared-use zone, the absence of a clearly separated, dedicated pedestrian pathway limits the ability to ensure a safe and convenient pedestrian connection between the parking areas and the proposed tenancy.

Having regard to the above, the proposal is not considered to satisfy PO 6.4 or PO 6.7. While six (6) dedicated car parking spaces are provided in proximity to the shop, this results in a shortfall of nine (9) spaces. Any additional parking available within common areas of the subject land or on-street is located a minimum of approximately 112m from the tenancy and would require pedestrians to travel through a shared-use area within an operational commercial/industrial environment (refer to Figure 11 above).

Given the distance involved and the need for pedestrians to navigate through areas accommodating vehicle movements and industrial activities, the proposed pedestrian

linkages and parking arrangements are not considered to provide safe, direct and convenient access for customers and visitors.

10. Conclusion

In summary, the proposal is considered not to be seriously at variance with the requirements of the Code. However, on a balanced assessment against the relevant provisions of the Code, the proposed development does not display sufficient merit to warrant Planning Consent.

While the proposed land use is considered reasonably appropriate with the intent and envisaged uses for the Strategic Employment Zone, which seeks to encourage a range of higher-impacting land uses including general industry, warehouse, transport distribution along with other compatible development so as to not unduly impede the use of the land.

However, the proposed shop would introduce a land use not typically anticipated within a complex that is predominantly commercial and industrial in nature. The use is likely to increase pedestrian movements within the site, resulting in greater interaction with larger vehicles associated with existing and future activities. As such, the proposal raises concerns regarding its compatibility with the existing and intended uses of the subject land.

Furthermore, the proposed shop represents a scale and intensity of use typically anticipated in areas that accommodate higher levels of traffic generation and pedestrian activity. The proposal does not provide sufficient dedicated car parking for the use, relying instead on shared/common parking areas and on-street parking.

Given the accessibility and safety concerns associated with pedestrians moving through an operational commercial/industrial area, this arrangement is not considered appropriate. In this context, the proposal does not align with the intent of the relevant Zone or the applicable General Development Policies and is therefore not considered an appropriate form of development for the subject land or locality.

As such, that on balance, the proposed development does not warrant support and is recommended for refusal.

11. Recommendation

STAFF RECOMMENDATION

It is therefore recommended that the Council Assessment Panel:

1. DETERMINES that the proposed development is not seriously at variance with the policies in the Planning and Design Code; and
2. REFUSES Planning Consent to the application by A.C.N. 132 266 329 Pty Ltd as Trustees for Mohamud Family Trust Trading as Afroz Store for change of use from a warehouse to a shop for the purpose of sales of a mixed-use retail products.
 - a. The proposal is inconsistent with the intent of the Strategic Employment Zone and the Transport, Access and Parking Modules and is therefore considered inappropriate within this Zone. Furthermore, the proposed change in use and scale of the development is regarded as incompatible with the industrial nature and function of the subject site and locality.
 - b. In particular, it falls short of the following:
 - i. Strategic Employment PO 1.6 – Bulky good outlets and standalone shops are located to provide convenient access.
 - ii. Transport, Access and Parking PO 5.1 – Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: availability of off-street car parking and shared use of other parking areas.
 - iii. Transport, Access and Parking PO 6.4 – Pedestrian linkages between parking areas and the development are provided and are safe and convenient.
 - iv. Transport, Access and Parking PO 6.7 – On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.



OUTHRED ENGLISH

Urban & Regional Planners

Our ref: 2537/125

17 December 2025

Chief Executive Officer
City of Playford
10 Playford Boulevard
ELIZABETH SA 5112

Attention: Miro Todosijevic

Dear Miro

Re: DA 25023116 - Development Application for Change of Use from Warehouse to Shop, Bulky Goods Outlet and Warehouse/Store– Unit Pieces 8 & 10, No 7B Peachey Road, Edinburgh North

I write on behalf of ACN 132 266 329 Pty Ltd as Trustees for Mohamud Family Trust Trading as Afroz Store, regarding the proposal to occupy Unit Pieces 8 & 10, 7B Peachey Road, Edinburgh North for a shop, bulky goods outlet and warehouse/store.

I refer to your additional request for further information dated 3rd December 2025.

As much as I disagree with your interpretation of *DTS/DPF 1.3(b)*, in respect to bulky goods outlet and public notification, my client has paid the fee for notification. Therefore, please proceed with public notification as soon as possible.

Please find uploaded to the portal the following documents:

- Building layout plan showing information relating to loading area, waste collection bin location and storage use of upper-level area
- Site plan marked with pedestrian route between shared car parking area and subject unit

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Trading As: Outhred English Urban and Regional Planners - ABN 77 663 685 416
Email: john@outhredenglish.com.au - Mobile: 0488 225 160
PO Box 20, North Adelaide SA 5006

In respect to the five shared car parking spaces, the likelihood of these car parks needing to be used by customers, is remote. The traffic report provided by Phil Weaver, indicates that the maximum number of vehicles generated by customers at any one time is 5. There are 6 car parking spaces allocated to Unit 8, adjacent to the Unit. Staff vehicles will be limited to one or two at a maximum. Thus, the shared car parking area is unlikely to be used. However, if necessary, a staff vehicle may use the shared parking area.

Your letter also requests clarification on two other matters. I will respond to these matters, as follows:

Waste Collection

I would advise that waste is collected by a private contractor – Signal Waste & Recycling.

Upper-level use

The upper-level area of the building is surplus to the needs of the business. There is adequate space on the ground floor of the office, to accommodate office functions, including sales reception and transactions and staff amenities.

Therefore, the upper-level space of about 40m², maybe used to store small items, when necessary, or as a place for staff to relax.

GLA – Woodville Gardens outlet

I would confirm that the floor area of the Woodville Gardens Afroz outlet is about 600m², as detailed in my letter dated 1 October 2025 – Page 8.

Should you wish to discuss any aspect of this proposal, please contact me on (08) 8342 4848.

Yours sincerely



John Outhred BA Planning; Grad Dip Pub Sec Man; MPIA
Principal Planner
Planning and Property

Business Name: Afroz Store

Site Address: 8/7B Peachey Road, Edinburgh North, SA 5113

Goods to be Sold:

- Hair Extensions
- Food Items
- Clothing
- Furniture
- Beauty Products

Hours of Operation: 9:00 AM – 7:00 PM

Number of Employees: 4

Advertising Details: A store logo is proposed to be displayed on the shop front. This has been indicated on the attached site plan.

Afroz Store

18 First Avenue,
Woodville Gardens, 5012

To whom it may concern,

The following information is provided as a supporting document for the proposed change in land use to from **Warehouse** (and other per existing planning approval) to **Retail and Storage**. The applicant acknowledges the council requests additional information to assist with the assessment of the proposed development. This document will outline the proposed use and address the Council's request for clarification regarding parking compliance and appropriate signage.

Afroz Store is a proposed mixed use retail and storage facility that will operate from Unit 8. The use will include retail of the following goods:

1. Hair extensions
2. Beauty Products
3. Clothing
4. Furniture
5. Food items (pre-packaged).

The tenancy will also include a storage area for these goods, as indicated on the submitted site plan. The business will employ 4 staff members and operate between the hours of 9:00am to 7:00pm, seven days a week.

Table 1 of the Planning and Design Code - Off-Street Car Parking Requirements for Commercial Uses outlines that:

"5 spaces per 100m² of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared."

The subject tenancy has access to **six (6) dedicated off-street car parking spaces**, which are located immediately adjacent to the unit and form part of the shared car parking layout within the integrated complex. The proposed land use is expected to generate low parking demand, well within the capacity of the existing shared-off street car park. Customers will typically remain on site for an average of 15 minutes, as the goods do not require long browsing time. This short visit duration significantly increases the available car park turnover and ensures that the demand for car park throughout the day is met. Furthermore, the site is supported by ample street parking along surrounding roads offering overflow capacity without impacting traffic flow or safety.



Bradpole Rd and available Pedestrian wait zone on road island

Deliveries will be infrequent and scheduled, meaning that loading bay will not be required daily, leaving available parking and not affecting general access or car park efficiency. Additionally, the site is well connected to public transport with Stop 67 Peachy Rd, North East Side bus stop providing access for both customers. Furthermore, pedestrian access to the site is safe and convenient, a central island with a designated pedestrian refuge allows users to cross Peachy Road safely, and encourages foot traffic. These combined factors ensure that the development meets the intent and specific requirements of **Table 1 – General Off-Street Car Parking Requirements** of the Planning and Design Code, without causing undue strain on local infrastructure.

The applicant confirms that no illuminated signage will be used on the site. The only signage to be installed will be a non-illuminated store logo located on the shopfront, as shown on the submitted site plan. There will be no external lighting, backlit panels, digital screens, or illuminated features associated with the signage. This approach ensures minimal visual impact and aligns with the existing character and amenity of the site.



OUTHRED ENGLISH

Urban & Regional Planners

Our ref: 2537/115

28 November 2025

Chief Executive Officer
City of Playford
10 Playford Boulevard
ELIZABETH SA 5112

Attention: Miro Todosijevic

Dear Miro

Re: DA 25023116 - Development Application for Change of Use from Warehouse to Shop, Bulky Goods Outlet and Warehouse/Store– Unit Pieces 8 & 10, No 7B Peachey Road, Edinburgh North

I write on behalf of ACN 132 266 329 Pty Ltd as Trustees for Mohamud Family Trust Trading as Afroz Store, regarding a proposal to occupy Unit Pieces 8 & 10, 7B Peachey Road, Edinburgh North for a shop, bulky goods outlet and warehouse/store.

I refer to your additional request for further information dated 13th October 2025.

A report has been prepared by Phil Weaver – Traffic Engineer, responding to the matter of car parking numbers. In addition, you requested plans of the site showing the car parking spaces on the site, waste collection area and loading area. Please find uploaded the following documents:

- Parking Assessment report prepared by Phil Weaver – Traffic Engineer
- The approved layout plan of the total site showing all car parking spaces
- The approved community title plan showing areas allocated to each Unit and common areas, including location of 5 common car parking spaces

Your letter also raises other matters. I will respond to these matters, as follows:

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Nature of the Development

You query how the nature of development should still include a warehouse element where the proposed change of use is to a 'shop' and 'bulky goods shop'.

Firstly, I accept that storage associated with the shop use is generally considered to be ancillary to the shop use. However, as I have explained in the previous RFI response, the storage of goods on the site, is not all associated with the sale by retail on the subject site. The storage area will involve the receipt, storage and distribution for three sales outlets. Imported goods will be collected from Port Adelaide, stored in the specified storage area, then distributed according to demand to either the two external retail outlets at Woodville Gardens and Salisbury or to the subject site.

However the nature of the storage area is described, it is not an area wholly used ancillary to the shop on the site.

Perhaps the definition of 'store' may be more applicable: *'Means a building or enclosed land used for the storage of goods within or upon which no trade (whether wholesale or retail) or industry is carried on.'*

You go on to say that the definition of a shop in the *Planning and Design Code* encompasses Bulky Goods Outlet. That is true, but there is also a separate definition in the *Planning and Design Code* for Bulky Goods Outlet. The reason for a separate definition (while still being a shop), lies in its different characteristics, that may influence location and lower car parking generation.

In my view, the importance of establishing the nature of the development, has two primary implications. Firstly, the appropriateness of the use in the zone. Secondly, to provide a starting point for the application of car parking, with reference to *Table 1 – General Off-Street Car Parking Requirements*.

In respect to the first matter, either warehouse or store or something similar (not completely encompassed by the definition of a warehouse or store), are appropriate in the *Strategic Employment Zone*. The same applies to 'shop'. I refer to *Strategic Employment Zone – Land Use and Intensity – DPF 1.1*.

In regard to the matter of car parking numbers, you are disregarding the elements of the use that would generate lower vehicle numbers than the type of shop expected to require 5 spaces per 100m² of gross leasable floor area.

I would argue that 5 spaces per 100m² is not an appropriate starting point for the subject development. An appropriate starting point in the application of *Table 1 – General Off-Street Car Parking Requirements*, is as follows:

- Shop selling African products including hair merchandise, beauty products and food. Consistent with definition of ‘shop’ in *Code* – 5 spaces per 100m² GLFA.
- Bulky goods outlet selling African furniture, floor coverings, window coverings, bedding and manchester, and homewares (pots, pans and utensils). Consistent with definition of ‘bulky goods outlet’ in *Code* – 2.5 spaces per 100m² GLFA.
- Warehouse or store or something similar (but not completely encompassed by their definitions) for receipt, storage and distribution of imported African products for distribution to three sales outlets at Woodville Gardens, Salisbury and the adjacent Edinburgh North shop. Both warehouse and store require 0.5 spaces per 100m² GLFA.

In any event, I refer you to the Parking Assessment report prepared by Phil Weaver.

Public Notification

With respect, I believe that your application of *DTS/DPF 1.3(b)*, is not correct.

In the context of the construct of *DTS/DPF 1.3*, why would ‘bulky goods outlet’ be listed separately to (a), if ‘bulky goods outlet’ was intended to be included in ‘shop’?

A portion of the proposed shop is in accord with the definition of ‘bulky goods outlet’. The items to be sold within the shop, that are included in the definition of bulky goods outlet, include furniture; floor coverings; window coverings, curtains and fabric, bedding and manchester, and homewares.

The bulky goods outlet component of the use is exempt from public notification. The shop component (excluding the bulky goods outlet) is 163m² (refer Phil Weaver report). If a portion of the area of the two-level portion of the building (office, reception, amenities), commensurate with percentage of the shop that is not bulky goods (60%) are considered ancillary to the shop component, then the relevant area is 163m² + 55m² = 218m².

Thus, the applicable exemptions in *DPF 1.3* are:

- (a) Shop component (excluding bulky goods outlet) - because it has a GLFA less than 250m².
- (b) Bulky Goods Outlet.

Car parking

In respect to car parking, I refer to the Phil Weaver report and my commentary under the heading 'Nature of the Development'.

Plans

The approved layout plan of the total site showing all 58 car parking spaces, is uploaded with this RFI response.

Further, the approved community title plan showing areas allocated to each Unit and common areas, including 6 spaces allocated to the subject tenancy and the location of the 5 common car parking spaces, is uploaded with this RFI response.

The loading and unloading area for goods delivered or distributed, is located within the building in the area immediately behind the roller-door.

In regard to the waste collection area, the shop, bulky goods outlet and warehouse/store produces limited waste. Waste is primarily cardboard boxes used for packaging. A waste bin will be located within the building to the left of the roller-door.

The only vehicle that will be involved in delivery and distribution of goods to and from the site, is a Toyota Hiace LWB van, owned by the business. There is more than adequate space to enable the Toyota to enter and exit in a forward direction.

Preliminary Site Inspection Report

With respect, I disagree that a preliminary site inspection report is required. I refer you to Practice Direction 14, version dated 31 October 2025.

Part 2 – Land Use Sensitivity 5 (5) 'The following qualifications apply in relation to Table 1....(d) the following changes of use will not be taken to constitute a change to a more sensitive use: (i) If the proposed change in use is within an existing and/or approved building, other than where: (A) the existing use falls within Item 3 or 4 Table 1; and (B) the proposed use includes a sensitive use at a building level that is at or below ground level;'

The proposed change of use is within an existing approved building.

In respect to (A) the approved use of warehouse falls within *Table 4*. However, in respect to (B), the proposed use does not include a sensitive use, with reference to the definition of sensitive use and *Table 1*.

Therefore, the proposed change of use does not constitute a change to a more sensitive use.

Should you wish to discuss any aspect of this proposal, please contact me on (08) 8342 4848.

Yours sincerely

A handwritten signature in cursive script, appearing to read "J. Outhred", is displayed within a light blue rectangular background.

John Outhred BA Planning; Grad Dip Pub Sec Man; MPIA
Principal Planner
Planning and Property



OUTHRED ENGLISH

Urban & Regional Planners

Our ref: 2537/105

3 October 2025

Chief Executive Officer
City of Playford
10 Playford Boulevard
ELIZABETH SA 5112

Attention: Miro Todosijevic

Dear Miro

Re: DA 25023116 - Development Application for Change of Use from Warehouse to Shop, Bulky Goods Outlet and Warehouse – Unit Pieces 8 & 10, No 7B Peachey Road, Edinburgh North

I write on behalf of ACN 132 266 329 Pty Ltd as Trustees for Mohamud Family Trust Trading as Afroz Store, regarding a proposal to occupy Unit Pieces 8 & 10, 7B Peachey Road, Edinburgh North for a shop, bulky goods outlet and warehouse.

I refer to your requests for further information date 7th August 2025, 20th August 2025 and 4th September 2025. I have been engaged by Afroz Store, to respond to the matter relating to car parking provision.

The subject land is located within the *Strategic Employment Zone* of the *Planning and Design Code*.

Please find the following documents uploaded to the portal, with this letter:

- A layout plan of Unit 8 showing portions to be used for shop and warehouse
- Information relating to customers numbers and vehicle generation at the existing Afroz Store at 18 First Avenue, Woodville Gardens

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1. The Subject Land

The subject land consists of one unit (consisting of two Pieces) in a complex of nine units, incorporating common access and car parking provision servicing all nine units.

The total site has a frontage of 83.81 metres to Peachey Road. The area of the total land is 7,266m².

The land contains three warehouse buildings, two of which are divided into 4 units each. The areas of the building units are as follows:

Unit 1 – 194m²

Unit 2 – 193m²

Unit 3 – 193m²

Unit 4 – 194m²

Unit 5 – 389m²

Unit 6 – 342m²

Unit 7 – 341m²

Unit 8 – 487m²

Unit 9 – 1731m²

Total floor area of all existing buildings on-site = 4,064m²

Unit Pieces 8 & 10 is the subject of this application.

Details of Unit 8/10 is as follows:

Site area – 489m² (Piece 8) + 60m² (Piece 10) – Total 549m²

Building floor areas: warehouse – 394m² & two-level office – 91m² – Total – 485m²

Car parking spaces – 6 (2 on Piece 8 and 4 on Piece 10).

Shared car parking spaces on common land - 5

2. The Proposal

The proposal involves the occupation of a Unit previously approved as a warehouse. It is proposed to change the use to shop, bulky goods shop and warehouse.

It is proposed for Afroz Store to lease Unit Pieces 8 & 10 for the following uses:

- Shop selling African products including hair merchandise, beauty products and food
- Bulky goods outlet selling African furniture, floor coverings, window coverings, bedding and manchester, and homewares (pots, pans and utensils).
- Warehouse for receipt, storage and distribution of imported African products for distribution to three sales outlets at Woodville Gardens, Salisbury and the adjacent Edinburgh North shop

Three persons will be employed in the business, two full-time and one part-time. However, usually staff is limited to two persons with a maximum of 3 on-site at any one time.

The building area on Unit Piece 8 will be split into the following components:

- Warehouse – 122m²
- Shop – Approx 163m²
- Bulky goods outlet – Approx 109m²

The shop floor space is approximately a 60% (Shop)/ 40% (Bulky goods) split.

The ground floor of the office portion of the building, will be used for reception, kitchen and toilet facilities.

The upper floor will be used as an office and lunchroom for staff.

The reception area, toilet facilities, kitchen, office and lunchroom, will all be ancillary to the primary uses of the warehouse, shop and bulky goods outlet.

3. Development Pathway

The definition of 'shop' in the Planning and Design Code, is as follows:

'Means (a) premises used primarily for the sale by retail, rental or display of goods, foodstuffs, merchandise or materials; or (b) a personal or domestic services establishment.'

The definition of 'bulky goods outlet' is as follows:

'Means premises used primarily for the sale, rental, display or offer by retail of goods, other than foodstuffs, clothing, footwear or personal effects goods, unless the sale, rental, display or offer by retail of the foodstuffs, clothing, footwear or personal effects goods is incidental to the sale, retail, display or offer by retail of other goods. Examples – The following are examples of goods that may be available or on display at bulky goods outlets or retail showrooms: (a) automotive parts and accessories; (b) furniture; (c) floor coverings; (d) window coverings (e) appliances or electronic equipment; (f) home entertainment goods; (g) lighting and electric light fittings; (h) curtains and fabric; (i) bedding and manchester; (j) party supplies; (k) animal and pet supplies; (l) camping and outdoor recreation supplies; (m) hardware; (n) garden plants (primarily in an indoor setting); (o) office equipment and stationery supplies; (p) baby equipment and accessories; (q) sporting, fitness and recreational equipment and accessories; (r) homewares; (s) children's play equipment.'

The definition of 'warehouse' is as follows:

'Means a building or enclosed land used for the storage of goods and the carrying out of commercial transactions involving the sale of such goods, but does not include any land or building used for sale by retail.'

The retail component of the proposal involves the sale of goods included in both the definition of 'shop' and 'bulky goods outlet. The storage and distribution of goods is consistent with the definition of a 'warehouse'.

In the *Strategic Employment Zone*, 'shop' and 'warehouse' are listed in the performance assessed development pathway.

4. Public Notification

In the *Strategic Employment Zone*, exemptions from public notification apply to 'warehouse' providing the site is not adjacent to a neighbourhood-type zone. The subject land is not adjacent to a neighbourhood-type zone.

In the *Strategic Employment Zone*, an exemption from public notification applies to 'shop' providing the site is not adjacent to a neighbourhood-type zone or does not satisfy *DPF 1.3*. The subject land is not adjacent to a neighbourhoodtype zone.

In respect to *DPF 1.3*, the following applies:

- (a) shop with a gross leasable floor area up to 250m²
- (b) is a bulky goods outlet
- (c) is a restaurant
- (d) is ancillary to and located on the same allotment as an industry

(c) & (d) do not apply to the subject proposal. However, in regards to (b), about 40% of the shop (109m²) will be used for bulky goods items. This leaves 163m² used for a shop plus a proportion of the ancillary area of the two-level section of the building (41.3%) 37.58m² = 201m². This area is less than 250m².

Therefore, no public notification should not be required.

5. Relevant Planning Provisions

The relevant provision for assessment, relating to car parking, is contained in:

- *General Development Policies – Transport, Access and Parking*
 - *Vehicle Parking Rates – PO/DPF 5.1*
 - *Table 1 – General Off-Street Car Parking Requirements*

General Development Policy - Transport, Access and Parking

Vehicle Parking Rates:

PO 5.1: Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place. **DPF**

5.1: Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (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.

Table 1 - General Off-Street Car Parking Requirements

5.1 Application of Table 1

Table 1 requires the following car parking numbers for the three primary land uses:

- Warehouse - 0.5 spaces per 100m² total floor area
- Bulky goods outlet - 2.5 spaces per 100m² gross leasable floor area
- Shop - 5.0 spaces per 100m² gross leasable floor area

Thus, the requirement for the proposal, excluding the two-level portion of the building, is as follows:

- Warehouse – 122m² – 0.61 spaces
- Bulky goods outlet – 109m² – 2.725 spaces
- Shop – 163m² – 8.15 spaces

The use of the two-storey component of the building, is common to all three land uses. If the total area of the two-level portion of the building was divided in proportion to the three primary uses, to which the ancillary facilities commonly apply, then the following applies:

- Warehouse – 31% of 91m² = 28.21m² = 0.141 spaces
- Bulky goods outlet – 27.7% of 91m² = 25.21m² = 0.63 spaces
- Shop – 41.3% of 91m² = 37.58m² = 1.879 spaces

Total spaces required in accord with Table 1:

- Warehouse – 0.61 + 0.141 = 0.751
- Bulky goods shop – 2.725 + 0.63 = 3.355
- Shop – 8.15 + 1.879 = 10.029
- Total – 14 spaces

Unit Pieces 8 & 10 contain 6 car parking spaces included in the Unit entitlement. In addition, 5 shared car parking spaces are located on common land.

5.2 Car Parking Provision for Total Site

It is relevant to consider all the land uses on the total site. The original approved use of all nine units on the total site was for warehouses. Table 1 requires a car parking provision for warehouses and stores at 0.5 space per 100m² GLA. The total GLA of all 9 units is 4064m². Thus, the car parking requirement is $0.5 \times 40.64 = 21$ spaces. The total number of spaces provided is 58 – nearly three times the minimum required for a warehouse or store. However, in line with common practice, warehouse units are often occupied by other uses that require a higher number of car parking spaces. Examples are motor repair station, builder's depot, light industry and service trades premises.

The land uses presently occupying the other 8 tenancies, are as follows:

- Unit 1 – Pinball machine repairs & showroom
- Unit 2 – Saint Studio – creative facility
- Unit 3 – DoorWorks
- Unit 4 – Vacant
- Unit 5 – RIHA Industries
- Unit 6 – Roofing contractor
- Unit 7 – Vacant
- Unit 9 – Williams Mining and Industrial Sales

The uses in units 1, 3, 5 & 6 are consistent with either a warehouse, store, light industry or contractor's depot. Thus, the 14 spaces allocated to these units (part of community title lots) will be more than adequate, as the requirements of *Table 1* amounts to 14 spaces for all 4 units.

The mining and industry sales in Unit 9 is likely to fall into the category of 'warehouse'. Thus, Unit 9 requires 9 car parking spaces. Unit 9 has 22 allocated spaces.

While two of the tenancies (Units 4 & 7) are presently vacant, the uses in the other five occupied tenancies, are placing no pressure upon the 5 common spaces. In fact, my observations during site inspections, was that there were only 8 to 10 occupied spaces of the 27 spaces in the front of Unit 9.

5.3 Factors that may support a reduced on-site rate

PO 5.1 nominates factors that may support a reduced on-site rate. In particular:

- (a) availability of on-street car parking
- (b) shared use of other parking areas
- (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared
- (d) the adaptive reuse of a State or Local Heritage Place.

In respect to (a), on-street parking is available on both sides of Peachey Road. My observation on two site visits, is that there are very few vehicles parked on either side of Peachey Road, in the vicinity of No 7B. Further, there is no parking constraints, including time limitations, except for the bus stops.

In respect to (b), five common spaces are available for shared use. The present occupation of six of the nine units, has placed little demand for the use of the shared spaces. The spaces allocated specifically to the existing occupied units are more than sufficient to accommodate the uses within them. *Table 1* requires 25 spaces for the uses within these six Units and they have a total allocation of 40. Thus, there is little pressure on the shared spaces from the other Units.

In respect to (c) and (d), they are not relevant to the subject site.

However, in addition to the above, albeit that the subject land is not a *Designated Area* in respect to *Table 2*, it has ready access to public transport routes along Peachey Road. Bus stop 67 is located immediately in front of 7B and directly across Peachey Road.

5.4 Comparison with Woodville Gardens Store

Afroz already operates an Afroz store at Woodville Gardens selling the same range of goods as is proposed for the subject proposal. In addition, the floor area is about 20% larger than the subject proposal – about 600m².

I requested detailed documentation of the sales over a typical business day at Woodville Gardens. The documentation relates to Wednesday 24th September 2025 with the times of purchases recorded between 10.00am and 5.30pm. I have allowed 15 minutes per customer on-site prior to the purchase and 5

minutes on-site following purchase. The greatest number of customers on-site at any one time is 5.

This information supports the adequacy of the car parking spaces provided at 7B Peachey Road, Edinburgh North.

5.5 Narrow Customer Base

The goods for sale at an Afroz store, are limited to products specifically sourced from across Africa, for persons living in Australia of African heritage. While there is a sizable African community now living in the northern suburbs of Adelaide, it is still a very small segment of the total population.

The 2021 census, provides data on the largest groups of ancestry, African ancestry is not listed in the five largest ancestry groups in the Playford and Salisbury Council areas. The data for the 2021 Census, is contained on the following table:

LGA	Playford City	Salisbury City
LGA Population	99,190	145,806
English ancestry	41.6%	30.8%
Australian ancestry	35.6%	27.0%
Scottish ancestry	7.6%	5.6%
Irish ancestry	6.2%	5.1%
German ancestry	5.7%	5.1%
Other ancestry groups	3.3%	26.4%

Source: 2021 ABS Census

From a population of 244,996, 3.3% in Playford (3,273) and 26.4% in Salisbury (38,493) were from other ancestry groups. This amounts to 17% of the population. Thus, the absolute maximum percentage of the population in the surrounding LGA areas that could be customers is 17%. This is a very narrow segment of the population.

5.6 Application of PO 5.1/DPF 5.1

In respect to satisfying *PO 5.1*, I quote from the *Planning and Design Code*: *'In order to assist a relevant authority to interpret the performance outcomes, in some cases the policy includes a standard outcome which will generally meet the corresponding performance outcome (a designated performance feature or DPF). A DPF provides a guide to a relevant authority as to what is generally considered to satisfy the corresponding performance outcome but does not need to necessarily be satisfied to meet the performance outcome, and does not derogate from the discretion to determine that the outcome is met in another way, or from the need to assess development on its merits against all relevant policies.'*

Therefore, *Table 1* referenced in *DPF 5.1* is a standard outcome which generally meets *PO 5.1*. However, the other factors contained in *PO 5.1(a) & (b)*, recognises that it is not necessary for a development to always satisfy *Table 1*. It ought to be interpreted by the relevant authority that *PO 5.1* can be satisfied without strict compliance with *Table 1*.

In the subject case, it has been demonstrated that the application of *Table 1 – General Off-Street Car Parking Requirements*, calls for 14 spaces. However, factors that may support a reduced on-site rate, listed in *PO 5.1* apply. There is access to five shared car parking spaces and access to on-street car parking.

In addition, other factors apply, including a narrow customer base and public transport access.

The comparison with the similar Woodville Gardens store, confirms the adequacy of the car parking numbers provided for the combination of Shop, Bulky goods shop and Warehouse.

6. Shop Signage Details

6.1 Signage Location and Dimensions

The proposed *Afroz Store* signage will be affixed to the black parapet section located above the upper-level glazing on the building facade. This location ensures visibility from the shared car park and access point.

Based on the architectural elevation plans (see attached), the signage dimensions have been determined as follows:

- Height: 1.9 metres
- Width: 6.28 metres

These dimensions are clearly annotated in the “Building 3 – Northeastern Elevation” drawing, with the total measurement derived from grid line distances and scaled elevations.

6.2 Material and Installation Method

The signage will be constructed from Aluminium Composite Panels (ACM), a robust and durable material frequently used in commercial settings for its professional appearance and weather resistance. It will be mechanically fixed to the building facade using standard commercial fasteners or brackets, compliant with all structural and safety standards.

6.3 Illumination

We confirm that the signage will not be illuminated. No backlighting, external lighting, LED features, or electrical connections are proposed. This ensures a low visual impact and aligns with the existing industrial aesthetic of the development.

7. Summary and Conclusion

The proposal for a combination of shop, bulky goods outlet and warehouse, is provided with adequate car parking, having regard to the following:

- *General Development Policy – Transport, Access and Parking – Vehicle Parking Rates PO/DPF 5.1 and Table 1 – Off-Street Car Parking Requirements;*
- The availability of five shared car parking spaces;
- The availability of on-street car parking;
- The adequate car parking provided, for the other uses on the total site;
- Access to public transport on Peachey Road;
- The narrow customer base, in the provision of African goods for residents of African ancestry; and
- The supporting data of another Afroz Store at Woodville Gardens.

Further, it is noted that 'Shop' and 'Warehouse' are included in *Strategic Employment Zone DPF 1.1* as appropriate uses within the zone.

It is submitted that the proposed change of use of Unit Pieces 8 & 10 to a shop, bulky goods outlet and warehouse, is substantially compliant with the *Planning and Design Code* and is worthy of approval.

Should you wish to discuss any aspect of this proposal, please contact me on (08) 8342 4848.

Yours sincerely



John Outhred BA Planning; Grad Dip Pub Sec Man; MPIA
Principal Planner
Planning and Property



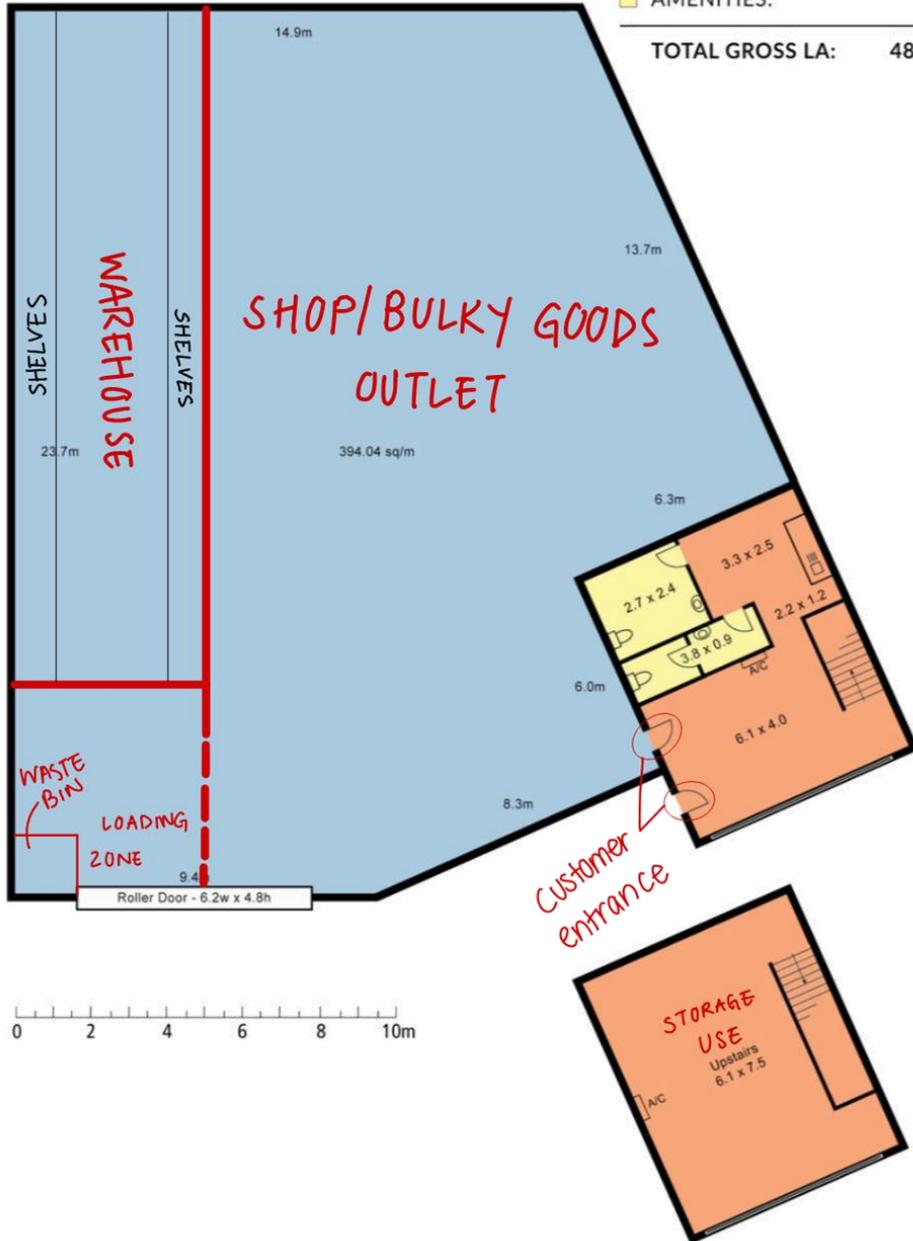
Unit 8/7B Peachey Road, Edinburgh North, 5113

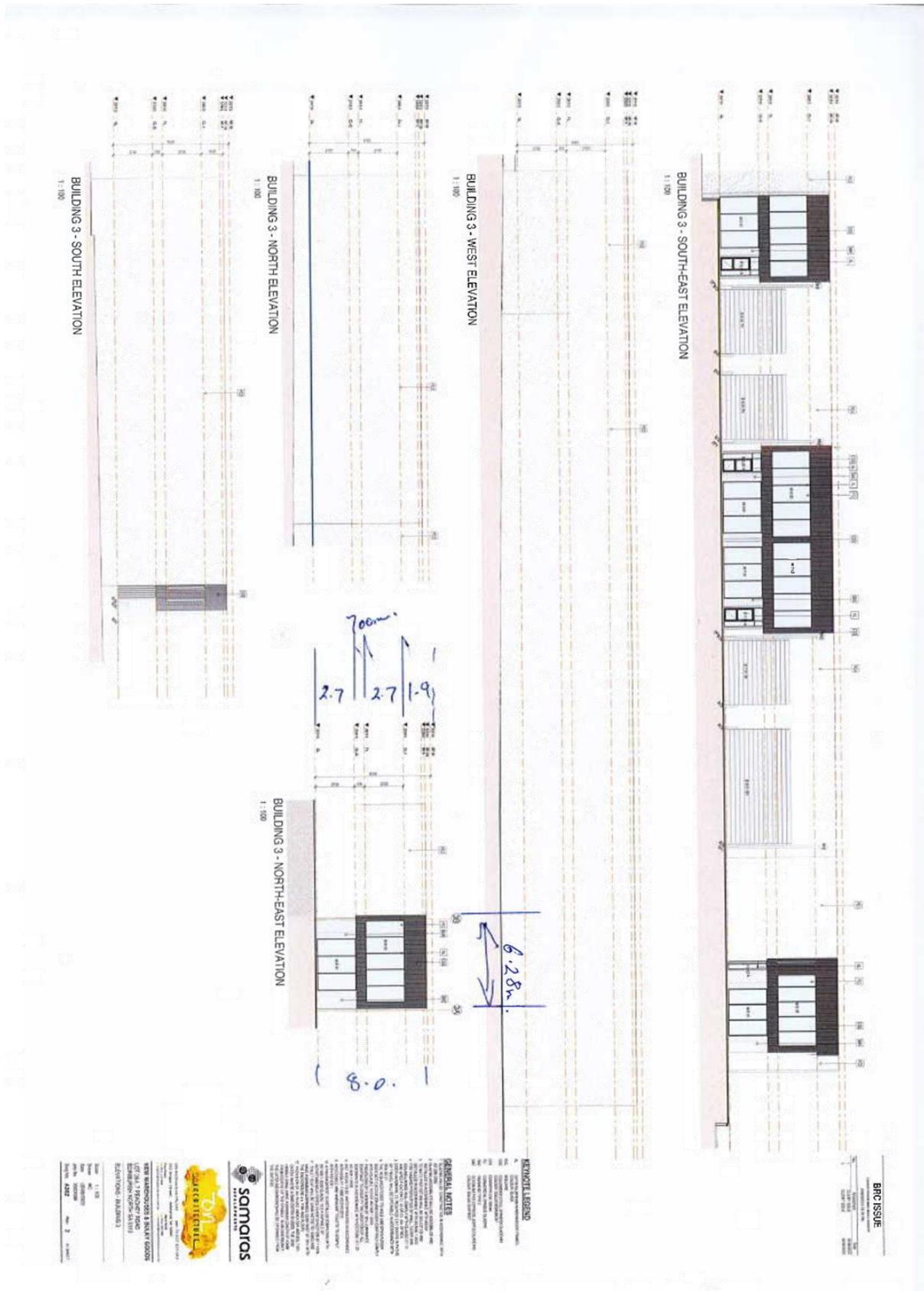
ESTIMATED GROSS LETTABLE AREA

Complies with the PCA Method of Measurement

OFFICE:	81.04 sq.m
WAREHOUSE:	394.04 sq.m
AMENITIES:	9.9 sq.m

TOTAL GROSS LA: 484.98 sq.m









Consultant Traffic Engineers
ABN 67 093 665 680

204 Young Street
Unley SA 5061

P: 08 8271 5999
E: contact@pwattraffic.com.au

File: 25-348

28 November 2025

Mr John Outhred
Planning & Property Consultant
Outhred English Planners Pty Ltd
PO Box 20
North Adelaide SA 5006

By email: john@outhredenglish.com.au

Dear John

PROPOSED PARTIAL CHANGE OF LAND USE – UNIT PIECES 8 AND 10, 7B PEACHY ROAD, EDINBURGH NORTH – PARKING ASSESSMENT

I refer to our recent discussions with respect to the proposed change of use of a unit on the subject land previously approved as a warehouse tenancy to provide a shop / bulky goods outlet.

As requested, we have undertaken the following review of the parking related aspects of the subject change of use including responses to the previous Requests for Information documents received by the applicant.

EXISTING SITUATION

The subject site is located on the western side of Peachey Road, Edinburgh North, approximately 300m to the north of the intersection of this roadway with Bellchambers Road and Winterslow Road.

The subject land is located within a *Strategic Employment Zone* within the *City of Playford* local government area.

The approved development provides nine warehouse / storage tenancies with a total floor area of 4064m², comprising tenancies / units varying in size from 193m² (Units 2 and 3) to 1731 m² (Unit 9).

Currently there is an opportunity to park 58 cars on site including 4 parallel parking spaces on the eastern side of the rear driveway. The subject development provides an accessible (disability) car parking space and associated shared area within the hardstand at the eastern end of the site.

The subject land has a frontage of 83.8m to Peachey Road, with vehicular access provided via a pair of two-way crossovers including: -

- A northern access point located essentially adjacent to the northern boundary of the site, and
- A southern access point which is off-set approximately 15 m to the north of the southern boundary of the site.

Peachey Road adjacent to the subject site is a two-way arterial roadway under the care and control of the Department for Infrastructure and Transport (DIT). The section of this roadway adjacent to the subject site provides two traffic lanes in both directions with the northbound and southbound carriageways separated by a section of central median.

An approximately 2.7 m wide parking lane is provided along the western side of the northbound carriageway of Peachey Road including the area directly in front of the subject site. This area accommodates an existing bus stop (Stop 67) to the immediate north of southern access point. The corresponding southbound bus stop is located on the eastern side of Peachey Road directly opposite the subject land

There is an opportunity to park up to seven cars on the western side of Peachey Road in the parking embayment in front of the site including:-

- two spaces between the southern boundary of the site and the southern crossover, and
- five spaces between the end of the northbound bus stop and the northern access point of the subject land.

It is understood that on-site car parking spaces are mostly allocated to specific tenancies including a total of 6 spaces associated with the subject tenancy. However, five shared spaces are provided at the front of the site on common land.

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



Figure 1: Subject site and surrounding locality

CURRENT OPERATION

A review on site and on Peachey Road within the immediate locality on Thursday 6 November 2025 Identified that the majority of tenancies within the subject land are currently tenanted by commercial tenants except for the subject tenancy and potentially tenancies 4 and 8 with the remaining tenancies displaying company names. These include the following tenants:-

- Wastex (Unit 1),
- Saint Studio (Unit 2),
- Doorworx (Unit 3),
- Unknown tenant (Unit 4)
- RIHA Industries (Unit 5),
- DC Roofing Contractors (Unit 6),
- Wake Water sports (Unit 7),
- Subject tenancy (Unit 8), and
- Williams Mining and Industrial Sales (Unit 9).

The majority of the above tenants typically are open between 8.30 am to 5.00 pm Monday to Friday with few, if any, of these tenancies trading on Saturdays or Sundays.

PROPOSED PARTIAL CHANGE OF USE

The proposed development relates to the potential change of use of Unit 8 from a warehouse to a land use accommodating a mixed-use development (Afroz Store) providing:-

- A retail component of 163m²,
- A Bulky Goods component of 122m², and
- A storage component with an area of 109m².

I understand that the above unit (Unit 8) currently has a building area of 485m² comprising:-

- a two level office component of 91m², and
- a warehouse component of 394m².

I note that the existing business located at 18 First Avenue, Woodville Gardens, currently operated by the applicant currently trades during the following periods namely:-

- Tuesday to Saturday – 10.00 am to 6.00 pm,
- Sunday – 11.00 am to 5.00 pm, and
- Monday – closed

I understand that the proposed change of use of Unit 8 would operate in a similar manner to that of the Woodville gardens facility including similar trading hours to that identified above.

PARKING ASSESSMENT

Table 1 - General Off Street Car Parking Requirements within the *Transport Access and Parking Overlay* of the *Planning and Design Code* identifies car parking provisions relevant to the both the current and proposed use of Unit 8 namely:-

- Warehouse: 0.5 spaces per 100m²
- Office: 4.0 spaces per 100m²,
- Retail (Shop with no commercial kitchen): 5.0 spaces per 100m², and
- Shop (in the form of a bulk goods outlet): 2.5 spaces per 100m².

Table A (below) includes calculations of the car parking requirements of both the currently approved use of Unit 8 and also the proposed use of this same unit.

Table A: Car parking requirements associated with approved and proposed use of Unit 8

Land use component	Area (m ²)	Car Parking rate	Parking requirement
<u>Existing use</u>			
Office area	91m ²	4.0 spaces / 100m ²	3.6 spaces
Warehouse areas	394 m ²	0.5 spaces / 100m ²	2.0 spaces
Total	485 m²		6 spaces (rounded)
<u>Proposed use</u>			
Retail (shop)	163m ²	5.0 spaces / 100m ²	8.2 spaces
Bulky goods	122m ²	2.5 spaces / 100m ²	3.1 spaces
Warehouse areas	109 m ²	0.5 spaces / 100m ²	0.55 spaces
Office area	91m ²	4.0 spaces / 100m ²	3.6 spaces
Total	485 m²		15 spaces (rounded)
Differential			9 spaces

On the above basis it is calculated that there would be a maximum theoretical requirement for 15 car parking spaces associated with the proposed partial change of land use of the subject unit (Unit 8).

However, it is most likely that the office area would be used for storage rather than accommodation of staff given the nature of the proposed development and the low level of staff anticipated to be two persons on site at any one time.

Furthermore, I note from your assessment of customer demand conducted on Wednesday 24 September 2025 at the existing facility located in Woodville Gardens (18 First Avenue, Woodville Gardens) that there was a maximum of five customers on site at any one time with at most two staff on site. The results of this survey are reproduced as *Table B* below.

Table B: Woodville Gardens customer data – 10.00 am to 5.30 pm – Wednesday 24 September 2025

Time	Customers	Time	Customers	Time	Customers	Time	Customers
10.00 am	0	12.00 pm	1	2.00 pm	4	4.00 pm	2
10.05 am	0	12.05 pm	1	2.05 pm	4	4.05 pm	2
10.10 am	0	12.10 pm	1	2.10 pm	4	4.10 pm	1
10.15 am	1	12.15 pm	2	2.15 pm	4	4.15 pm	0
10.20 am	1	12.20 pm	2	2.20 pm	4	4.20 pm	0
10.25 am	1	12.25 pm	2	2.25 pm	3	4.25 pm	0
10.30 am	1	12.30 pm	3	2.30 pm	3	4.30 pm	0
10.35 am	1	12.35 pm	2	2.35 pm	3	4.35 pm	0
10.40 am	1	12.40 pm	1	2.40 pm	1	4.40 pm	2
10.45 am	0	12.45 pm	1	2.45 pm	1	4.45 pm	2
10.50 am	0	12.50 pm	1	2.50 pm	0	4.50 pm	3
10.55 am	0	12.55 pm	1	2.55 pm	0	4.55 pm	3
11.00 am	1	1.00 pm	1	3.00 pm	0	5.00 pm	4
11.05 am	2	1.05 pm	1	3.05 pm	0	5.05 pm	3
11.10 am	2	1.10 pm	1	3.10 pm	0	5.10 pm	3
11.15 am	2	1.15 pm	2	3.15 pm	1	5.15 pm	2
11.20 am	3	1.20 pm	4	3.20 pm	1	5.20 pm	2
11.25 am	2	1.25 pm	4	3.25 pm	1	5.25 pm	0
11.30 am	1	1.30 pm	4	3.30 pm	2	5.30 pm	0
11.35 am	1	1.35 pm	5	3.35 pm	2		
11.40 am	1	1.40 pm	4	3.40 pm	1		
11.45 am	1	1.45 pm	3	3.45 pm	2		
11.50 am	1	1.50 pm	3	3.50 pm	2		
11.55 am	1	1.55 pm	4	3.55 pm	2		

It is anticipated that the number of staff and customers associated with the use of Unit 8 as a shop would be similar to that identified at the existing premises located in Woodville Gardens and conservatively would generate a peak parking demand of the order of seven parking spaces on the unlikely scenario that all staff and customers would drive independently to and from subject site.

I would also anticipate that peak parking demands associated with the proposed land use would occur on weekends when there would be very low levels of on-site parking demand generated by the remaining tenancies and also minimal use of on-street car parking along the adjoining sections of Peachey Road during such periods.

SUMMARY AND CONCLUSIONS

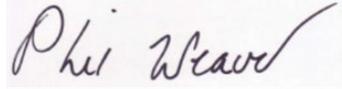
The above assessment has conservatively estimated a total of 15 car parking spaces would be required by the subject development. However, comparison with the existing facility operated by the applicant would suggest that the anticipated car parking demand associated with the proposed land use would be significantly less than forecast above.

From the results of the surveys conducted at the existing facility operated by the applicant it is anticipated that there would typically be only two staff and a maximum of five customers on site at any one time. This would generate a car parking requirement for at most seven car parking spaces. In reality this is likely to be even lower as this calculation assumes that all staff and customers would individually drive to and from the site.

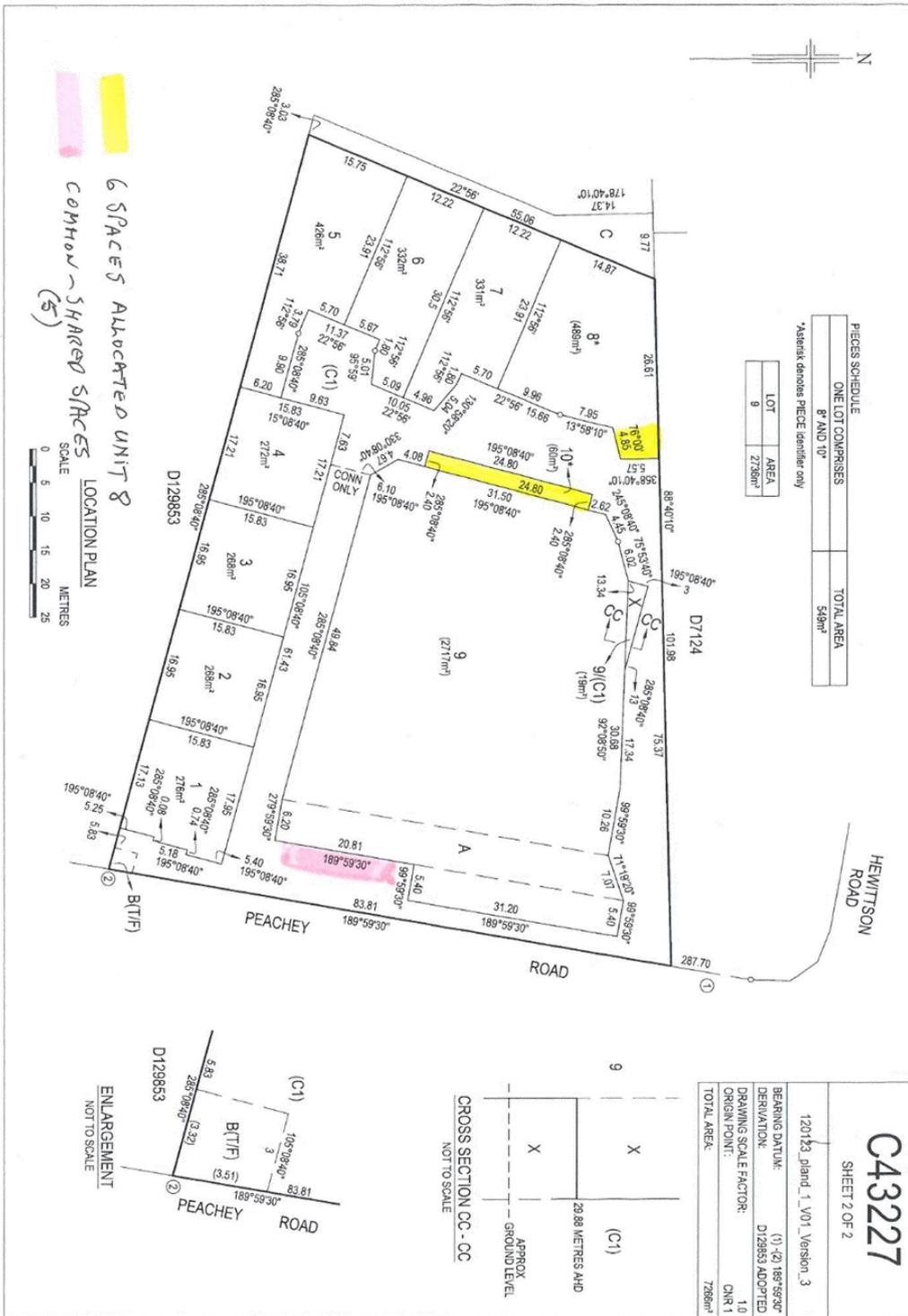
It is considered that such an increase could be accommodated either on site by the provision of shared car parking and/or the availability of on street parking directly in front of the subject land.

In summary, we consider that the proposed partial change of use will not result in adverse parking impacts either on-site or on-street within the locality noting that based on the above assessment

Yours sincerely

A handwritten signature in black ink that reads "Phil Weaver". The signature is written in a cursive style and is placed on a light grey rectangular background.

Phil Weaver
Phil Weaver and Associates Pty Ltd



Details of Representations

Application Summary

Application ID	25023116
Proposal	Change in use from warehouse to a shop (Bulky Goods Outlet) and associated advertisement
Location	UNIT 8 7B PEACHEY RD EDINBURGH NORTH SA 5113

Representations

Representor 1 - Craig Ahl

Name	Craig Ahl
Address	61 Wallace Drive CRAIGMORE SA, 5114 Australia
Submission Date	15/01/2026 12:49 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

Reasons

The following points are my valid concerns why a retail store is not suitable for the complex 1. Will increase the traffic & foot traffic with in the complex. 2. Unit 8 has only 4 parking bays allocated, therefore vehicles will be parking in non-allocated parking bays. 3. The complex has trucks dropping off & doing deliveries, not a good mix with the proposed increase of foot traffic coming & going from the shop. 4. Forklifts are also used within the complex, same concerns as point 3.

Attached Documents

Representations**Representor 2** - Nicola Formichella

Name	Nicola Formichella
Address	168 Melbourne Street ADELAIDE SA, 5006 Australia
Submission Date	27/01/2026 11:22 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

1. It is an industrial site. 2. The development is not designed for a retail business. 3. There is only 4 Car Parks allocated to Unit 8 4. The customers will be using other businesses car park. 5. There is large amount of trucks entering & leaving the complex every day. 6. Forklifts are also used with in the complex. 7. Is not a safe mix with the complex designed for industrial customers, then add a retail customer.

Attached Documents



OUTHRED ENGLISH

Urban & Regional Planners

Our Ref: 2537/036

3 March 2026

Chief Executive Officer
City of Playford
Playford Civic Centre
10 Playford Blvd
ELIZABETH SA 5112

Attention: Miro Todosijevic
Planning Officer

Dear Miro

DA 25023116 – Change of use from warehouse to a shop (Bulky Goods Outlet) and associated advertisement – Unit 8, 7B Peachey Road, Edinburgh – Response to Representations.

I write on behalf of my client – Afroz Store, in response to the representations received. I have been requested by my client to respond in writing to the representations.

Council have received two representations:

- Craig Ahl of 61 Wallace Drive, Craigmore SA 5114
- Nicola Formichella of 168 Melbourne Street, North Adelaide SA 5006

Both representors are opposed to the development.

In response to the issues raised in the representations, my client provides the following response:

Retail store will increase the traffic and foot traffic within the complex.

The Afroz Store is a very specialised shop outlet, only selling African goods, with a narrow customer base. Thus, the generation of vehicle numbers is

Outhred English Planners Pty Ltd
Trading As: Outhred English Urban and Regional Planners - ABN 77 663 685 416
Email: john@outhredenglish.com.au - Mobile: 0488 225 160
PO Box 20, North Adelaide SA 5006

considerably less than most shops. Factors that apply to a reduced customer vehicle generation, are listed in my letter dated 3 October 2025, and include:

- Availability of on-street car parking
- Availability of shared use (5 spaces) of car parking spaces on common land
- Low customer numbers at any one time supported by survey of existing shop outlet at Woodville Gardens
- Narrow customer base – sale of goods limited to products specifically sourced from across Africa, for persons living in the northern suburbs of Adelaide of African heritage

Unit 8 has only 4 parking bays allocated, therefore vehicles will be parking in non-allocated parking bays.

This assumption is incorrect. Unit 8 also incorporates 2 allocated carparking spaces on Piece 10. Thus, 6 spaces are available to clients attending the proposed African goods outlet.

A comprehensive traffic and parking report was provided in support of the development application. Included in the Phil Weaver report was an actual use survey of the existing premises at Woodville Gardens that indicated a maximum generation of 5 customers at any one time. I quote from the report as follows:

'From the results of the surveys conducted at the existing facility operated by the applicant it is anticipated that there would typically be only two staff and a maximum of five customers on site at any one time. This would generate a car parking requirement for at most seven car parking spaces. In reality this is likely to be even lower as this calculation assumes that all staff and customers would individually drive to and from the site.'

The complex has trucks dropping off and doing deliveries, not good mix with the proposed increase of foot traffic coming and going from the shop, and Forklifts are also used within the complex, same concerns as point 3.

The amount of foot traffic generated by the specialised African products store is unlikely to be much greater than that of the other 8 units, as the six allocated spaces adjacent Unit 8 will be adequate to service the customer numbers generated. Foot traffic to the store is likely to be limited to customers using public bus transport, and they are more likely to be using the northern driveway that only passes the one unit (Unit 9).

It is an industrial site.

While the uses on the subject land includes some light industrial uses, the development on the site has been approved for warehouse use. A reference to the *DPF 1.1* of the *Strategic Employment Zone*, includes a number of envisaged land uses, including 'shop' and 'warehouse'.

I also note that the proposed Afroz proposal includes shop (163m²), Bulky Goods outlet (109m²) and warehouse (122m²).

The development was not designed for retail business.

The Afroz store sells a combination of specialised products sourced from Africa that fall into both the definition of shop and bulky goods outlet, plus warehouse functions servicing other stores in Adelaide. Thus, location in an *Employment Zone* is more suitable than within an *Activity Centre Zone*.

There is an amount of trucks entering and leaving the complex every day.

Customers of the shop will be limited to foot movement between the 6 adjacent allocated carparks and the store entry, and the few persons using public bus transport and walking beside the northern driveway. The short distance between the 6 carparking spaces and the shop entrance, the location of Unit 8 at the northern extremity of the complex, the low customer generation and the portion of warehouse use in Unit 8, suggests that there will be limited conflict between customers of Unit 8 and trucks using the complex.

Yours sincerely



John Outhred BA Planning; Grad Dip Pub Sec Man; MPIA

5.2 25028569 - 17 SPENCER STREET MACDONALD PARK - CHANGE IN USE OF EXISTING OUTBUILDING TO ANIMAL KEEPING (DOG KENNELING AND BREEDING) AND FROM EXISTING PRIVATE OPEN SPACE TO ANCILLARY DOG RUNNING YARD

Author:	Oliver Luke
Proposal:	Change in use of existing outbuilding to animal keeping (dog kennelling and breeding) and from existing private open space to ancillary dog running yard
Development Number:	25028569
Date of Lodgement:	12 September 2025
Owner:	Mr Hieu Ngo
Applicant:	Mr Hieu Ngo C/- Flex Planning
Location:	17 Spencer Street, MacDonald Park SA 5121
Zone:	Rural Living
Classification:	Code Assessed – Performance Assessed
Public Notification Category:	Yes
Representation Received:	Yes
Request for Additional Information Made?	Yes
Recommendation:	To Grant Planning Consent

Attachments:	1 ↓ .	Planning Statement
	2 ↓ .	Architectural Drawings
	3 ↓ .	Acoustic Report
	4 ↓ .	Combined Representations
	5 ↓ .	Response to Representations

1. The Subject Land

The subject land is a single allotment, formally identified as Allotment 54 on Deposited Plan 18508, within Certificate of Title Volume 5430, Folio 660. The allotment is more commonly known as 17 Spencer Street, MacDonald Park SA 5121.

The subject land is rectangular shaped, with primary frontage to Spencer Street of 96.5m, a maximum allotment depth of 93.2m and a total site area of 9001m².

A single storey detached dwelling is located on the western side of the allotment along with several residential outbuildings, including stables and an in-ground swimming pool. A larger outbuilding, subject to this change in land use application, is located centrally on the allotment, possessing setbacks of:

- 36.6m from the northern rear boundary,
- 53.5m from the eastern side boundary,
- 49.3m from the southern front boundary and
- 30m from the western side boundary.

The site is well vegetated, with substantial established eucalypts forming a notable visual element across the entire allotment and contributing to the rural amenity of the site and immediate locality. Generally, the eastern and northern sides of the allotment are fenced off, forming small paddocks.

Access to the allotment is obtained via a single gravel driveway, leading to a circular vehicle turning area within the allotment. Road verge infrastructure is limited to a stobie pole, service pits and an open swale for stormwater management. Spencer Street is a sealed, generally rural-type road with no formal kerb and gutter or footpaths.

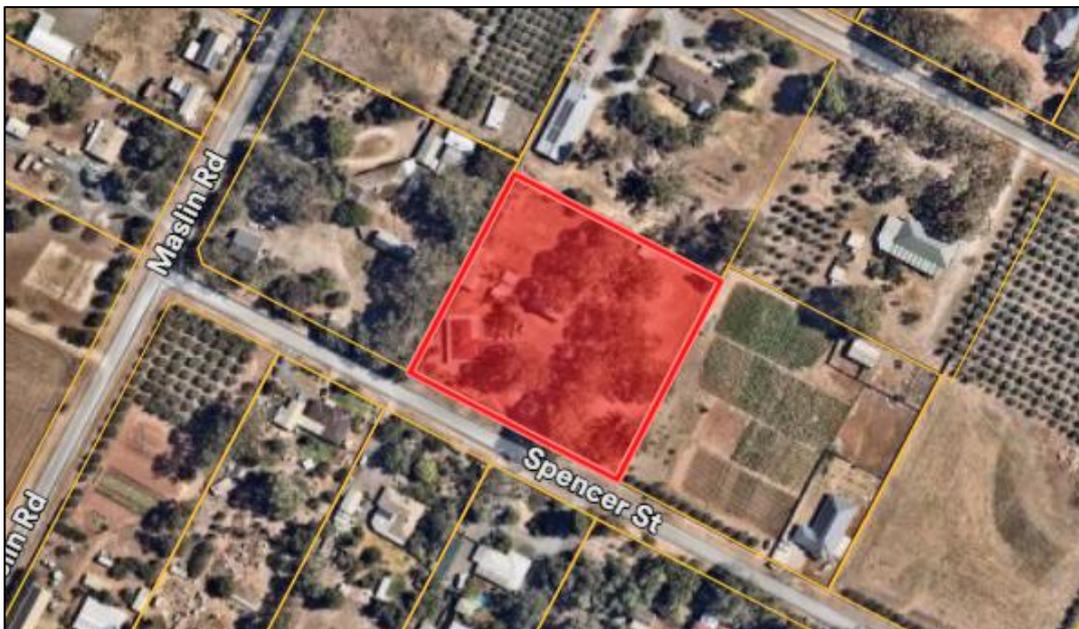


Figure 1 – Subject land identified in red



Figure 2 – Subject land identified in red, Petherton Park Kennels and Cattery identified in green

2. The Locality

Land within the locality is wholly contained within the Rural Living Zone and as such, large rural-style allotments predominate. Detached dwellings with small scale rural enterprises including orchards and olive groves, market gardens and animal keeping are found in the immediate locality. Viticulture and horticultural activities can be found in the wider locality. Petherton Park Kennels and Cattery is located a short distance to the south-east of the subject land and Adelaide Pigeon Club is located to the immediate south-west of the subject land. Petherton Park Kennels and Cattery is a longstanding business, with original land use consent predating the *Development Act 1993*. A more recent variation to this consent was approved in 2011, increasing its operational capacity. Petherton Park Kennels and Cattery is identified in Figure 2 above.

2.1 Locality Plan

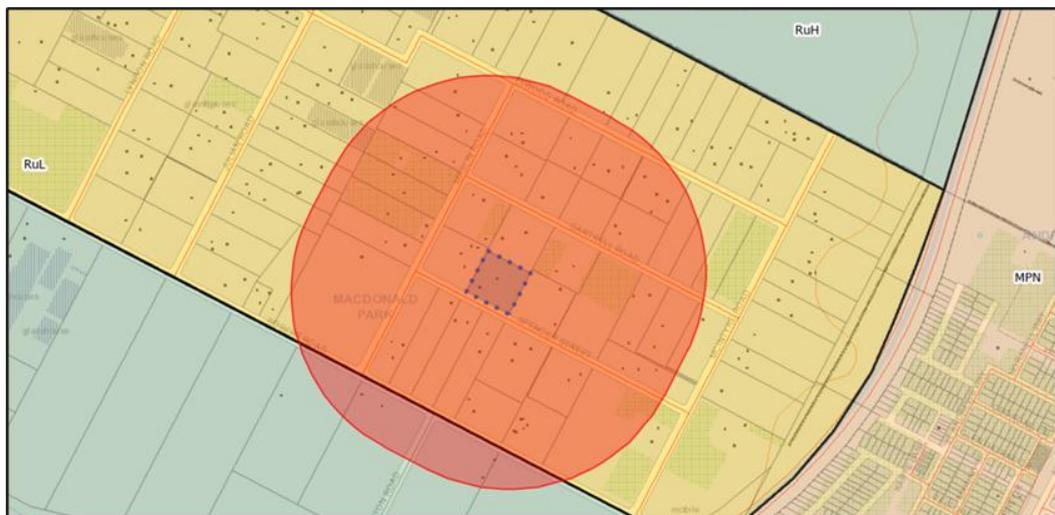


Figure 3 – Subject land identified in blue and locality identified in red



Figure 4 – Subject land viewed from Spencer Street, facing north-west



Figure 5 – Entrance to subject land from Spencer Street, facing north



Figure 6 – Outbuilding subject to the change in land use identified in red

2.2 Zoning

The subject land is located wholly within the Rural Living Zone as identified in the Planning and Design Code (The Code). In addition, the following Overlays and Technical Numeric Variations (TNVs) apply:

Overlays

- Building Near Airfields
- Defence Aviation Area (all structures over 15m)
- Hazards (Bushfire – General)
- Hazards (Flooding – General)
- Prescribed Wells Area
- Regulated and Significant Trees

Technical Numeric Variations (TNVs)

- Minimum Site Area (minimum site area is 1ha)
- Concept Plan (Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints)

2.3 Zone Map

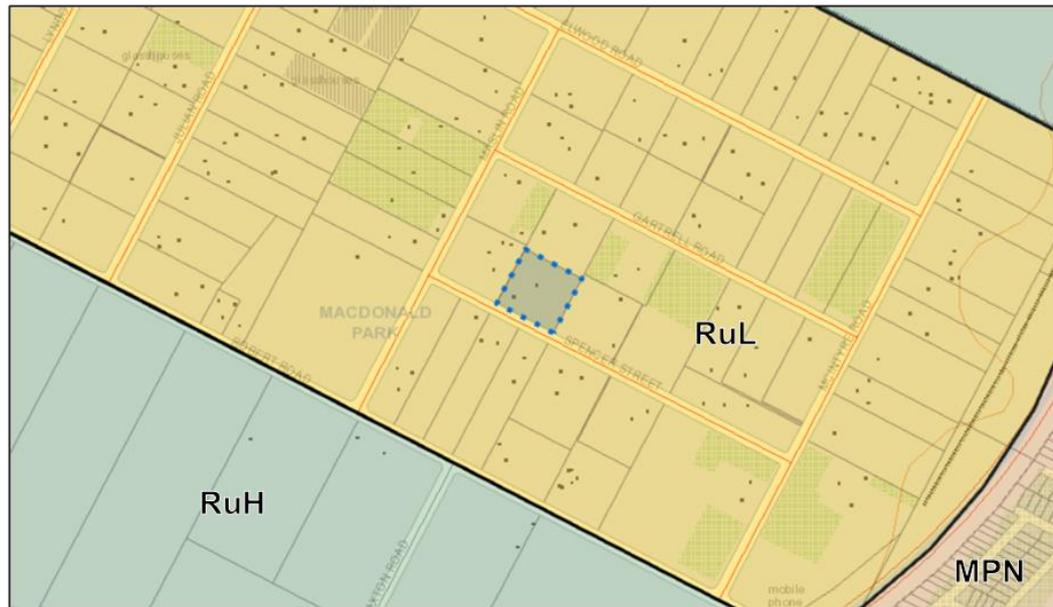


Figure 7 – Subject site identified in blue within the Rural Living Zone

3. Background

Prior to lodgement of the subject application, a previous development application for animal keeping was submitted to the City of Playford on 23 February 2025 under ID 25004932. This application was verified and a Request for Further Information (RFI) was issued on 5 March 2025. Following a period of no correspondence, the timeframe to respond to the RFI formally lapsed on 3 June 2025. Council's Planning Officer contacted the applicant on 5 June 2025, advising that should no response be received, the application would be refused. The applicant subsequently requested an extension (re-issue) of the RFI, which was formalised on 12 June 2025. On 10 July 2025, a request to withdraw the application was received, noting that the contract between the applicant and the landowner had been terminated. The application was formally withdrawn on 10 July 2025.

Following withdrawal of the application, the landowner, Mr Ngo, contacted Council on 15 July 2025, seeking confirmation that the application was formally withdrawn. At this time, Mr Ngo advised Council that he was working on submitting a revised application.

A new development application was subsequently lodged with Council on 12 September 2025.

4. The Proposal

The proposed development seeks to establish a partial change in land use to include animal keeping. The animal keeping proposed is in the form of dog breeding and kennelling. The kennel is to be established in an existing outbuilding on the subject land and is to be fit out with 24 pens. Further, an outdoor play area of approx. 1,480m² is to be established in the north-western corner of the subject land for up to four (4) dogs at a time.

Car parking associated with the partial change in land use is to be established on the eastern side of the kennel building, comprising 10 car parking spaces and vehicle circulation areas of compacted gravel.

The proposal seeks to accommodate up to 15 dogs for breeding purposes, comprising a maximum of 12 breeding females. Dog boarding is proposed to accommodate up to nine (9) dogs at any one time for a maximum stay of 30 days. In total, up to 24 dogs could be accommodated on the subject land.

Acoustic measures are proposed to the existing outbuilding and its curtilage including the replacement of polycarbonate roof sheeting with profiled steel sheeting, installation of glass fibre insulation with perforated foil to the underside of the roof cladding, internal lining of walls with cement sheeting or plasterboard and fibreglass insulation, installation of 'whirly bird' vents with suitable noise attenuation measures and 2100mm acoustic fencing on the northern and southern sides of the kennel building with associated gates. These measures have been recommended in acoustic reporting obtained by the applicant. A copy of the acoustic report is included in Attachment 3.

The dwelling and all other existing ancillary structures are to remain unchanged.

5. Procedural Matters

5.1 Classification

The proposed development involves a partial change in land use to include animal keeping with its associated fit-out works, fencing and car parking. The proposed animal keeping element is considered to align with the relevant 'Animal Keeping' definition as detailed in Part 7 of the Code.

Fencing proposed displays a maximum height of 2100mm and as such, is excluded from development control per Schedule 4(1)(d) of the *Planning, Development and Infrastructure Regulations 2017* (the Regulations).

Vehicle parking areas in their own right do not constitute development, however, have been included in the description of the development for clarity.

Animal Keeping within the Rural Living Zone is not classified as 'Accepted', 'Deemed-to-satisfy' or 'Restricted' development, and on this basis, the proposed development follows a 'Code Assessed – Performance Assessed' development assessment pathway pursuant to Section 105(b) of the *Planning, Development and Infrastructure Act 2016* (the Act).

This requires an 'on-merit' assessment against all relevant provisions of the Code.

5.2 Public Notification

All classes of Performance Assessed development require public notification, unless, pursuant to Section 107(6) of the PDI Act, the class of development is excluded from notification requirements by the Code, in Table 5 – Procedural Matters (PM) – Notification, of the applicable Zone(s).

Table 5 of the Rural Living Zone identifies classes of development which are exempt from notification. In this instance, Animal Keeping (Dog Kennelling) is only excluded from notification where the site of the proposed development is located within the Animal Husbandry Subzone; and meets certain development controls within that Subzone. The subject land is not contained within the Animal Husbandry Subzone and as such, the proposed development required public notification. It is worth noting that the Animal Husbandry Subzone does not exist within the City of Playford.

Public notification was undertaken between 12 January 2026 and 2 February 2026. During this time, three (3) valid representations were received. One (1) representation was received by Council staff over the counter at the Playford Civic Centre and the

remaining two (2) representations were received online through the PlanSA Development Assessment Portal.

A copy of the representations is included within Attachment 4.

All representations oppose the proposed development, with two (2) representors indicating that they wish to be heard in person by the Council Assessment Panel in support of their representation. A summary of representations is listed below.

	Representor	Summary of issues	Position	Wish to be heard
1	Mr Brian L Fretter	<ul style="list-style-type: none"> • Already an existing kennel in the locality. • Objects to the development based on the increase in noise and proximity to residence. • Concerns regarding the operation of the dog breeding including (puppy farm). • Concern regarding appropriate registration for kennelling/breeding. • Concern regarding the behaviour of dogs. 	Oppose	Yes
2	Mr Andrew Child	<ul style="list-style-type: none"> • Concern regarding proliferation of non-compatible land uses within the Rural Living Zone. • Impact to existing infrastructure i.e. damage to roads/drains. 	Oppose	No
3	Mr Ben Luxton	<ul style="list-style-type: none"> • Concern regarding membership/ registration with relevant canine association and the associated obligations membership brings. • Concerns regarding existing number of dogs on site exceeding proposed limit. • History of escaping dogs from development site. • Failure to reference industry standards relating to breeding of companion animals. • Lack of temperature regulation within the proposed kennel facility. 	Oppose	Yes



Figure 8 – Location of representors displayed with yellow pins

The applicant was afforded the opportunity to respond to the matters raised by the representors. The applicant's response provides additional information and context on the following matters:

- Noise impacts
- Nature and scale of development
- Dogs SA membership
- Dog containment measures
- Animal management practices

A copy of the applicant's response to representations is contained within Attachment 5.

Issues identified by representors are addressed further under the planning assessment section of this report (see Section 7 and Section 9).

It is important to note that the assessment of this application is limited to that of the relevant policies and provisions contained within the Code. A number of concerns raised by representors during the period of public notification do not relate to matters that are considered within the Code. On this basis, matters raised relating to demand and market conditions and breeding and keeping regulations under other Acts and governing bodies, are not addressed within this report.

Further, concern was raised regarding matters external to the proposed development including heavy vehicle parking and disruption caused by other existing businesses. Whilst these things are generally controlled under relevant planning legislation, these matters do not form part of the proposed development and therefore have not been assessed in this report.

5.3 Statutory Referrals

Nil

5.4 Internal Referrals

Environmental Health – Given the proposed development includes a land use which will generate additional wastewater, including faecal matter and liquid waste, the proposal was reviewed by Council’s Environmental Health Officers. Following review, it was confirmed that the subject land is not serviced by SA Water sewerage infrastructure and as such, a dedicated onsite wastewater system is required to cater for waste generated by the partial change in land use.

No change to the existing waste control system associated with the dwelling is proposed, with a wholly new waste control system to be installed for dedicated animal keeping use. Council’s health department have confirmed that a waste control application has been submitted to council and subsequently approved under WWO/94/2025 subject to a number of conditions and advisory notes.

It is important to note that consent for a waste control system for the exclusive use of the proposed animal keeping does not prejudice or predetermine the outcome of the planning application for the same.

6. Key Issues

The following matters are considered pertinent in reaching a recommendation for the proposal:

- Whether the proposed partial change in land use to animal keeping is an appropriate form of development in the Rural Living Zone.
- Whether the proposed development will result in unreasonable adverse impacts on the amenity of adjoining land owners/occupiers by way of noise, odour and intensity of use.
- Whether sufficient management and mitigation measures have been proposed to limit unreasonable impacts on the amenity of the locality.

7. Planning Assessment

7.1 Rural Living Zone – Desired Outcomes and Land Use

The Rural Living Zone seeks to accommodate a spacious and secluded residential lifestyle within a semi-rural/semi-natural environment. To this end, a range of low-intensity rural activities and home-based business activities are permissible where they can complement the lifestyle choice Desired Outcome (DO) 1.

To this end, Rural Living Zone Performance Outcome (PO) 1.1 seeks:

Residential development with complementary ancillary non-residential uses that do not place additional demands on services and infrastructure, and compatible with a secluded semi-rural or semi-natural residential character.

This PO is informed by the corresponding Designated Performance Feature (DPF) 1.1 which states a number of land uses that are generally considered to align with the Performance Outcome. Within these land uses, Animal Keeping and Kennelling are expressly listed (DPF 1.1 (b) and (i)).

PO and DPF 1.2 expand on the circumstances and conditions where animal keeping within the Rural Living Zone may be deemed appropriate. Generally, animal keeping within the Zone should be contained on allotments which are at least 1 hectare

(10,000m²) in area, be ancillary to a dwelling on the same allotment and be of a scale which is commensurate with that residential land use.

PO 1.2 – Animal keeping and horse keeping is of a scale that is ancillary to and in association with the residential use of the land.

DPF 1.2 – The keeping of animals satisfies all of the following:

- a) Is ancillary to a dwelling located on the same allotment*
- b) Takes place on an allotment with an area of at least 1ha*
- c) For horse keeping, is limited to not more than 2 horses per allotment.*

PO 1.4 and 1.5 provide further context to non-residential land uses within the Zone.

PO 1.4 – Non-residential development complements the semi-rural or semi-natural residential character and amenity and:

- a) Is ancillary to a dwelling erected on the same allotment*
- b) Avoids interface conflicts with other land uses.*

and

PO 1.5 – Non-residential development sited and designed to complement the semi-rural or semi-natural character and amenity.

In the context of the permissible land uses and the above policy, it is reasonably expected that animal keeping and kennelling are generally considered a part of, and to contribute to, the semi-rural and semi-natural character and amenity of these areas. On this basis, the proposed change in land use to include animal keeping (kennelling and breeding) is an acceptable form of development within the Zone.

It is evident that the prevailing policy relating to land use and intensity within the Rural Living Zone, including animal keeping and kennelling, centres around the maintenance of semi-rural and semi-natural character and amenity.

The question therefore turns to the suitability of the proposed operation from a scale and intensity perspective.

The applicant seeks to house a maximum of 24 dogs on the subject land at any one time. 15 of these are to be kept permanently for dog breeding purposes and the remaining nine (9) places are to be open to boarding for a maximum of 30 days. It is assumed that because of the breeding operation, the total number of dogs on the site may exceed 24 from time to time. City of Playford By-Law no. 4 (Dogs By-law 2022) provides concession for the number of dogs kept on any premises where those dog(s) are under three (3) months of age. In the context of this proposal, and the operation of the animal keeping, it is reasonable, in line with the By-Law, to provide this concession to the maximum number of dogs on the land. A condition has been proposed to reflect this.

The location of the kennel displays acceptable setbacks from all allotment boundaries, exceeding Rural Living Zone requirements for Kennels, this is discussed further in Section 7.2. These setbacks, paired with several acoustic treatments proposed, also discussed in Section 7.2, are considered to mitigate unreasonable noise associated with the scale of the animal keeping.

It is noted that an open-air dog park/recreation area is proposed in the north-western corner of the subject land. The applicant has confirmed that only four (4) dogs will utilise

this space at any one time and the use of the area will be limited to ordinary business hours (9:00am to 5:00pm). This area is for the exclusive use of boarded dogs.

Although the proposed dog park/recreation area fails to meet the prescribed boundary setbacks, the scale of its use, with four (4) dogs, is commensurate with what could be expected on a typical rural-residential allotment of this size within the Rural Living Zone. For context, the Dogs By-Law 2022 provides that two (2) dogs can be kept on any premises. A person must not exceed this limit without permission, unless, among other reasons, the premises is an approved kennel establishment. Notwithstanding the fact that formal approval is sought for this kennel, it is not uncommon for Council's Regulatory Services Team to permit a greater number than two (2) dogs on a premise of this size.

It is acknowledged that the proposed animal keeping operation may generate additional noise beyond that currently experienced within the locality. Notwithstanding, following a balanced assessment of the prevailing Rural Living Zone policy and the scale development, it is considered that the proposed development is of a form and scale which generally aligns with the intent of the Rural Living Zone.

7.2 Rural Living Zone – Built form and Character

The proposed animal keeping is to be largely contained within an existing shed on the subject land. Internal alterations are proposed to ensure the structure is fit for purpose and includes the construction of 24 individual enclosures, each containing a doghouse (1100 x 800 x 1800mm) attached to a mesh pen (2000 x 1500 x 1800mm). Further building work proposed includes the installation of acoustic treatment, made up of the following:

- Replacement of polycarbonate roof sheets with profiled steel
- Installation of 50mm glass fibre acoustic insulation with perforated foil facing
- Lining of the eastern and western walls with 6mm cement sheet (or 13mm MR plasterboard), mounted on 70mm steel studs with 70mm fibreglass insulation infill.
- Gap sealing using caulking, closed-cell foam and/or steel flashing
- Installation of roof vents with circular attenuators or 1m of 50mm lined ducting with a 90-degree lined elbow
- 2100mm solid acoustic fencing with associated gates to the northern and southern sides of the building.

In addition to the works associated with the existing structure, a compacted gravel car parking area is to be formalised to the east of the kennel, comprising 10 car parking spaces and a vehicle turning area.

Notwithstanding the limited scope of physical building work to be undertaken, the Rural Living Zone provides built form and character context for kennels, shelters and their associated yards. PO 2.3 seeks:

Buildings, structures and associated facilities for the keeping of animals are sited, design and of a scale and appearance that reinforces the semi-rural or semi-natural character and amenity.

Informed by this PO, the corresponding DPF 2.3 provides standard outcomes which generally meet the intent of the PO. The DPF seeks:

Kennels, stables, shelters and associated yards satisfy all of the following:

- a) Are set back from all allotment boundaries by at least 25m*
- b) Have a building height that is no greater than 5m above natural ground level*
- c) Do not exceed a combined total floor area of 100m²*
- d) Do not comprise more than 10% of the area of the allotment.*

The existing building which is to contain the kennel is located 30m from the closest boundary (west), comprises a floor area of 160m², possesses a wall height of 3m and an overall height of 4.6m. Given the building represents only a fraction of the total area of the allotment, the floor area being in excess of 100m² is considered to have a negligible impact. It is also important to note that the structure itself already exists on the subject land so little, if any, physical impacts of the change in land use will be evident from land in the locality.

In addition to the kennel building, a dog park/recreation area is proposed which abuts both the northern and western allotment boundaries. For the purposes of planning assessment, the dog park/recreation area is included in DPF 2.3 as requiring setbacks from allotment boundaries of at least 25m. In that the proposal abuts two allotment boundaries, the development cannot satisfy this DPF. Consideration therefore turns to the corresponding PO. Against the PO, the dog park/recreation area is considered to maintain the semi-rural and semi-natural character and amenity. No noteworthy building work is required to accommodate the dog park/recreation area and on this basis, unreasonable built form impacts on adjoining land owners/occupiers are not expected.

As indicated in Section 7.1 of this report, the dog park/recreation area is to be used by a maximum of four (4) boarded dogs at any one time and will be limited in the hours it is utilised. Given these operational factors and considering the obligations under City of Playford's Dogs By-Law 2022, the dog park/recreation area is acceptable. It is reasonable to expect that four (4) dogs may be present on any one of the rural-residential allotments of this size in the locality and indeed within the Rural Living Zone as a whole.

7.3 Rural Living Zone – Advertisements

The proposed development does not seek to include any advertising signage. Any desire to install advertising signage outside the ambit of Council's By-Laws and Schedule 4(1) of the Regulations will be subject to future development assessment.

7.4 Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints

The subject land is located within the 'Controlled Light Installation Area' as identified in Concept Plan 81 and is located within the Civil Aviation Safety Authority's 6km radius from a (Defence) airfield. The Concept Plan seeks to limit the emission of upward light to comply with appropriate civil aviation and Defence Force requirements.

The proposed development does not seek to install any external upward lighting which would impact or prejudice the operation of the airfield.

8. Planning Assessment – Overlays

8.1 Building Near Airfields

The Building Near Airfields Overlay maintains 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.

As no new buildings are proposed, the overlay is not considered relevant to the assessment.

8.2 Defence Aviation Area

The Defence Aviation Area Overlay seeks the management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas.

As no new buildings are proposed, the overlay is not considered relevant to the assessment.

8.3 Hazards (Bushfire – General Risk) Overlay

The Hazards (Bushfire – General) Overlay seeks to ensure that development responds to the general level of bushfire risk by siting and designing buildings in a manner that mitigates the threat and impact of bushfires on life and property taking into account the increased frequency and intensity of bushfires as a result of climate change.

As no new habitable buildings are proposed, the overlay is not considered relevant to the assessment.

8.4 Hazards (Flooding – General) Overlay

The Hazards (Flooding – General) Overlay seeks to ensure management of impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

No new buildings are proposed, the overlay is not considered relevant to the assessment.

8.5 Prescribed Wells Area

Although the proposed development seeks for animal keeping, not intensive animal husbandry, it is important to note that the subject land has a lawful, sustainable and reliable water supply in the form of a connection to mains water. On this basis, it is considered that the operation of the kennel, along with its water usage requirements will not place undue strain on water resources in the prescribed wells area.

8.6 Regulated and Significant Tree

The Regulated and Significant Tree Overlay seeks the conservation of Regulated and Significant Trees to provide aesthetic and environmental benefits and mitigate tree loss.

The proposal does not seek to remove any Regulated or Significant Trees and therefore is not applicable to the assessment.

9. General Development Policies

9.1 Animal Keeping and Horse Keeping

The animal keeping and horse keeping general development section within the Code contains a suite of provisions designed to govern and manage how animals are kept. The Desired Outcome and intent for this suite of the policies is seeking to ensure that:

animals are kept at a density and scale that is not beyond the carrying capacity of the land and in a manner that minimises their adverse effects on the environment, local amenity and on surrounding development.

In order to achieve this Desired Outcome, PO 1.1 seeks:

'Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or on the amenity of the locality'

The assessment of this policy is two-fold. Consideration of adverse impacts on the environment are required followed by consideration of adverse impacts on the amenity of the locality.

The applicant has provided strong detail confirming that the proposed kennel and breeding facility can operate without adverse impacts on the environment. A new waste control system for the exclusive use of the kennel has been sought through the relevant channels, ensuring that waste associated with the operations is suitably managed in a system that is specifically designed and fit for purpose. Further, the applicant has engaged a private waste contractor to manage solid waste generated by the operation. A designated waste storage and collection area is to be located adjacent the all-weather gravel driveway with waste to be removed from the site weekly.

In the context of the subject land and the immediate locality, it is important to consider the impact that the proposed animal keeping will have on the amenity of the locality. To do this, an understanding of the amenity of the locality is imperative. To this end, council staff attended the subject land on two occasions. It was evident that during these times, a pleasant, rural amenity prevailed. Although minimal dog barking was observed, noise from the keeping of various animals was experienced at frequent intervals. It is noted that existing animal keeping is present in the immediate locality, in the form of Petherton Park Kennels and Cattery, and the Adelaide Pigeon Club. Both of these facilities are located adjacent the subject land on Spencer Street. It is understood that Petherton Park Kennels and Cattery are approved to accommodate up to 40 (+/-10) dogs per a 2011 Development Plan Consent.

It is therefore considered that animal keeping activities currently contribute to the amenity of the locality.

To ensure that the kennelling activity does not create an adverse impact on the locality, several measures are to be implemented to mitigate effects of the land use. In addition to the acoustic treatments and measures proposed (discussed in Section 7.2), the applicant has confirmed that a stringent temperament and health screening process will be followed prior to admission for boarding. Any aggressive or unsuitable dogs will not be accommodated. To further assist with the reduction of adverse amenity impacts, solid waste will be collected daily from kennels and stored in sealed bins prior to weekly removal from the site.

Kennels are to be cleaned twice daily with animal-safe products and the kennel itself is to be suitably furnished with ventilation systems. Given the existing structure is currently used as a residential outbuilding, its floor is concrete and is considered an impervious material. On this basis, PO 3.1 is satisfied which seeks:

Kennel flooring is constructed with an impervious material to facilitate regular cleaning.

In the context of the site, the dog park/recreation area on the north-western side of the kennel creates some cause for concern, particularly in the context of general amenity and the maintenance of the semi-rural, semi-natural environment. PO 3.2 seeks the following:

Kennels and exercise yards are designed and sited to minimise noise nuisance to neighbours through measures such as:

- a) Adopting appropriate separation distances*
- b) Orienting openings away from sensitive receivers.*

With respect to the kennel, it is considered that appropriate separation is achieved, and suitable noise mitigation measures have been proposed on all sides of the kennel. The dog park/recreation area, abutting the western and northern boundaries, only achieves approx. 35m and 60m separations from the respective adjoining dwellings. Against the PO, this in its own right, may not be considered an appropriate separation distance from neighbours. Notwithstanding this, it is important to consider the use and management of the dog park/recreation area as this provides a more favourable context. As discussed, this area is only to be used by a maximum of four (4) boarded dogs at any one time and is only to be used between the hours of 9:00am and 5:00pm. With these additional factors considered, on balance, the location and context of the dog park/recreation area is acceptable.

Further policy seeks that dogs are regularly observed and managed to minimise nuisance impact on adjoining sensitive receivers from animal behaviour. One way to achieve this is to ensure that kennels are sited in association with a permanent dwelling on the same land (PO 3.3 and DPF 3.3).

PO 3.3 – Dogs are regularly observed and managed to minimise nuisance impact on adjoining sensitive receivers from animal behaviour.

In that the proposed kennel is ancillary to the existing residential use of the land, appropriate management and observation of animals can occur. Application documentation confirm that 24/7 supervision will be able to be provided.

PO 4.1 and 4.2 relate to the management of waste generated from animal keeping enterprises. These policies seek:

PO 4.1 - Storage of manure, used litter and other wastes (other than wastewater lagoons) is designed, constructed and managed to minimise attracting and harbouring vermin.

and

PO 4.2 - Facilities for the storage of manure, used litter and other wastes (other than wastewater lagoons) are located to minimise the potential for polluting water resources.

Commentary has been provided by the applicant relating to the management of waste generated by the kennelling operations. Solid waste, (faeces and bedding) is to be collected daily, stored in sealed bins and removed weekly via a private waste contractor. Liquid waste (washdown and cleaning water) is to be directed to a designated onsite

waste control system which has received the necessary consents. It is therefore considered that suitable and effective management of waste can be achieved.

9.2 Interface Between Land Uses

The interface between land uses general development section of the Code contains a suite of provisions which seek to mitigate unreasonable adverse impacts on or from neighbouring land use. These policies are considered pertinent in the context of the proposed development.

The subject land, being located within the Rural Living Zone, adjoins a number of allotments which contain sensitive receivers. PO 1.2 relates to general land use compatibility and seeks:

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.

In order to mitigate and minimise adverse impacts, the applicant has engaged the services of an acoustic engineer to review and advise on acoustic treatments required for the partial change in land use.

Further policy in this general section relates to hours of operation and the potential amenity impacts that proposed operating hours would have on adjacent and nearby sensitive receivers. Generally, hours of operation should have regard to the nature of development, any measures to mitigate off-site impacts and the extent to which the proposed land use is contemplated within the Zone.

The proposed partial change in land use to include kennelling is realistically considered to be a 24-hour operation. Given the nature of development, there can be no alternative with regard to operating hours. Notwithstanding this, the scale of the proposed operation is considered contextually appropriate and would not be an overreach for the subject land.

As indicated above, an acoustic engineer has been engaged by the applicant to review the proposal and provide a suite of recommendations to ensure that off-site impacts are mitigated. Further discussion regarding these treatments is found later in this section. Regarding the suitability of the land use within the Zone, animal keeping and kennelling are both specifically called out in the Land Use and Intensity section of the Rural Living Zone policy (DPF 1.1 (b) and (i)).

Reporting provided by the applicant's acoustic consultant provides information on 'continuous (average) noise level' maximums as prescribed within the *Environment Protection (Commercial and Industrial Noise) Policy 2023* (EPP). Meeting these noise goals is one way of demonstrating compliance with the General Environmental Duty under Section 25 of the *Environment Protection Act 1993*. Reference to the EPP is made within General Development Policies – Interface Between Land Uses DPF 4.1 as follows:

Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.

To satisfy this DPF, and indeed the requirements of the EPP, continuous average noise in the context of the Rural Living Zone should achieve the following:

Noise sensitive receiver	Noise Criteria – dB(A)	
	Day assessment period (7am – 10pm)	Night assessment period (10pm – 7am)
All receivers	42	35

Modelling undertaken by the applicant's acoustic consultant included scenarios relative to daytime and nighttime operations. Daytime operations assume the following:

- Barking dogs in the kennel building (doors open)
- Dogs playing in the dog park/recreation area
- Car park activities
- Internal vehicle movements

Nighttime operations assume that all dogs are contained within the kennel building.

Initial noise modelling of the development resulted in significant exceedance during both the daytime and nighttime scenarios. On this basis, a suite of noise mitigating measures were required. With the installation of all noise mitigating recommendations contained within the report, modelled average noise levels at all adjoining sensitive receivers complies with the above (dB(A)).

It is important to note that in some circumstances, noise mitigation measures are onerous and unreasonable in context; to a point where they are not viable or functional. This is not one of these circumstances. Noise mitigating measures are practical, easy to establish/install and not burdensome to maintain.

In addition to noise generation related to the proposed kennelling operations, due consideration should be given to the impact on air quality. PO 5.1 seeks:

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.

The scale of the proposed animal keeping is not expected to create or emit unreasonable nuisance-generating air pollution (odour). Notwithstanding, appropriate management practices have been proposed which are considered to further mitigate the risk of nuisance generating odour. Waste is to be collected from kennels daily and stored in sealed bins prior to removal from the site via private contractor. Kennels themselves will be cleaned twice daily, and ventilation is to be installed in the roof of the building. Any odour associated with the dog park/recreation area would be akin odour generally expected in a rural-living context.

9.3 Transport, Access and Parking

The proposed development is not expected to have a noteworthy impact on the existing transport network nor infrastructure in the immediate and intermediate localities given the low scale of the proposed operation. Safe and convenient access is obtained to the site via the existing entry/egress point with a width of almost 7m.

As discussed in Section 4 of the report, 10 car parking spaces are proposed for the exclusive use of the animal keeping operation. Whilst no specific car parking ratio is provided for animal keeping within Table 1 – General Off-Street Car Parking Requirements, the spaces provided are considered to sufficiently cater for the expected traffic volume. These car parking spaces are suitably located away from property boundaries to mitigate impacts to sensitive receivers and are to be constructed of an all-weather compacted gravel surface.

10. Conclusion

The assessment of the partial change in land use to include animal keeping in the form of dog kennelling and breeding is finely balanced. The Rural Living Zone is generally considered to provide idyllic lifestyle allotments with high levels of rural amenity. Whilst this is true, the Zone is also intended to provide opportunities for a range of low-intensity home based business activities that complement that lifestyle choice. On balance, and in the context of the Rural Living Zone, the applicable Overlays and General Development Policies contained within the Code, the partial change in land use is considered appropriate. In summary:

- The partial change in land use to include animal keeping (Kennelling) is an expressly envisaged form of development within the Rural Living Zone.
- The scale of the animal keeping operation is modest and aligns with the general scale of the subject land.
- Appropriate noise mitigation measures can be installed to ensure unreasonable impacts to adjoining sensitive receivers are suitably addressed.
- Waste and odour management is easily undertaken to ensure no unreasonable impact to adjoining sensitive receivers,
- Management practices associated with the kennelling and boarding of the dogs are pragmatic with suitable vetting/screening proposed and 24-hour supervision.

On balance, the proposed partial change in land use to include animal keeping (dog kennelling and breeding) is not considered to be 'seriously at variance' with the relevant provisions of the Code. The proposal warrants Planning Consent subject to the conditions listed below.

11. Recommendation

STAFF RECOMMENDATION

It is recommended that the Council Assessment Panel resolves to:

1. DETERMINE that the proposed development is not seriously at variance with the provisions of the Planning and Design Code
2. GRANTS Planning Consent to the application by Mr Hieu Ngo C/- Flex Planning for the Change in use of an existing outbuilding to animal keeping (dog kennelling and breeding) and from existing private open space to ancillary dog running yard subject to the following Conditions:

Conditions:

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.
2. Any dogs kept at the subject land for breeding purposes must be registered via Dogs and Cats Online (or any successor body or entity).
3. The number of dogs which can be kept on the subject land at any one time is limited to the following:
 - 15 dogs for breeding purposes including a maximum of 12 breeding females
 - Nine (9) boarded dogs

The total number of dogs on the subject land shall be no more than 24 dogs. In Line with City of Playford By-Law 4, dogs under 3 months of age are excluded from this capacity.

4. Boarded dogs shall not occupy the subject land for more than 30 sequential days.
5. The dog park/recreation area shall be used by no more than four (4) dogs at any one time and shall only be used between 9:00am and 5:00pm.
6. The following noise mitigation measures shall be installed/undertaken prior to the commencement of animal keeping on the site in accordance with the Environmental Noise Assessment prepared by Vipac Engineers and Scientists Limited, dated 2 September 2025:
 - Removal of polycarbonate roof sheeting and replacement with profiled steel sheeting.
 - Installation of an absorptive lining to the underside of the roof consisting of glass fibre insulation, minimum thickness 50mm, minimum density 32kg/m³, fitted with a perforated foil facing.
 - Lining of the east/west walls of the building with cement sheeting (6mm minimum thickness) or 13mm moisture resistant plasterboard. The lining should be fixed to 70mm steel studs, with a cavity infill of 70mm thick fibreglass (minimum 22kg/m³).
 - Any significant gaps in the building structure shall be sealed with caulking, using closed cell foam and/or steel sheet flashings.
 - Air vents in the roof shall be fitted with single diameter un-podded circular attenuators. Alternatively, a 1m long section of 50mm lined ductwork with a 50mm lined elbow (90-degrees) shall be installed to reduce noise transmission

through vents.

- A 2100mm high fence shall be constructed to provide shielding from noise radiating from the roller doors. The fence shall be constructed using profiled steel sheeting with a minimum thickness of 0.48mm BMT, cement sheeting, aerated concrete or masonry. Any gate shall be constructed using a solid panel.
7. Solid waste (faeces and bedding) shall be collected daily and stored in sealed bins until removed from the site by private waste contractor. Bins shall be managed in the following ways:
 - Bins shall not be filled to a point above which the lid cannot be closed. Any waste or rubbish not able to fit within the appropriate bin must be disposed of at an appropriate location away from the subject land.
 - Bins used to store dog waste shall be cleaned and disinfected using appropriate product immediately after each collection day.
 8. Waste disposal vehicles shall only service the development between the hours of 7.00am and 7.00pm Monday to Saturday inclusive, and shall, at all times, be restricted to the confines of the subject land.
 9. All wastewater from the premises must be discharged to a waste control system that complies with the provisions of the *South Australian Public Health Act 2011*.
 10. The area set aside for the parking of vehicles shall be made available for such use and shall not be used for any other purpose.
 11. The driveway and car parking areas shall be surfaced, drained and marked to accepted engineering standards prior to the use of the development and shall be maintained in good condition at all times.
 12. Effective measures shall be implemented during the on-going use of the land in accordance with this consent to:
 - prevent dog faeces or waste from washing into or entering adjoining premises or public roads.
 - control offensive odours associated with dog keeping to the reasonable satisfaction of Council.
 - ensure that all litter and dog waste is contained on the subject site in suitable covered bins with such waste being collected or removed from the subject land not less than every seven (7) days.
 - ensure that dog barking is minimised so as not to become an unreasonable nuisance, in the opinion of council, to the occupiers of adjacent land.

Advisory Notes:

1. You are further advised that Building Rules Consent is required for the application pursuant to the *Planning, Development and Infrastructure Act 2016* (due within 2 years of the date of Planning Consent).

2. The land owner/developer is responsible for ensuring that building work is sited in the approved position. This may necessitate a survey being carried out by a licensed land surveyor. Allotment boundaries will not be certified by Council staff; however Council may enforce removal of any encroachments over Council land.
3. Whilst not administered by Council, the provisions of the *Fences Act 1975* may apply to any works proposed affecting boundary fences, including requirements for consultation and notification of adjoining owners. It is recommended that your obligations under the Fences Act are confirmed prior to any works affecting boundary fences (existing or proposed).
4. 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.

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.

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.

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).

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to town planning.

flex

Thursday, 12 February 2026

City of Playford
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52A Mount Barker Rd
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Attention: Oliver

Dear Oliver,

Dog Breeding and Kennelling

17 Spencer St, Macdonald Park SA 5121

This letter has been prepared on behalf of Hieu (Tony) Ngo in support of the proposed dog breeding and kennelling facility at 17 Spencer Street, MacDonald Park.

Accompanying this letter are the following plans and documents.

- Site Plan prepared by Fore Design, drawing no. PA01, dated 9 September, 2025
- Acoustic Report prepared by Vipac Engineers & Scientists Ltd, dated 2 September, 2025.

Subject Site

The subject site comprises the land located at 17 Spencer Street, MacDonald Park, formally identified as Allotment 54 in Deposited Plan 18508, Certificate of Title 5430 Folio 660.

The subject site currently contains a single-storey detached dwelling, three stables (plus one separate stable), a large shed, and a swimming pool.

The site is regular in shape, featuring a long circular driveway and divided paddock areas for flexible use. The total area is approximately 8,935 m², with a frontage to Spencer Street of approximately 97 metres.

Vegetation

The site is well vegetated with numerous large trees spread throughout. Palm trees framing the pool area, and paddock vegetation used for equestrian purposes.



The land is generally flat, a typical characteristic of both rural living and landscaped lifestyle blocks in this area.

Access

Access is provided via a long circular driveway leading directly off Spencer Street, facilitating easy movement around the site and access to the shed and other structures.

The subject site lies within the **Rural Living** (the Zone) and is covered by the following Overlays as per the Code:

Overlays:

- Building Near Airfields
- Defence Aviation Area – All structures over 15 metres
- Hazards (Bushfire – General)
- Hazards (Flooding – General)
- Prescribed Wells Area
- Regulated and Significant Tree

Local Variations (TNV):

- Minimum Site Area
- Concept Plan – 81

Proposal

The Proposal seeks the partial change in use to dog breeding and kennelling.

Key elements include:

- **Kennel building:** 24 pens, with dogs housed indoors full-time.
- **Outdoor recreation area:** Up to 4 dogs (boarded only) at a time, limited to 9am–5pm.
- **Car parking:** 13 spaces, as modelled in the acoustic assessment.
- **Acoustic treatments:** A 2.1m noise fence adjacent to roller doors, with construction in steel, AAC, or cement sheeting; roof lining; internal wall linings; sealing of gaps; and attenuators on vents.

No changes are proposed to the existing dwelling or ancillary garage.

Operations and Management

- **Drop-off & Pick-up:** By appointment only (Mon–Sat: 8:00–10:00 AM & 4:00–6:00 PM; Sun/Public Holidays: 5:00–6:00 PM).
- **Behavioural Controls:** Temperament and health screening prior to admission, with aggressive or unsuitable dogs refused.



- **Disease Management:** C5 vaccination required, quarantine protocols in place, PIRSA disinfection procedures, and veterinary support available.
- **Waste Management:** Solid waste (faeces and bedding) collected daily, stored in sealed bins, and removed weekly via contractor services. Liquid waste (washdown and cleaning water) directed to the internal floor drain, leading to a sealed greywater tank or on-site soakage pit. Waste collection restricted to times consistent with Local Nuisance and Litter Control Act (not before 7am weekdays, 9am Sundays/public holidays).
- **Odour Control:** Twice daily cleaning with animal-safe disinfectants, supported by ventilation systems and landscaping buffers.
- **Caretaker:** Mr Hieu Ngo (Tony), a Dogs SA registered breeder with 5+ years' experience, will reside on-site full-time providing 24/7 supervision.

Assessment

Land Use

The proposal is consistent with animal keeping activities contemplated within the Rural Living Zone. The facility will support both dog breeding and boarding functions. The operational limits are:

- Maximum of 24 dogs on site at any one time,
 - Breeding dogs: **Maximum 14** (of which a maximum of 12 females)
 - Boarding dogs: **Maximum 10**
- Boarding dogs will stay for a maximum of 30 days. Breeding dogs will be permanently housed on site.

Siting, Design and Appearance

Existing outbuildings will be adapted for kennelling purposes, with sealed concrete flooring to ensure hygiene, slip resistance, and ease of cleaning. Updated site plans illustrate appropriate parking and manoeuvring, halved to align with Council feedback while still providing for client, staff, and service vehicle use.

Interface Between Land Uses

The proposed development is located on a large allotment within the Rural Living Zone, with generous setbacks and vegetation buffers. An acoustic assessment has been prepared, identifying mitigation measures including acoustic fencing, operational timing, and management practices to minimise potential noise impacts to adjoining properties.

- With treatments, predicted noise levels meet EPA Noise EPP 2023 criteria (42 dB(A) day / 35 dB(A) night).
- Maximum noise (dogs barking) complies with 60 dB(A) night-time LAmax limit.
- All nearest receivers (R1-R8) are compliant once fencing and lining installed.

Summary

The proposed development seeks approval for the establishment of a dog breeding and boarding facility at 17 Spencer Street, MacDonald Park. The proposal makes use of an existing outbuilding, incorporates



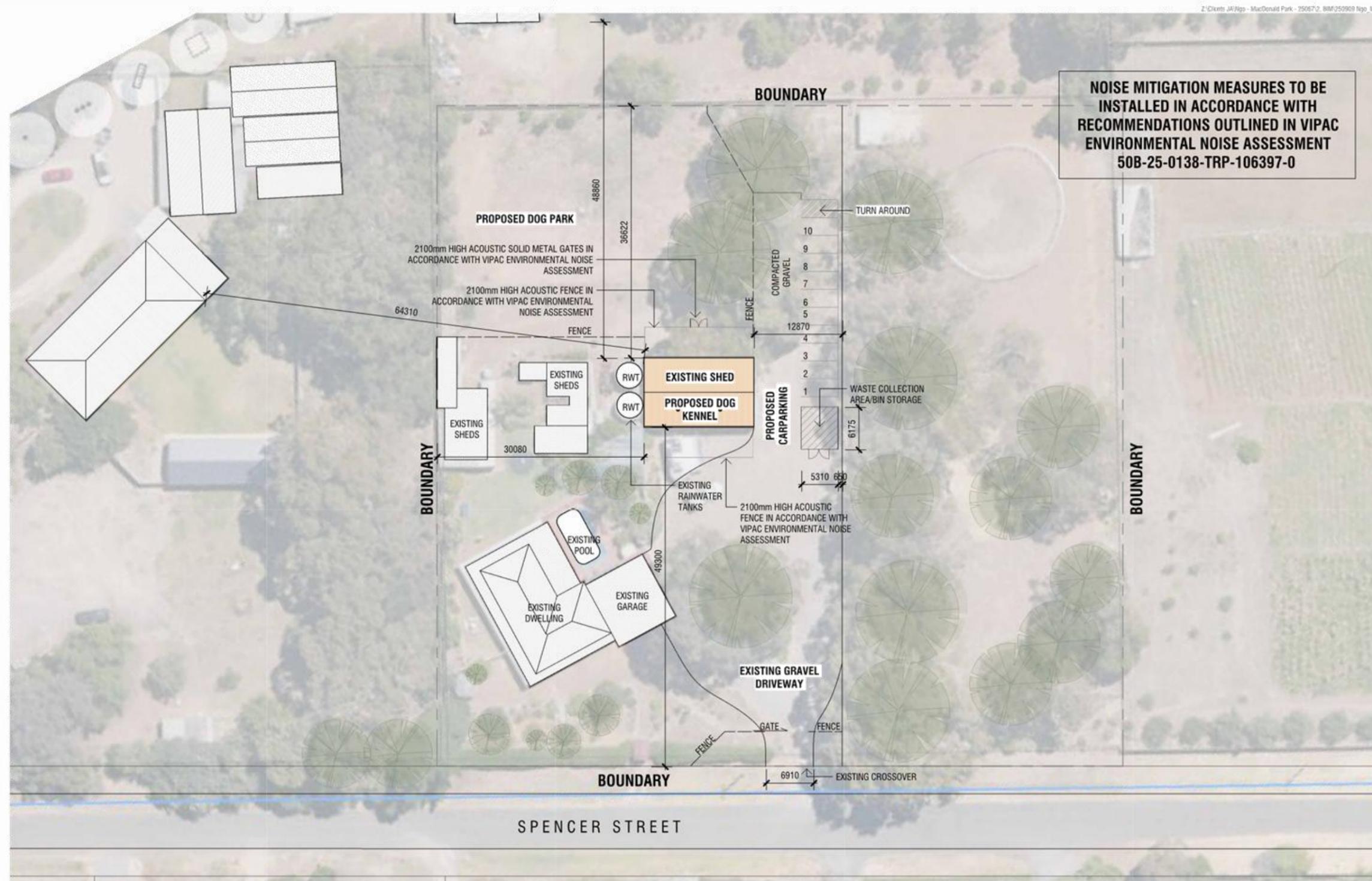
management procedures to address animal welfare and amenity, and introduces measures to mitigate impacts on neighbouring land uses. The development is consistent with the intended function of the Rural Living Zone and is supported by technical documentation including an acoustic assessment.

We trust this information is sufficient to support verification and assessment of the application. Please advise if any further information is required.

Yours Sincerely,

Alessio Carrocci
Planning Assistant
Flex Planning

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1 SITE PLAN
1 : 500

FOR CONSTRUCTION



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CHANGE OF USE - ANIMAL KEEPING
(DOG KENNELING)

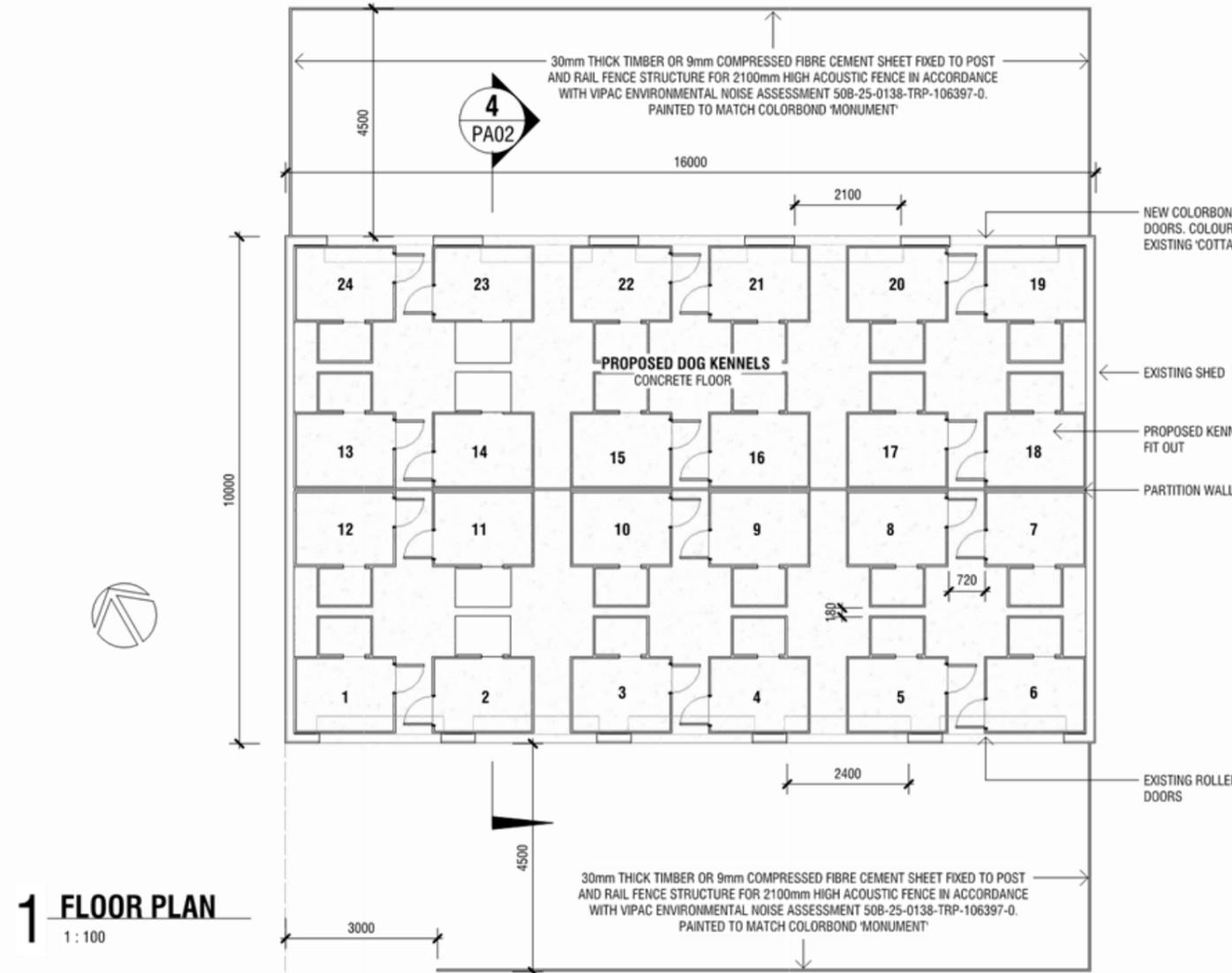
17 SPENCER STREET MACDONALD
PARK, SA 5121

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Drawn	EN
Initial Date	9.09.2025
Scale	@ A3 size 1 : 500
Project No.	-----
Checked	-
Sheet Number	Rev.
PA01	A

Rev.	Date	Revision Description	Iss.
A	25.11.2025	Response to Council RFI	

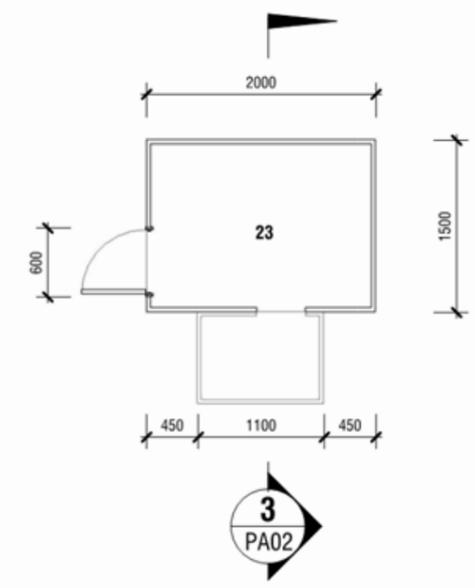
All dimensions, levels and boundary locations shall be verified on site prior to construction. All dimensions to take precedence over scaled drawings. Do not scale this drawing. No work can commence on site until full development approval is granted by the local approval authority.

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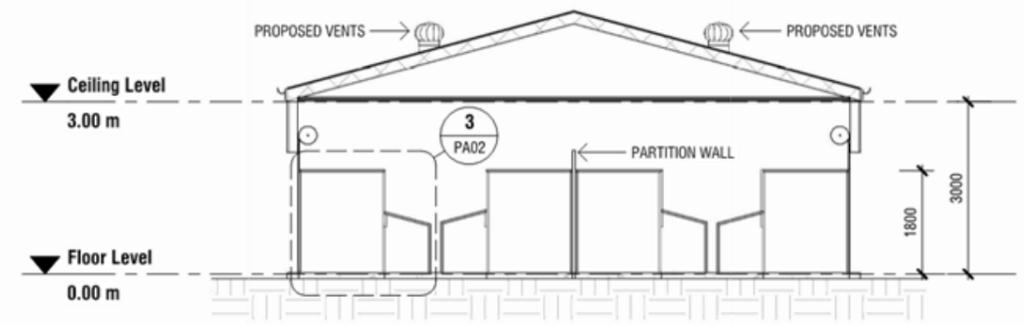


1 FLOOR PLAN
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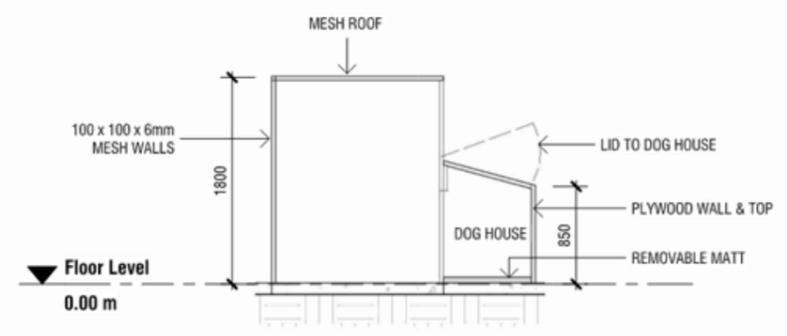
NOISE MITIGATION MEASURES TO BE INSTALLED IN ACCORDANCE WITH RECOMMENDATIONS OUTLINED IN VIPAC ENVIRONMENTAL NOISE ASSESSMENT 50B-25-0138-TRP-106397-0



2 TYPICAL KENNEL DETAIL
1 : 50



4 SECTION 1
1 : 100



3 TYPICAL KENNEL SECTION
1 : 50

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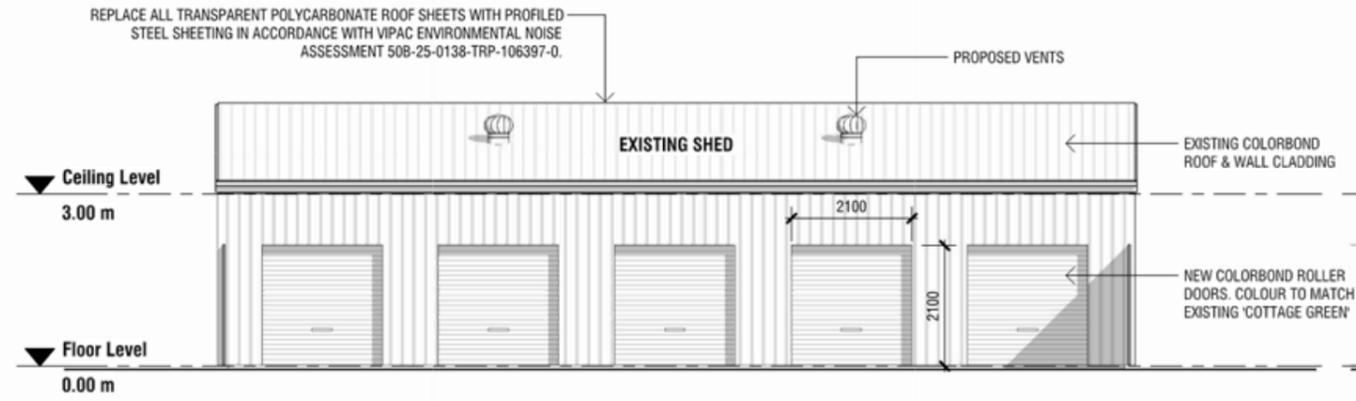
CHANGE OF USE - ANIMAL KEEPING (DOG KENNELING)	Sheet Name	FLOOR PLAN
17 SPENCER STREET MACDONALD PARK, SA 5121	Drawn EN Initial Date 9.09.2025 Scale @ A3 size As indicated Project No. -----	Checked - Sheet Number Rev. PA02

Rev.	Date	Revision Description	Iss.

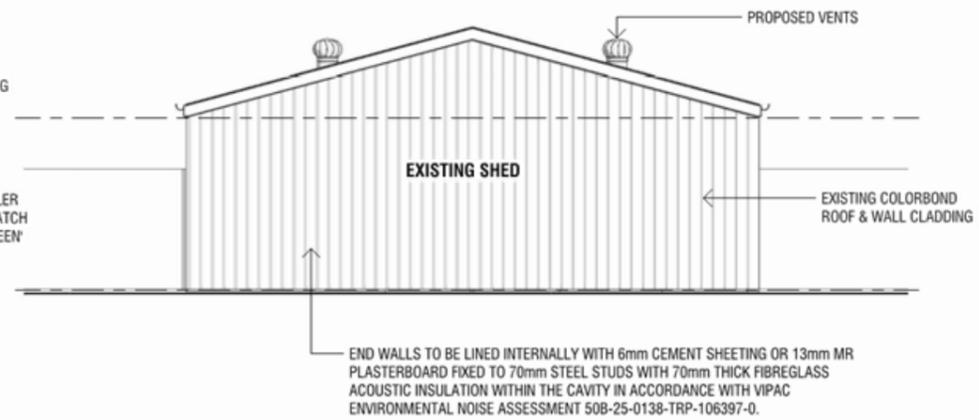
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NOISE MITIGATION MEASURES TO BE INSTALLED IN ACCORDANCE WITH RECOMMENDATIONS OUTLINED IN VIPAC ENVIRONMENTAL NOISE ASSESSMENT 50B-25-0138-TRP-106397-0



1 NORTH ELEVATION
1 : 100



2 EAST & WEST ELEVATION
1 : 100



4 SOUTH ELEVATION
1 : 100

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CHANGE OF USE - ANIMAL KEEPING
(DOG KENNELING)

17 SPENCER STREET MACDONALD
PARK, SA 5121

Sheet Name
EXTERNAL ELEVATIONS

Drawn EN Checked -
Initial Date 9.09.2025
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Project No. -----
Sheet Number Rev.
PA03

Rev.	Date	Revision Description	Iss.

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TTF NN Investment Trust

17 Spencer Street MacDonald Park

Environmental Noise Assessment

50B-25-0138-TRP-106397-0

2 September 2025



TTF NN Investment Trust
17 Spencer Street MacDonal Park
Environmental Noise Assessment

Job Title:	17 Spencer Street MacDonal Park		
Report Title:	Environmental Noise Assessment		
Document Reference:	50B-25-0138-TRP-106397-0		
Prepared For:	TTF NN Investment Trust 17 Spencer Street MacDonal Park , South Australia, 5121, Australia		Prepared By: Vipac Engineers and Scientists Limited 33 Bacon St, Hindmarsh, SA 5007 Australia
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Issued By:	Josh Lloyd 2 Sep 2025		Project Engineer
Revision History:			
Rev. #	Comments / Details of change(s) made	Date	Revised by:
Rev. 00	Original issue	29 Aug 2025	

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TTF NN Investment Trust
17 Spencer Street MacDonald Park
Environmental Noise Assessment

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TTF NN Investment Trust
17 Spencer Street MacDonald Park
Environmental Noise Assessment

1 Introduction

Vipac Engineers and Scientists was engaged to conduct a desktop noise assessment for a proposed dog kennel, located at 17 Spencer St, MacDonald Park, SA 5121. The development comprises of a building to be used for up to 24 dog kennels, an outdoor recreation area for the dogs, and carparking.

This report presents the assessment of noise impacts from the proposed development relative to applicable criteria.

A glossary of acoustic terminology used within this report is included as Appendix B.

2 References

- [1] Environment Protection Act 1993, Government of South Australia, *The Act*
- [2] Environment Protection (Commercial and Industrial Noise) Policy 2023, Environment Protection Authority (EPA) South Australia (SA), *Noise EPP*
- [3] Guidelines for the use of the Environment Protection (Commercial and Industrial Noise) Policy 2023, EPA SA
- [4] Indicative noise factor guidelines for the Environmental Protection (Commercial and industrial Noise) Policy 2023, EPA SA
- [5] Planning and Design Code, Version 2025, Government of South Australia, *The Code*
- [6] Local Nuisance and Litter Control Act 2016, Version 1.4.2024, Government of South Australia
- [7] AS 1055 Acoustics – Description and measurement of environmental noise, 2018
- [8] Site plans and drawings provided by Fore Design, dated 11 Jul 2025

3 Project Description and Site Details

3.1 Existing Site Location & Details

The existing residence located at 17 Spencer St, MacDonald Park is shown in Figure 3-1 with relevant planning and design code zone overlaid.



Figure 3-1: Location of Proposed Site with Zoning



TTF NN Investment Trust
17 Spencer Street MacDonald Park
Environmental Noise Assessment

3.2 Project Details

The layout of the proposed site is shown in Figure 3-2.

Vipac understands the proposed dog kennel facility will be used for dog breeding and boarding, with facilities for up to 24 kennels within a shed type building structure. The dogs will be housed in the kennel building with an outdoor dog park area used for exercise.

The dogs will be housed at the site 24 hours per day, but other activities, including drop-off and pickups of dogs will occur only during the daytime period.

The owner of the development resides on the property, so prolonged incidences of dogs barking are expected to be minimal.

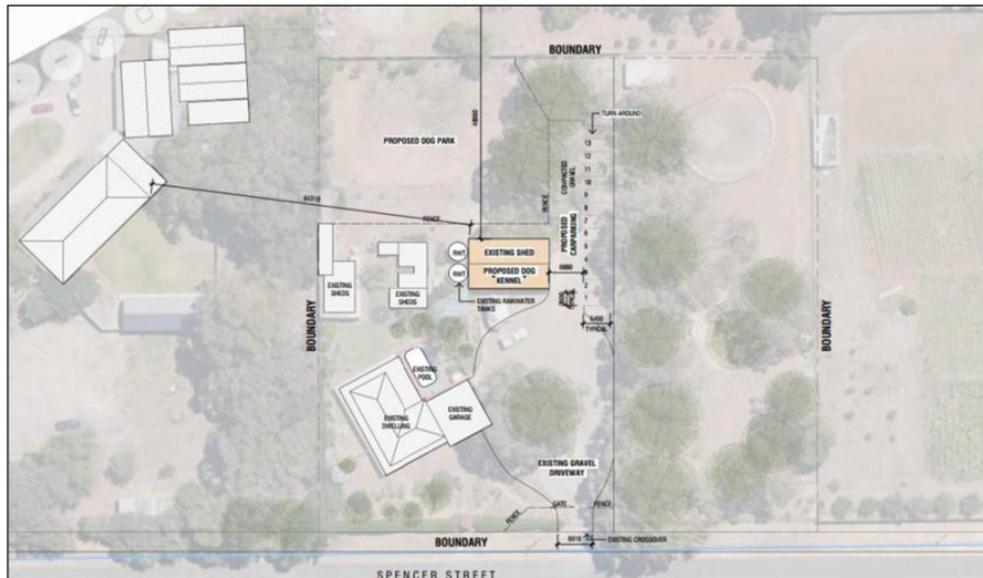


Figure 3-2: Site Layout



TTF NN Investment Trust
 17 Spencer Street MacDonald Park
 Environmental Noise Assessment

3.3 Noise Sensitive Receiver Locations

Vipac identified the closest noise sensitive receiver (NSR) locations, as detailed in Figure 3-3. The address of each noise receiver is included in Table 3-1.



Figure 3-3: Locations of the nearest noise sensitive receivers

Table 3-1: Noise Sensitive Receiver Details

Receiver No.	Address	Zoning
R1	30 Maslin Rd	RuL
R2	14 Gartrell Rd	
R3	30 Gartrell Rd	
R4	31 Spencer St	
R5	28 Spencer St	
R6	18 Spencer St	
R7	12 Spencer St	
R8	8 Spencer St	



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4 Planning and Design Code

4.1 Subject Site and Adjacent Land

With reference to the Code [5], both the site and the noise sensitive receivers are located within the "Rural Living" (RuL) zone. The relevant desired outcome is outlined in Table 4-1.

Table 4-1: Relevant Desired Outcome – Rural Living

Desired Outcome	
DO 1	A spacious and secluded residential lifestyle within semi-rural or semi-natural environments, providing opportunities for a range of low-intensity rural activities and home-based business activities that complement that lifestyle choice.

4.2 Interface Between Land Uses

Relevant assessment provisions relating to noise are detailed in Table 4-2.

Table 4-2: Relevant Performance Outcomes – Interface Between Land Uses

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
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> <ul style="list-style-type: none"> 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. 	<p>DTS/DPF 4.2</p> <p>None are applicable.</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>



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5 Noise Criteria

5.1 Continuous (Average) Noise

Noise from the proposed development is subject to the provisions of the Environment Protection (Commercial and Industrial Noise) Policy 2023, [2].

The Noise EPP outlines noise goals which provide one method for demonstrating compliance with the General Environmental Duty under section 25 of the Environment Protection Act 1993 (the Act) [1].

- Demonstrating compliance with the Indicative Noise Levels (INLs) applicable to the site, as determined in accordance with Clause 5 of the Noise EPP and the Planning & Design Code SA provisions;

Indicative Noise Levels (INL) have been calculated in accordance with the procedure outlined in Clause 5 of the Noise EPP [2], the relevant provisions of the Planning & Design Code ("The Code") SA [5] and the Indicative noise factor guidelines for the Environmental Protection (Commercial and industrial Noise) Policy 2023 [4].

With reference to the Code, the site is located within the Rural Living (RuL) zone, with a *Rural Living* land use. The nearest noise sensitive receivers are also located within the same Rural Living zone.

The following indicative noise levels are applicable:

- Rural Living zone** (*Rural Living* land use)
 - Day (7:00am – 10:00pm): 47 dB(A)
 - Night (10:00pm – 7:00am): 40 dB(A)

As the site is subject to an application for development authorisation, clause 19(3) of Noise EPP [2] states the following:

"(3) A predicted source noise level (continuous) for the development should not exceed the relevant indicative noise level less 5 dB(A)"

The noise criteria are detailed in Table 5-1.

Table 5-1: Indicative Noise Levels

Noise sensitive receiver	Noise Criteria, dB(A)	
	Day assessment period (7am – 10pm)	Night assessment period (10pm – 7am)
All receivers	42	35

In accordance with Part 3 Division 13 of the EPP [2], if noise emitted by the development contains any tonal, modulating, impulsive or low frequency characteristics, the continuous noise level of the noise source must be adjusted (except for the purpose of comparison with the background noise level plus 5dB(A)). An intermittent noise characteristic is also applicable, where the characteristic occurs in the Night assessment period (10pm – 7am).

- Noise containing 1 characteristic – 5dB(A) penalty added to source continuous noise level
- Noise containing 2 characteristics – 8dB(A) penalty added to source continuous noise level
- Noise containing 3 or 4 characteristics – 10dB(A) penalty added to source continuous noise level

5.2 Maximum Noise Levels

In accordance with clause 19(4)(c) of the EPP [2], the maximum noise level from the development for the Night assessment period (10pm – 7am) should not exceed 60dB(A).

5.3 Local Nuisance and Litter Control Act

The LNLC Act [6] specifies additional requirements for some noise generating activities which are excluded from assessment in the Noise EPP.

- Waste collection is declared to constitute a local nuisance if an authorised officer forms the opinion that waste collection noise has travelled from the place at which it was generated to neighbouring premises:
 - Before 9am or after 7am on any Sunday or public holiday; or



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- After 7pm or before 7am on any other day.

6 Noise Assessment

6.1 Modelling Software

Noise level predictions have been assessed using the SoundPLAN noise modelling software and ISO 9613-2 noise prediction methodology.

The prediction of noise in the environment requires the definition of the noise sources and sensitive receptors. A number of environmental parameters affect noise propagation, including:

- Geometric spreading.
- Reflections and shielding from obstacles such as fences, and buildings.
- Ground and air absorption.

The SoundPLAN software and calculation methodology allows these environmental parameters to be modelled.

6.2 Modelling Scenarios

6.2.1 Day Operations

The Day scenario includes the following noise generating activities:

- Barking dogs in the dog kennel building.
- Dogs playing in the dog park area.
- Carpark activities.
- Vehicle movement to/from the carpark area.

6.2.2 Night Operations

The Day scenario includes the following noise generating activities:

- Barking dogs in the dog kennel building.

6.3 Noise Sources

6.3.1 Dogs Barking

Noise from dogs barking is the primary noise source associated with the development.

Measurements of barking dogs were conducted at the site. The measurements involved three labradors which were located in the existing shed building at the site, two dogs were juveniles, and one was an older dog. The dogs were deliberately agitated to encourage barking. Similar measurements were conducted with two German shepherd (juvenile) dogs that were located in an outdoor enclosure.

Whilst the noise from dogs barking will vary due to the size and breed of dogs, the dogs utilised for the measurements are expected to be representative of medium to large dogs. Other dog breeds utilising the boarding facilities are likely to be smaller dogs likely to generate noise at a higher frequency range, which will be reduced by the building envelope to a higher degree than low frequency noise.

Based on the site measurements, Vipac determined the sound power level for a single dog, as detailed Table 6-1.

Table 6-1: Sound Power Level - Dog Barking

Noise Source	A-weighted SWL, dB(A)	Un-weighted SWL per Octave Band, dB							
		63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz
Dog Barking	91	58	63	71	91	88	73	65	61



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Vipac conducted a one-third octave band analysis in accordance with the methodology detailed in AS1055 [7] and determined that the measured noise level includes tonal characteristics (at frequencies of 500Hz, 1kHz). The barking was also identified as having an impulsive noise characteristic.

Due to the observed noise characteristics, the noise sources associated with dogs barking have had a penalty of 8dB(A) added sources used in the Day scenario. The Night scenario used a penalty of 10dB(A) due to the additional penalty applicable for intermittent noise.

The maximum noise levels (L_{Amax}) measured onsite exceeded the continuous (L_{Aeq}) noise levels by 10dB(A), with a sound power of 101dB(A) used for the maximum noise level assessment.

6.3.2 Other Noise Sources

Key parameters for other noise sources included in the modelling are detailed in Table 6-2.

Table 6-2: Continuous Noise Source Data

Noise Source	Description
Carpark	The carpark was modelled as an area source with 13 carpark bays, with a frequency of 1 vehicle movement, per bay, per hour. The sound power level was based on a car starting with a SWL of 94.7 dB(A).
Vehicle Movements	Vehicle movements were modelled using a line source with a sound power level of 47dB(A)/m.

A site plan detailing the locations of the noise modelled sources is provided in Appendix A.

6.4 Assumptions

The following assumptions were made during the modelling:

- The building dimensions and locations of roller doors and roof vents were modelled in accordance with the plans and elevations provided by the client [8].
- The kennel building was modelled based on an internal noise level, with the sound insulation performance of the various building elements (walls, roof, openings) specified, to determine the level of noise breaking out of the building.
- The roller doors to the kennel building are open during the Day and closed during the Night.
- Ventilation in the roof was modelled as 450mm diameter holes (with no transmission loss).
- The profiled steel construction of the kennel building was modelled with an estimated sound insulation performance of R_w 19.
- The roller doors (when closed) were modelled with an estimated sound insulation performance of R_w 12, which was based on the profiled steel performance, with an allowance for significant airgaps around the perimeter of the door.
- The internal noise level within the kennels was calculated from the sound power level as detailed in Section 6.3.1. It was assumed that up to 50% of the dogs (12 dogs) are likely to become agitated during the night in any single occurrence. Events where the dogs are barking were assumed to occur for up to 20% of time.
- The dog park area was modelled with 4 dogs, each as a point source at 0.5m height, located near the corners of the park area. It was assumed that each dog would bark for up to 20% of time. This is regarded as conservative, given dogs playing are unlikely to bark at the same level whilst playing when compared to the measured barking which was due to a defensive "threat response".
- Each nominated carpark in the development was assumed to have a 1 vehicle movements per hour (i.e. 13 vehicle movements per hour for the development).
- Vehicle movements from the road to the carpark were modelled as line sources, with a frequency of 13 vehicles per hour.
- Existing solid fences in the modelled area were reviewed using online satellite and street view imagery and inputted into the model as 1.5m or 1.8m noise barriers.
- The ground was modelled as flat terrain and was assumed to be reasonably soft, with a ground absorption coefficient of 0.8 used in the model for all ground surfaces (0= hard, 1=soft).



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7 Noise Mitigation Recommendations

Initial modelling of the development resulted in significant exceedances during both the Day and Night scenarios.

Vipac recommend the following noise mitigation measures are required:

- Removal of the polycarbonate (transparent) roof sheets and replacement with profiled steel sheeting.
- Installation of an absorptive lining to the underside of the roof consisting of glass fibre insulation, minimum thickness 50mm, minimum density 32kg/m³, fitted with a perforated foil facing. Suitable products include CSR Bradford Supertel HDP, or equivalent achieving NRC 1.0.
- Lining of the east/west walls of the building (i.e the walls with no roller doors) with cement sheeting (6mm minimum thickness) or 13mm moisture resistant plasterboard. The lining should be fixed to 70mm steel studs, with a cavity infill of 70mm thick fibreglass (minimum 22kg/m³).
- Any significant gaps in the building structure should be sealed with caulking, using closed cell foam and/or steel sheet flashings.
- The air vents in the roof should be fitted with single diameter un-podded circular attenuators. Suitable products include Fantech C1-045. Alternatively, a 1m long section of 50mm lined ductwork with a 50mm lined elbow 90° can be installed to reduce noise transmission through the vents.
- A 2.1m high fence should be constructed to provide shielding from noise radiating from the roller doors. The fence should be constructed with a minimum height of 2.1m. Suitable construction materials include profiled steel with a minimum thickness of 0.48mm BMT, cement sheeting, aerated concrete (AAC) or masonry. A small gate in the fencing is permissible, however, the gate construction should be using a solid panel and care should be taken to minimise gaps around the gate. The required extent of the fencing is detailed in Figure 7-1.

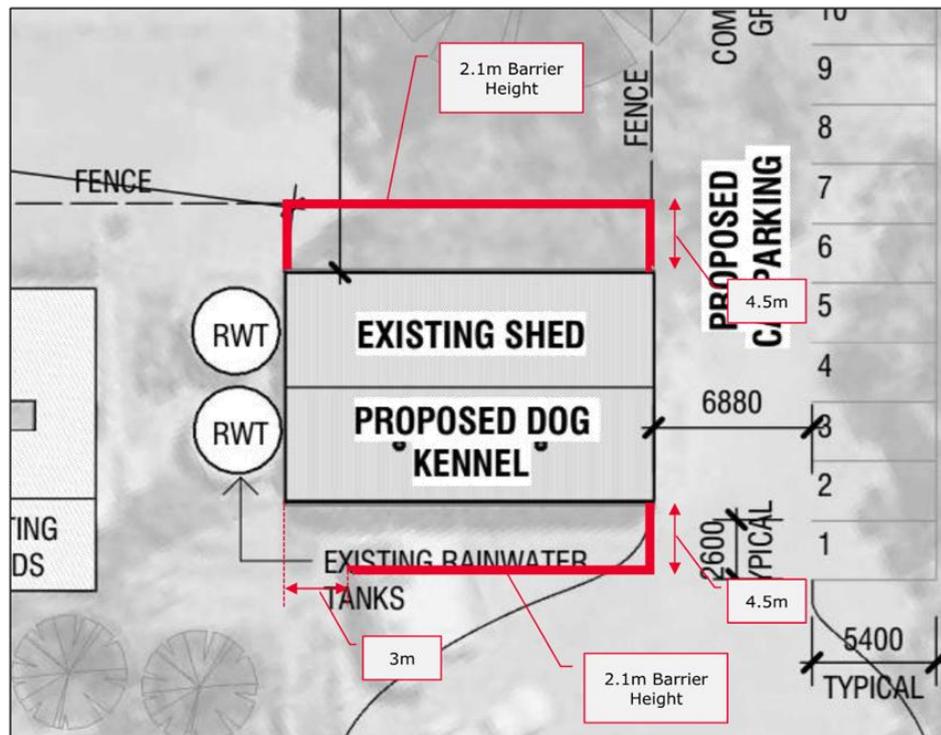


Figure 7-1: Extent of recommended fencing



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8 Assessment Results

The predicted noise levels, with the recommended noise mitigation treatments applied, and assessment with the noise criteria are detailed in Table 8-1.

Table 8-1: Predicted Noise Levels and Assessment

Receiver No.	Continuous Noise Level, L_{Aeq} dB(A)				Assessment
	Day (7am – 10pm)		Night (10pm – 7am)		
	Predicted	Criteria	Predicted	Criteria	
R1	38	42	35	35	Compliant
R2	42		34		Compliant
R3	34		28		Compliant
R4	38		31		Compliant
R5	39		31		Compliant
R6	42		34		Compliant
R7	39		31		Compliant
R8	36		29		Compliant

During the Day assessment period the dominant noise sources are predicted to be the open roller doors and noise breakout from the roof of the kennel building. Dogs in the dog park area and the carpark are also significant at some receiver locations.

During the Night assessment period the dominant noise sources are predicted to be noise breakout from the roof, walls and closed roller doors.

The maximum noise levels were predicted to achieve the maximum (L_{Amax}) noise criteria of 60dB(A) at all receiver locations.

9 General Recommendations

9.1 Waste Collection

To comply with the requirements of the Local Nuisance and Litter Control Act [6], waste collection should not occur within the following:

- before 9am or after 7pm on any Sunday or public holiday; or
- after 7pm or before 7am on any other day.

9.2 Mechanical Services

Vipac have not identified any mechanical services such as evaporative cooling systems associated with the proposed development. In circumstances where evaporative coolers or other plant and equipment are required, the equipment selections should be reviewed by an acoustic consultant to ensure the noise levels from the equipment comply with the noise limits for the site, but to also ensure that the installation does not compromise the acoustic integrity of the kennel building.



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17 Spencer Street MacDonald Park
Environmental Noise Assessment

10 Conclusion

Vipac Engineers and Scientists was engaged to conduct a desktop noise assessment for a proposed dog kennel, located at 17 Spencer St, MacDonald Park, SA 5121.

The assessment comprised of noise modelling to predict noise emissions from the proposed development and detailing recommendations for appropriate noise mitigation treatments, including lining of the kennel building and installation of additional fencing.

With the recommended noise mitigation treatments implemented, the assessment results confirm that the proposed development is predicted to satisfy the acoustic requirements of the Environmental Protection (Commercial and Industrial Noise) Policy 2023 and the Planning and Design Code.



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Environmental Noise Assessment

Appendix A Modelled Source Locations



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17 Spencer Street MacDonald Park
Environmental Noise Assessment





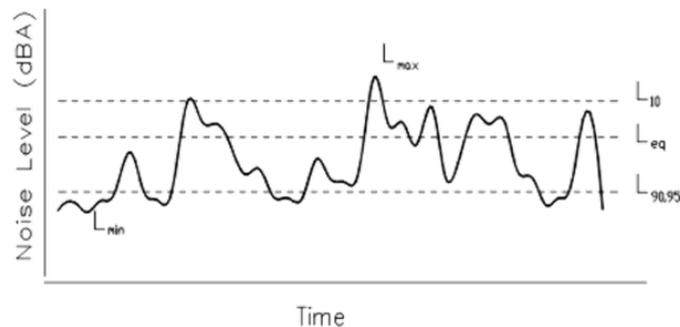
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Appendix B Glossary of Acoustic Terminology



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Environmental Noise Assessment

dB(A)	A-weighted decibels; a unit of measurement of sound pressure level which has its frequency characteristics modified by a filter ("A-weighted") to approximate the frequency response of the human ear.
L₁₀ or L_{A10}	The noise level which is equalled or exceeded for 10% of the measurement period. L ₁₀ is an indicator of the mean maximum noise level and is used in Australia as the descriptor for intrusive noise, usually in dB(A).
L₉₀ or L_{A90}	The noise level which is equalled or exceeded for 90% of the measurement period. L ₉₀ is an indicator of the mean minimum noise level and is used in Australia as the descriptor for <u>background</u> or ambient noise (usually in dB(A)).
L_{eq} or L_{Aeq}	The equivalent continuous noise level for the measurement period. L _{eq} is an indicator of the average noise level, usually in dB(A).
L_{max} or L_{Amax}	The maximum noise level for the measurement period (in dB(A))
EPP	SA EPA Environmental Protection (Commercial and Industrial Noise) Policy.
Day	Daytime assessment period according to EPP (7am to 10pm).
Night	Night-time assessment period according to EPP (10pm to 7pm).
Broadband noise	Noise comprising energy distributed across a large range of frequencies.
Impulsive noise	Noise characteristic defined in EPP as having a dominant characteristic consisting of a single pressure peak, or a sequence of such peaks, or a single burst with multiple pressure peaks whose amplitude decays with time, or a sequence of such bursts.
Intermittent noise characteristic	Noise characteristic defined in EPP as a noise has an intermittent characteristic if the noise level increases noticeably and rapidly, and holds the higher level for a noticeable period, on at least 2 occasions during the assessment period.
Low frequency noise characteristic	Noise characteristic defined in EPP as having a characteristic that dominates the overall noise with content between 20 hertz and 250 hertz.
Modulating noise characteristic	Noise characteristic defined in EPP as having a modulating characteristic if the noise level has a noticeable and cyclic variation in frequency or amplitude.
Tonal noise characteristic	Noise characteristic defined in EPP as having a perceptible and definite pitch or tone.



Note: *The subjective reaction or response to changes in noise levels can be summarised as follows:*

A 3 dB(A) increase in sound pressure level is required for the average human ear to notice a change; a 5 dB(A) increase is quite noticeable and a 10 dB(A) increase is typically perceived as a doubling in loudness.

Details of Representations

Application Summary

Application ID	25028569
Proposal	Change in use of existing outbuilding to animal keeping (dog kenneling) and from existing private open space to ancillary dog running yard
Location	17 SPENCER ST MACDONALD PARK SA 5121

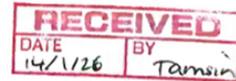
Representations

Representor 1 - Brian L Fretter

Name	Brian L Fretter
Address	12 SPENCER STREET MACDONALD PARK SA, 5121 Australia
Submission Date	15/01/2026 01:55 PM
Submission Source	Over Counter
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
Reasons please see attached handwritten objection	

Attached Documents

Playford_twhite_2026-01-14-14-04-34-13252778.pdf



REPRESENTATION ON APPLICATION

Planning, Development and Infrastructure Act 2016

Applicant: MR. BRIAN L. FRETTER
 Development Number: 25028569
 Nature of Development: DOG KENNEL
 Zone/Sub-zone/Overlay:
 Subject Land: 17 SPENCER ST. MACDONALD PARK S121
 Contact Officer:
 Phone Number: 0405473612
 Close Date: 02/02/2026

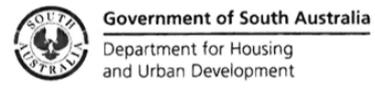
My name*: BRIAN FRETTER
 My phone number: 0405473612
 My postal address*: 12 SPENCER ST
 My email: brianfretter@gmail.com
 MACDONALD PARK
 S121

* Indicates mandatory information

My position is: I support the development
 I support the development with some concerns
 I oppose the development

The specific reasons I believe that consent should be ~~granted~~/refused are:
 THERE IS ALREADY A DOG KENNEL 2 DOORS AWAY ON OPPOSITE SIDE OF THE ROAD (PETHERTON KENNELS) dogs are quite noisy at times. THE PROPOSED DOG KENNEL IS CONSTRUCTED OF GALV. IRON IT AMPLIFIES THE SOUND OF BARKING. IT LOOKS STRAIGHT INTO OUR PLACE AND WE GET THE FULL FORCE OF THE BARKING.
 Questions: Is it going to be a puppy farm. ?
 Are they registered with the canine association
 Is it going to be a place for peoples dogs ? while the owners are away on holidays. ?
 do they know how to keep dogs quiet. ?
 most dogs need company. If they are out all day the dogs bark constantly. They have already got several noisy dogs.
 [attach additional pages as needed]

Note: In order for this submission to be valid, it must:



- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why consent should be granted or refused; and
- comment only on the performance-based elements (or aspects) of the proposal, which does not include the:
 - Click here to enter text. *[list any accepted or deemed-to-satisfy elements of the development]*.

I: wish to be heard in support of my submission*
 do not wish to be heard in support of my submission

By: appearing personally
 being represented by the following person: Click here to enter text.

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature:  Date: *14 JANUARY 2026*
Click here to enter text.

Return Address: *[relevant authority postal address]* or

Email: *[relevant authority email address]* or

Complete online submission: plan.sa.gov.au/have_your_say/notified_developments

Representations

Representor 2 - Andrew Child

Name	Andrew Child
Address	56 Gartrell Rd MACDONALD PARK SA, 5121 Australia
Submission Date	22/01/2026 10:41 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

We already have to put up with barking dogs from the other kennel on Spencer We moved here 40yrs ago for peace and quiet zoned RURAL LIVING Now we have to put up with illegal truck parking in multiple locations, Tile wholesale business (20 Gartrell Rd) all of which are damaging fragile roads and drainage pipes etc Why are these people allowed to cause this disruption and damage whilst ratepayers pay the costs of repairs Why are the zoning regulations being allowed to be Exploitated and go unchallenged by Coucil

Attached Documents

Representations

Representor 3 - Ben Luxton

Name	Ben Luxton
Address	28 Spencer Street MACDONALD PARK SA, 5121 Australia
Submission Date	02/02/2026 11:17 AM
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

Reasons

At this point in time I cannot support this application due to inconsistencies and inadequacies within its content. These being: Mr Hieu Ngo indicates that he has been a registered breeder with The South Australian Canine Association (DogsSA) for a period of 5+ years however he is NOT currently a member of DogsSA. When he was a member of DogsSA he had 6 Labrador Retrievers and 4 German Shepherd dogs registered to his name which he bred under the Star Run Kennels prefix. Ms Dung (Mr Ngo's partner) is currently a member of DogsSA and currently has 15 Labrador Retrievers registered to her name which are bred under the NN Golden Kennel prefix. The planning application suggests they will be keeping up to 15 dogs for breeding purposes however between Mr Ngo and Ms Dung they already have potentially 25 breeding dogs and a gumtree advertisement currently indicating a litter of Labrador Retriever puppies which have been bred under Ms Dung's kennel prefix. Exemption from the requirement to desex dogs before they are 6 months of age as required under the Dog and Cat Management Act is made to members of DogsSA however as mentioned previously Mr Ngo is NOT currently a member and therefore is not exempt from the requirement to desex all dogs over the age of 6 months. On 3 occasions my business partner and I have had Labradors wandering at large come onto our property which we have returned each time to Mr Ngo who it would appear also has Maltese/ ShihTzu dogs on his property. Are these also part of the breeding program? It seems clear that while mention of public boarding is made within the application the establishment of an intensive animal breeding facility is actually what is being established yet no mention of the South Australian Standards and Guidelines for Breeding and Trading Companion Animals is included within this application. These Standards stipulate the pen sizes, record keeping requirements, isolation pens, whelping area and health and welfare requirements for all animals kept in an intensive breeding facility and yet where these Standards and Guidelines have been applied is not mentioned within the entire application. The other notable absence from the proposed penning area for the maintenance of dogs in a modified shed is the lack of appropriate and necessary temperature regulation. My business partner and I own and operate Petherton Park Boarding Kennels and Cattery, a long, well established boarding facility providing boarding services to the local community. We are located not less than 50m diagonally across from the proposed development at 17 Spencer Street and our complex is fully Air Conditioned which is an absolute requirement during periods of extreme heat.

Attached Documents

An agile approach
to town planning.

flex

Thursday, 12 February 2026

City of Playford
12 Bishopstone Road
DAVOREN PARK SA 5113
OLuke@playford.sa.gov.au

T +61 8 7190 7969
admin@flexplanning.au

52A Mount Barker Rd
Hahndorf SA 5245

flexplanning.au

Attention Oliver,

Response to Representations – DA NO. 25028569

17 Spencer St, MacDonald Park

I refer to the proposed development application for the Change in use of existing outbuilding to animal keeping (dog kennelling) and from existing private open space to ancillary dog running yard.

During the public notification, period a total of three 3 representations were received. It is noted three (3) representors oppose the proposal. Of the three (3) representors, two (2) have indicated their desire to be heard by Council.

Below is a summary of the concerns raised and a detailed response to each issue provided thereafter.

Summary of Concerns

1. Noise impacts
2. Nature and scale of activities
3. Dogs SA membership
4. Dogs containment measures
5. Animal management practices

Response

1. Noise Impacts

A detailed Environmental Noise Assessment by VIPAC Engineers & Scientists was provided to accompany the application. VIPAC modelled day and night scenarios against the Environment Protection (Commercial and Industrial Noise) Policy 2023 (Noise EPP) and relevant provisions of the Planning and Design Code. VIPAC provided a number of noise mitigation recommendations which will be wholly incorporated into the development. With these measures implemented, VIPAC concludes predicted levels comply at all receivers for both day and night scenarios.

Mitigation to be implemented (per VIPAC):



- Replace polycarbonate roof sheets with profiled steel; add 50 mm, 32 kg/m³ glass-fibre acoustic insulation with perforated foil facing (e.g., CSR Bradford Supertel HDP, NRC 1.0).
- Line east/west walls (non-roller-door walls) with 6 mm cement sheet or 13 mm MR plasterboard on 70 mm steel studs with 70 mm fibreglass infill (≥ 22 kg/m³).
- Seal gaps using caulking, closed-cell foam and/or steel flashings.
- Fit roof vents with circular attenuators (e.g., Fantech C1-045) or 1 m of 50 mm lined duct with 90° lined elbow.
- Install a 2.1 m high solid acoustic fence in the alignment and extent shown in VIPAC Figure 7-1 (solid gate permitted; minimise gaps).

Status: All described mitigation practices will be applied, including solid metal/Colorbond fence and gates (1.5 m wide x 2.1 m high) which are shown on the latest plans.

Outcomes: VIPAC's Table 8-1 predicts compliance with INL-5 dB(A) criteria at all receivers for LAeq (Day: 42 dB(A); Night: 35 dB(A)) and LAmax \leq 60 dB(A) at night.

2. Nature and Scale of Breeding Activities

As detailed in the planning lodgement letter accompanying the application:

The facility will support both dog breeding and boarding functions. The operational limits are:

- *Maximum of 24 dogs on site at any one time,*
 - *Breeding dogs: **Maximum 14** (of which a maximum of 12 females)*
 - *Boarding dogs: **Maximum 10***
- *Boarding dogs will stay for a maximum of 30 days. Breeding dogs will be permanently housed on site.*

The proposed maximum number represents a cap and is not expected to be a constant or permanent number. Dog numbers fluctuate naturally due to retirement, rehoming, temporary boarding or natural variations. The applicant welcomes a condition of consent to ensure the dog numbers will remain within the proposed maximum at all times.

One representor raised concern regarding the number of dogs and whether this represents an "intensive breeding" facility.

The applicant has confirmed that the proposed development will not operate as an intensive breeding operation, noting the following:

- a limited number of breeding dogs,
- controlled breeding frequency,
- adherence to Dogs SA standards and animal welfare requirements, and
- dogs being housed, exercised, and managed in a manner consistent with residential-scale animal keeping.
- standards applicable to intensive or large-scale commercial breeding facilities therefore do not apply.

The primary use of the property for small scale breeding is consistent with animal keeping activities contemplated within the Rural Living Zone. Boarding, where applicable, is ancillary and limited in nature and does not constitute the primary activity of the site.



3. Dogs SA membership

Whilst not directly a planning matter, the applicant confirms the following:

- He is currently a member of Dogs SA, which is held under his name and has maintained continuous membership for several years.
- All breeding activities are undertaken in accordance with Dogs SA rules and Dogs SA Code of Ethics.
- There is no reliance on any exemptions under the Dog and Cat Management Act. All dogs are registered with Council, and operations are conducted in accordance with standard legislative requirements.

4. Dog Containment Measures

One representor raised concern about dogs potentially escaping or roaming.

The applicant, who resides on the property full-time providing 24/7 supervision, provides the following assurances:

- Dogs are never permitted off the property unattended.
- The land contains secure boundary fencing.
- Outdoor areas are fully enclosed, and dogs are supervised when outside.

The applicant acknowledges that there have been two isolated incidents where a dog temporarily exited the property. These incidents occurred during the construction and installation of a new gate, prior to the gate being fully secured. Since completion of the gate works:

- the property is fully enclosed,
- dogs are securely contained, and
- no further incidents have occurred.

5. Animal Management Practices

The applicant provides the following confirmation in relation to animal management practices to ensure appropriate and ethical practices:

- Dogs are managed through structured daily routines.
- Outdoor exercise occurs in secure, enclosed areas.
- Supervision is provided whenever dogs are outside of enclosed kennels or internal areas.
- The site is managed to minimise noise, odour, and impacts on neighbouring properties.
- Future mechanical plant equipment (e.g., evaporative coolers) will be installed in accordance with VIPAC's recommendations to ensure noise compliance and building acoustic integrity.

All operations will be undertaken in accordance with the South Australian Standards and Guidelines for Breeding and Trading Companion Animals (2017).



Conclusion

In our opinion, the planning concerns raised by representors have been adequately addressed through the evidence provided in the application, the VIPAC acoustic assessment, and the Applicant's detailed management commitments. The proposal represents a low-impact, well-managed form of animal keeping that is envisaged in the Rural Living Zone and not expected to unreasonably impact on the amenity of the locality, and therefore warrants the granting of Planning Consent.

On behalf of the applicant, we wish to appear together with the client Mr Hieu (Tony) Ngo at the Council Assessment Panel meeting when this application is considered, to respond to representations and answer any questions from the Panel. Please advise the date and time of the meeting once scheduled.

Please let me know if you have any further questions relating to this matter.

Yours sincerely,

Alessio Carrocci
Planning Assistant
Flex Planning

5.3 24025773 - 66 MAIN TERRACE, BLAKEVIEW - CONSTRUCTION OF THREE STOREY RESIDENTIAL FLAT BUILDING FOR SUPPORTED ACCOMMODATION CONSISTING OF 10 SPECIALIST DISABILITY ACCOMMODATION (SDA) APARTMENTS, 1 ONSITE OVERNIGHT ASSISTANCE (OOA) APARTMENT AND GROUND FLOOR ASSOCIATED COMMON AREAS, LANDSCAPING, RETAINING WALLS AND CARPARKING

Author:	Mahmoud Hasaneen
Proposal:	Construction of Three Storey Residential Flat Building for Supported Accommodation consisting of 10 Specialist disability accommodation (SDA) apartments, 1 Onsite Overnight Assistance (OOA) apartment and ground floor associated common areas, landscaping, retaining walls and carparking
Development Number:	24025773
Date of Lodgement:	16 August 2024
Owner:	KCL Group Pty Ltd
Applicant:	Ashley Richards & Associates C/- DKJ Projects. Architecture & URPS
Location:	66 Main Terrace, Blakeview SA 5114
Zone:	Master Planned Neighbourhood
Classification:	Code Assessed – Performance Assessed
Public Notification Category:	Yes
Representation Received:	Yes
Request for Additional Information Made?	Yes
Recommendation:	To Grant Planning Consent – Subject to Conditions

Attachments:	1 ↓ .	Architectural Plans
	2 ↓ .	Planning Report
	3 ↓ .	Stormwater Management Report
	4 ↓ .	Traffic and Parking Report
	5 ↓ .	Vehicles Swept Path Plans
	6 ↓ .	Waste Management Plan
	7 ↓ .	Combined Representations
	8 ↓ .	Response to Representations

1. The Subject Land

The subject land, commonly identified as 66 Main Terrace, Blakeview is a single allotment, more formally identified as Allotment 50 on Deposited Plan 135570, within Certificate of Title Volume 6304 Folio 681.

The subject land is largely rectangular shaped with primary frontage to Main Terrace of 24.97m to the north-west. The allotment possesses effective frontage to Bray Lane (for vehicular access) of 24.97m to the south-east and the site also benefits from an existing walkway to the west. The subject land possesses a total site area of 1,273m² and is wholly contained within the Master Planned Neighbourhood Zone of the Planning and Design Code (the Code).

The subject land is currently vacant, with informal overflow parking for the adjacent Revo Fitness Gym to the west of the site. No vegetation appears to traverse the site, however, to the west, there is an existing walkway with trees, shrubs and public seating.

No Land Management Agreements or encumbrances are registered on the Certificate of Title. However, an easement (located in south-western corner of the land) exists in favour of the SA Power Networks (SAPN) for an existing electrical substation.



Figure 1: Subject land identified in blue



Figure 2: View of site from Bray Lane (looking north)



Figure 3: View of site from Main Terrace (looking south)

2. The Locality

The locality accommodates a range of retail, commercial, community and residential uses within the main boulevard of Blakeview (mostly known as Blakes Crossing).

To the north-west of the subject site is a mix of retail and commercial activities, including the Blakes Crossing Shopping Centre which contains a supermarket (Woolworths), and other speciality shops; including an indoor recreation facility (Anytime Fitness) and medical centres.

To the west of the subject site is a mix of commercial activities including an indoor recreation facility (Revo Fitness), shopping development (10 retail tenancies), a medical centre, an Aldi supermarket and fast-food outlets. To the east, the predominant land use is an educational facility (Blakes Crossing Christian College) and established residential area, together with the Blakeview Town Park (approx. 236m from the subject land) and Oval (approx. 280m from the subject land) which provide passive recreational activities for the wider community.

To the south-east, the prominent locality is a mix of residential dwellings ranging from standard detached dwellings to row dwelling outcomes serviced through Bray Lane and Barklea Lane.

The frontage of the land to Main Terrace is also serviced by a bus stop directly adjacent the subject site and is serviced through a pedestrian crossing connecting residents to the Blakes Crossing Shopping Centre.

2.1 Locality Plan

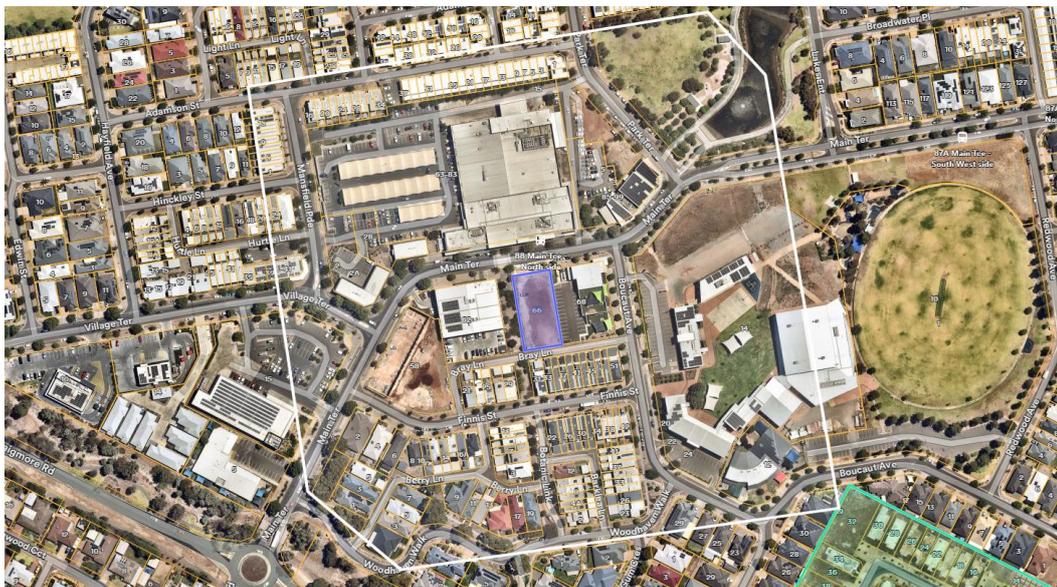


Figure 4: Subject site outlined in blue, and locality shown in white line



Figure 5: View from Bray Lane (looking from south-eastern corner to the existing walkway and adjacent Revo Fitness)



Figure 6: View from Main Terrace (looking from north-western corner to the subject land and adjacent Childcare Centre)

2.2 Zoning

The subject land is located within the Master Planned Neighbourhood Zone and the Emerging Activity Centre Subzone as identified in the Code. The following Overlays and Technical and Numerical Variations (TNVs) also apply:

Overlays:

- Affordable Housing
- Defence Aviation Area
- Hazards (Flooding – General)
- Prescribed Wells Area

The remaining levels (level 1 and 2) each comprise:

- five (5) two-bedroom, two-bathroom apartments with their own balcony, kitchen and living areas.

Each building level includes associated stairwells, storage rooms and landscaped areas to activate the common areas within the hallways. The ground floor also activated paths to keep the ground storey reliant on connection to the wider streetscape, while ensuring safety of residents is maintained through fencing and gates. Vehicular access is obtained exclusively via a two-way ingress/egress on Bray Lane.

Site works to accommodate the proposed supported accommodation residential flat building includes combined retaining walls and fencing on the western elevation of the site ranging between 1.597m to 1.6m in height.

A copy of the proposal plans and supporting documentation are contained in Attachments 1 to 6.

4. Procedural Matters

4.1 Classification

The proposed development involves the construction of a supported accommodation residential flat building along with fencing and retaining walls. These elements are considered to align with the relevant definitions as detailed in Part 7 of the Code.

These elements (residential flat building, supported accommodation, fencing and retaining walls) are not classified as 'Accepted', 'Deemed-to-satisfy' or 'Restricted' development within the relevant tables of the Master Planned Neighbourhood Zone. On this basis, the proposed development follows a 'Code Assessed – Performance Assessed' development assessment pathway, pursuant to Section 105(b) and Section 107 of the *Planning, Development and Infrastructure 2016* (the Act).

This requires an 'on-merit' assessment against all relevant provisions of the Code.

4.2 Public Notification

All classes of performance assessed development require public notification unless, pursuant to Section 107(6) of the Act, the class of development is excluded from notification by the Code in Table 5 – Procedural Matters (PM) – Notification, within the relevant Zone.

Table 5 of the Master Planned Neighbourhood Zone includes references to land uses and development which are exempt from Public Notification. In this instance, fencing and retaining walls are both exempt from notification with no exceptions.

Residential flat building and supported accommodation are listed in Table 5 as a form of development which is **not excluded from public notification if do not satisfy Master Planned Neighbourhood Zone Deemed to Satisfy Criteria/ Designated Performance Feature (DTS/DPF) 5.1.**

DTS/ DPF 5.1 states that

Buildings (excluding garages, carports and outbuildings) do not exceed the maximum building height nominated on a Building Envelope Plan, or where none exists:

(a) a maximum building height of 3 building levels or 12m and

(b) a maximum wall height of 10m (except where a gable end).

On this basis, the proposed development is on a site with no building envelope plan, the proposed maximum building height exceeds 12m (approx. 12.8m) and the proposed maximum wall height exceeds 10m (approx. 10.267m). Therefore, the proposed development does not constitute an excluded form of development under Table 5 of the Master Planned Neighbourhood Zone.

Furthermore, it is considered that the proposed development is not minor in nature. As such, public notification is required.

Public notification commenced on 21 November 2025 and concluded on 11 December 2025.

Fifteen (15) representations were received during the public notification period. It must be noted that two (2) representations out of the three (3) representations that are wishing to be heard during the Council Assessment Panel (CAP) meeting have asked for their full details not to be stated as part of the CAP meeting. The two (2) representations are wishing for their details to be redacted due to personal/ work reasons.

A copy of the representations are included within Attachment 7.

Fourteen (14) representors were in opposition to the proposal and one (1) representor was in support to the proposal, with three (3) Representors requesting to be heard before CAP. The representors are listed below:

Representor received (Submission Source)		Summary of Issues Raised	Position	Wish to be heard
1	Amanda Jane Saunders	<ul style="list-style-type: none"> Objects to the development due to generation of increased traffic through narrow streets and being in proximity to schools, shops and childcare centre. The building does not appear as a residence and more fits the design portfolio of an office. 	Oppose	No
2	Pritpal Singh	<ul style="list-style-type: none"> Objects to the development due to increased disruption to traffic for Main Terrace which is operating at capacity levels and believes that the development may raise safety concerns and compromise wellbeing of local families and children attending the childcare centre and school nearby. Believes that the site would be more suitable for local shops to support the existing shopping hub. 	Oppose	No
3	Rajvir Saini	<ul style="list-style-type: none"> Objects to the development due to increased disruption to traffic for 	Oppose	No

		<p>Main Terrace which is operating at capacity levels and believes that the development may raise safety concerns and compromise wellbeing of local families and children attending the childcare centre and school nearby.</p> <ul style="list-style-type: none"> • Believes that the site would be more suitable for local shops to support the existing shopping hub. 		
4	Corrina Magro	<ul style="list-style-type: none"> • Excessive building height and visual impact. • 24-hour activity and noise concerns. • Traffic, parking and road safety. • Cumulative impact of surrounding commercial sites. • Construction impacts on surrounding residential homes. • Advised that development is not to proceed in its current form under any circumstances due its severity. 	Oppose	No
5	Isaac Tud	<ul style="list-style-type: none"> • Objects to the development due to insufficient parking and questions that further parking is required due to further support workers may be needed and overspill of parking from nearby Revo Gym. • SDA clients requiring a larger lift in the building for ambulance stretchers to fit in the event of emergency. • Why is the development required when supported accommodation has already been built on Village Terrace? • Questions if the developments meet NDIS eligibility. • Questions why the site is not being used for housing for the wider community. 	Oppose	No
6	Zachary Evans	<ul style="list-style-type: none"> • Objects to the development as the existing Revo Gym has increased traffic from Bray Lane and resulted in cars illegally parking in the laneway and overspill on the subject site. Has stated that if the development is approved, further parking and traffic issues will occur on Bray Lane. 	Oppose	No
7	Adrian Rossi	<ul style="list-style-type: none"> • Objects to the development due to further traffic on Main Terrace and the height of the building will cause impact on residential properties and will make access to nearby shopping centre difficult. 	Oppose	No
8	Celeste Jedani	<ul style="list-style-type: none"> • Objects to the development due to the site being more suitable for retail or commercial use to benefit the wider community and generate 	Oppose	No

		further employment opportunities in the area.		
9	Kate Mott	<ul style="list-style-type: none"> • Objects to the development due to the site not being suitable for this type of accommodation • The height of the building will cause impact to adjoining childcare centre. • Stated that parking issues already exist and due to the development, this will become worse and safety concerns will occur to children within the wider community. 	Oppose	No
10	Kayla Thompson	<ul style="list-style-type: none"> • Objects to the development due to the site not being suitable for supported accommodation and that issues may arise to nearby school and childcare centre. • The development causing further traffic impacts to the wider Blakes Crossing community. • Believes that the site should be catered for family-oriented use in line with surrounding shops, schools, reserves and that the development should be reconsidered due to impact on families, infrastructure and overall vision of the estate. 	Oppose	Yes
11	Damir Pilvac	<ul style="list-style-type: none"> • Objects to the development due to the 24-hour operation and the current 24-hour operation of the Revo Gym creating traffic congestions, overall changes to the character & atmosphere of the neighborhood. • Stated that there's other sites more suitable areas such as Munno Para or Elizabeth rather than Blakeview for this development. 	Oppose	No
12	Margaret Troubridge	<ul style="list-style-type: none"> • Objects to the development due to the site not being suitable for supported accommodation, height issues and creating further parking issues on the surrounding road network. 	Oppose	No
13	Scott Davis	<ul style="list-style-type: none"> • Supports the development as it provides a service to the local community and that the height for the building will not be unreasonable as it will be below the school roof line. • The development will not result in as much traffic as a commercial development (i.e. retail/ offices) and that the site is suitable for residents being nearby a bus stop as most may not drive. 	Support	No
14	Ms Schmidt	<ul style="list-style-type: none"> • Objects to the development as it does not include obscured glazing to the southern windows or balconies. 	Oppose	Yes

		<ul style="list-style-type: none"> • Insufficient information regarding mitigating overlooking and overshadowing issues. • Requests that the impact deal with overlooking and overshadowing issues to Bray Lane. • Concerned with the building height due to the visual impact to habitable rooms and private open space of nearby residential properties. • Queries the rubbish collection method for the development from Bray Lane and clashes with residential garages utilising the laneway. • Of the understanding that the site was to be an activity centre and that the development should be in a more residential setting. 		
15	Mr Somers	<ul style="list-style-type: none"> • Objects to the development as the building height impacts to nearby residential habitable windows and private open space and no obscured glazing has been shown. • Insufficient information regarding mitigating overlooking and overshadowing issues. • Overshadowing diagrams do not show full impact to residential sites existing on Bray Lane. • Concerns with the building height creating visual impacts to residential sites. • Queries the rubbish collection method for the development from Bray Lane and clashes with residential garages utilising the laneway. • Of the understanding that the site was to be an activity centre and that the development should be in a more residential setting. 	Oppose	Yes



Figure 8: Received representations shown as blue markers. Margaret Troubridge's representation has not been highlighted in above map as it appears outside of the locality. The two (2) representations requesting their details to be redacted have also not been included within the above map.

The applicant has been afforded the opportunity to respond to the matters raised by the representors.

The applicant's response provides additional response on the following matters:

- Land use
- Building height
- Overshadowing
- Overlooking
- Accessibility
- Traffic and parking
- Noise
- Waste management

A copy of the applicant's response is contained within Attachment 8.

It must be noted that issues identified by the representors are also addressed further in the planning assessment section of this report (see Sections 6 and 8).

It is noted that an assessment of the application is limited to that of the relevant policies and provisions within the Code. A number of aspects raised as part of the public notification process do not relate to matters to be considered within the planning assessment of the application. For this reason, matters raised relating to property value, land use existing in the area and construction management are not addressed as part of this report.

Moreover, as this form of development required public notification, the development is of a form which the Act identifies CAP as the relevant authority for the purpose of decision making.

4.3 Statutory Referrals

Part 9 of the Code requires a referral to the Environment Protection Authority (the EPA) in the following instances:

“Change in the use of land to a more sensitive use on land at which site contamination exists or may exist as a result of one of the following:

(a) class 1 activity (including where a class 1 activity exists or previously existed on adjacent land)

(b) class 2 activity and the proposed use is a sensitive use

Referring to Table 1 Land Use Sensitivity Hierarchy within Practice Direction 14: Site Contamination Assessment 2021, the proposed development constitutes an increase in land use sensitivity noting that the subject land was identified for commercial land use when the Blakes Crossing masterplan was approved. The change for residential purposes, therefore, results in an increase in sensitivity.

A historical analysis of past land uses undertaken through the Preliminary Site Investigation (PSI) performed by Kleinfelder Australia on behalf of the applicant has identified that the likelihood for site contamination to be present at the site is considered to be low without a potentially contaminating activity not known to have occurred on the subject land. Therefore, completion of a Detailed Site Investigation (DSI) is not considered to be warranted, and as a result, referral to the EPA was not required.

4.4 Internal Referrals

Internal referrals to Council’s technical staff were undertaken to review traffic management, car parking, access and stormwater management.

Council’s Traffic Engineer was largely satisfied with the development and has accepted the updated swept path plans to show how vehicles will be able to enter and exit the site in a forward manner. The parking arrangements have also exceeded the number of spaces required for supported accommodation and is generally appropriate given the operation of the development in accordance with the Transport, Access and Parking Module of the Code. It must be noted that waste management from Bray Lane is appropriate given the operation of the laneway purely acting as a service road with parking not allowed on the laneway.

Council’s Land Development Engineer formed the view that the proposed development adequately addresses the required stormwater requirements in accordance with Council’s stormwater guidelines. However, the stormwater plans require an update through a reserved matter to be satisfied prior to development approval being issued regarding the following matters:

- A mesh basket is to be included for the collection/capture point for carpark run-off in addition to the grated inlet pit to stop bigger debris.
- Note to be included for the details of temporary storage during power outage and pump failure management to be provided if this alternative option is chosen.

- Determination if additional freeboard to the vehicular access driveway is required to protect the development from any external stormwater spill from Bray Lane into the proposed carparking area.

5. Key Issues

The following matters are considered pertinent in reaching a recommendation for the proposal:

- Whether the proposed supported accommodation building is an appropriate form of development within the Master Planned Neighbourhood Zone and the associated Emerging Activity Centre Subzone.
- Whether the proposed development will create any adverse visual or amenity impacts or conflicts between existing and/or contemplated land uses.
- Whether the proposed supported accommodation building displays high quality architectural design and appearance.
- Whether the development will create adverse traffic impacts on the existing road network in the locality.

6. Planning Assessment

6.1 Master Planned Neighbourhood Zone - Desired Outcomes and Land Use

Master Planned Neighbourhood Zone Desired Outcome (DO 1) seeks that:

a new or expanding community with a diverse range of housing that supports a range of needs and lifestyles located within easy reach of a diversity of services, facilities and open space.

Master Planned Neighbourhood Zone Performance Outcome (PO) 1.1 seeks:

Diverse housing choices and a wide range of complementary recreational, community services and other activities to support a growing community and create a pleasant place to live.

This PO is informed by the associated Designated Performance Feature (DPF) 1.1 which seeks that:

Development comprises one (1) or more of the following:

(o) Supported accommodation

Further to this, Master Planned Neighbourhood Zone PO 1.3 states that:

Residential development at increased densities close to open space, public transport, activity centres and community facilities to enhance community access to community services.

The proposed supported accommodation is considered to be an appropriate land use within the Master Planned Neighbourhood Zone, with an intensity and scale consistent with the desired outcomes. It is noted that the proposed land use is a higher density form of residential development within 200m of an activity and within 200m of a high frequency public transit service. As the subject land is directly opposite the Blakes Crossing

Shopping Centre and as per Figure 6 the proposed development satisfies PO 1.3 and the guiding DPF 1.3.

Whilst the Master Planned Neighbourhood Zone will benefit from the introduction of a high density supported accommodation, it is also considered that the supported accommodation will also benefit from its placement across from the identified bus route and the shopping precinct. The proximity to various services, activities and public transport nodes are essential for this type of development and the additional services that would be offered to residents who are physically able to undertake these activities. Given the mutual benefit of the supported accommodation within the Master Planned Neighbourhood Zone, the land use as proposed is considered to align with the intent of the Zone.

6.2 Emerging Activity Centre Subzone - Desired Outcomes and Land Use

Emerging Activity Centre Subzone DO 1 seeks that:

Activity centres, employment, and community services make neighbourhoods a healthy and convenient place to live.

Emerging Activity Centre Subzone PO 1.1 seeks:

Activity centres within master-planned communities include a range of land uses to provide services at the local and neighbourhood level.

This PO is informed by the associated DPF 1.1 which seeks that:

Development comprises one (1) or more of the following where located in an Activity Centre:

(n) Supported accommodation

The proposed supported accommodation is considered to be an appropriate land use within the Emerging Activity Centre Subzone, due to the range of land uses existing and proposed to be offered within the Activity Centre. The Blakeview Suburban Activity Centre as reflected within Concept Plan 10 in the Code, appears to include land fronting on Village Terrace and Main Terrace. The parcels of land within the Activity Centre have been developed for various land uses such as fast-food outlets (i.e. McDonald's & KFC), supermarkets (i.e. Aldi & Woolworths), speciality retail shops, consulting rooms and indoor recreation facilities. Therefore, the proposed supported accommodation provides a different land use to ensure that a range of land uses are provided at a local and neighbourhood level in accordance with Emerging Activity Centre Subzone PO 1.1.

The introduction of a supported accommodation land use in proximity to various services as part of the main street activation for Blakeview ensures that residents within an "apartment building" setting are able to utilise local services and minimise reliance on vehicular movement to larger centres outside of the locality.

6.3 Master Planned Neighbourhood Zone – Building Height

Master Planned Neighbourhood Zone PO 5.1 seeks:

Buildings establish a low-medium rise residential character with development above 3 building levels located close to activity centres, open space and/or public transport.

This PO is informed by the associated DPF 5.1 which seeks that:

Buildings (excluding garages, carports and outbuildings) do not exceed the maximum building height nominated on a Building Envelope Plan, or where none exists:

(a) a maximum building height of 3 building levels or 12m and

(b) a maximum wall height of 10m (except where a gable end).

The proposed supported accommodation is considered to integrate with its setting amongst the existing Blakes Crossing Shopping Centre (two-storey building), Revo Gym (two-storey building), the adjacent childcare centre (two-storey building) and the Blakes Crossing Christian College (three-storey building). As the proposed building is a three-storey building, it appears to be consistent with the context and the built form pattern surrounding the activated frontage of Main Terrace and Village Terrace.

The proposed supported accommodation development comprises three (3) building levels, reaching a maximum height of 12.86m above natural ground. In context, the proposed supported accommodation along with the existing variety of land uses (listed above) maintain a complementary scale within the locality. It must be noted that the developments fronting Main Terrace are exclusively gaining access from Bray Lane and Finnis Street in order to minimise vehicular conflict points with the pedestrian driven plaza area opposite the Blakes Crossing shopping precinct.

The height of the proposed development being three (3) levels located in proximity to a public transit route, activity centres and open space reserves is consistent with the intent of Master Planned Neighbourhood Zone PO 5.1. Whilst the height is a minor increase to the stated heights within DPF 5.1, this is considered an appropriate height increase given the incorporation of various materiality and canopies to reduce the bulk and scale of the building. It must be noted that the building design also demonstrates open style activation to the public realm by utilising the ground floor landscaped area/common rooms to provide ease of connection points for residents and visitors to the site.

6.4 Emerging Activity Centre Subzone – Built Form & Character

Emerging Activity Centre Subzone PO 2.1 seeks:

A range of low-to-medium rise buildings within Activity Centres, with the highest intensity of built form sited away from residential development, and lower scale development at the interface with residential development.

Emerging Activity Centre Subzone PO 2.2 seeks:

Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.

Emerging Activity Centre Subzone PO 2.3 seeks:

Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.

As per PO 2.2 and 2.3, on both accounts, the proposed development satisfies the intent of the Subzone. The supported accommodation building (deemed as a residential development) mitigates its visual impact through an increased rear setback to Bray Lane. In addition, the built form incorporates articulation that provides visual relief and reduces the perceived bulk of the three-storey building. The site benefits from having its rear boundary abut Bray Lane rather than directly abutting another allotment, which further minimises potential amenity impacts. It is considered that the building massing fronting Main Terrace is appropriate within the established context.

Additionally, the car parking area on the ground floor generally accord with design policies. Views of the carparking areas will be obscured from Bray Lane due to the proposed rendered retaining wall, fencing and the automatic sliding gate. Therefore, the

visual impact of this car parking area is not unreasonable in context and is consistent with adjoining properties.

To ensure mitigation of overshadowing, the applicant has provided shadow diagrams to ensure that the adjoining residential dwellings maintain at least three (3) hours of direct sunlight to their habitable windows and private open space on 21 June each year. The reason for the shadow diagrams demonstrating direct sunlight on 21 June is this day is the shortest day of the year in Australia's winter solstice and therefore, sunlight to habitable windows and private open space will be limited to a short period during the day.

As per the provided shadow diagrams, it appears that direct sunlight is maintained throughout the day, however, as per the diagrams for 9am and 3pm, there appears to be minor encroachment that may impact direct sunlight. It must be noted that three (3) hours direct sunlight is still maintained to the residential dwellings as the building height will mostly impact sunlight to the laneway carriageway and insignificant loss of sunlight to the adjacent indoor recreation facility (i.e. Revo Gym). It is considered the building meets the intent of PO 2.3.

6.5 Master Planned Neighbourhood Zone – Building Setbacks

Master Planned Neighbourhood Zone PO 6.1 seeks:

Buildings are setback from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape and integrate development with public open space.

Master Planned Neighbourhood Zone PO 9.1 seeks:

Buildings are set back from side boundaries to provide:

- (a) separation between buildings in a way that complements the emerging character of the locality*
- (b) access to natural light and ventilation for neighbours.*

Master Planned Neighbourhood Zone PO 10.1 seeks:

Buildings are set back from rear boundaries to provide:

- (a) separation between buildings in a way that complements the emerging character of the locality*
- (b) access to natural light and ventilation for neighbours*
- (c) open space recreational opportunities*
- (d) space for landscaping and vegetation.*

The proposed supported accommodation building demonstrates front, rear and side setbacks which are consistent with adjacent existing buildings to ensure a cohesive streetscape. The setbacks are also continuing the building line associated with the adjoining developments and enforcing the activation of the public realm. It should be noted that the building demonstrates appropriate setbacks, and the only boundary development required is limited to the combined retaining and fencing structures to mitigate visual impacts on neighbouring properties.

The setbacks associated with the development are also consistent with the adjoining sites to ensure that earthworks are not exceeding 1.6m for both excavation and filling to

allow building height interface between the adjacent indoor recreation facility and childcare centre facility.

6.6 Concept Plan 10 – Blakeview

The proposal is located within a Suburban Activity Centre shown in Concept Plan 10. As stated previously, the proposed development provides a land use which is envisioned in an activity centre.

This is also reflected within the intended land uses under the Master Planned Neighbourhood zone and associated Emerging Activity Centre subzone.

6.7 Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints

The proposal is located outside the 'Controlled Light Installation Area', of Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints and is not located within the Civil Aviation Safety Authority's 6km radius from a (Defence) airfield.

Therefore, the proposed supported accommodation building does not impact the intention of Concept Plan 81.

7. Planning Assessment - Overlays

7.1 Affordable Housing

Affordable Housing Overlay Desired Outcome (DO 1) seeks that:

Affordable housing is integrated with residential and mixed-use development.

Affordable Housing Overlay Desired Outcome (DO 2) seeks that:

Affordable housing caters for a variety of household structures.

The proposed development does not include any affordable housing as the proposed building does not create 20 or more apartments and therefore, affordable housing is not triggered. Hence, it must be noted that this overlay does not apply to this proposed building.

7.2 Defence Aviation Area

Defence Aviation Area Overlay Desired Outcome (DO 1) seeks that:

Management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas.

The proposed development shows a maximum building height of 12.86m above natural ground, therefore, the applicant would not be required to seek clearance/approval from the Department of Defence due to the development being below 45 metres in height.

7.3 Hazards (Flooding – General)

Hazards (Flooding – General) Overlay Desired Outcome (DO 1) seeks that:

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

As per the provided Wallbridge Gilbert Aztec (WGA) stormwater management plan (Attachmnet 3), the proposed development incorporates two northern 'pods/footprints'

with finished floor levels (FFLs) being 300mm above the adjacent top of kerb level at Main Terrace. This is approximately 500mm above the corresponding 'spoon drain' water table level. It must be noted that though the two southern 'pods/footprints' near Bray Lane are below 300mm above kerb level as the stormwater/flooding mitigation is driven by the required grading of the car parking area and entrance off the laneway.

Therefore, the proposed building is consistent with the performance outcomes of the Hazards (Flooding – General) overlay.

7.4 Prescribed Wells Area

Prescribed Wells Area Overlay Desired Outcome (DO 1) seeks that:

Sustainable water use in prescribed wells areas.

The proposed development does not include any horticulture, activities requiring irrigation, aquaculture, industry, intensive animal husbandry and commercial forestry. Therefore, no assessment against this overlay is required.

7.5 Regulated and Significant Tree

Regulated and Significant Tree Overlay Desired Outcome (DO 1) seeks that:

Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.

The subject site appears to be vacant with no vegetation including regulated and significant trees. It is also noted that the development impact have been contained to the subject site to ensure that no impact to regulated and significant trees which are located within the adjacent public walkway.

8. General Development Policies

8.1 Design in Urban Areas

The Design in Urban Areas section of the Code contains a suite of development policies which seek to guide contextual, durable, inclusive and sustainable development. Of importance, response to a building's surrounds ensures thoughtful design which positively contributes to the character of the locality. High-quality built form, particularly in highly visible and trafficked areas, provides context and setting for the immediate surrounds and should therefore be closely considered. Development should be fit for purpose, adaptable and constructed to ensure it is long lasting. Development should be well integrated with the public realm to optimise pedestrian usability and to provide equitable access to all users.

In accordance with PO 12.1, 12.2 and 12.3 in the Design in Urban Areas Module, it states:

Design in Urban Areas PO 12.1 seeks:

Buildings positively contribute to the character of the local area by responding to local context.

Design in Urban Areas PO 12.2 seeks:

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.

Design in Urban Areas PO 12.3 seeks:

Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.

The proposed development is of basic design and appearance, displaying rectilinear form with some articulation outside of balconies using horizontal cladding and privacy screening to break walls consisting of windows and white precast concrete walls. The elevations also incorporate vertical louvres for privacy to balconies and to protect the internal landscaped area. It should be noted that the eastern and western elevations display a high level of variation in colour palette and activation to reduce long sections of blank walls.

The above mentioned POs seeks for a mixture of materials, particularly at ground level, and distinct building elements to reduce visual mass, the proposed building is not considered to fully satisfy these policies.

As mentioned, the Code seeks for architectural detail at street level, particularly near public interface areas, in order to reinforce a human scale.

These interfaces should be designed to provide attractive, high-quality and pedestrian friendly street frontages. Whilst indicative landscaping seeks to funnel pedestrians toward the building entrance/lobby, the street presence of the ground floor, particularly as it relates to human scale and interface, is lacking.

Development which displays interface with the public realm; in this instance, the ground floor level is designed to provide dedicated 'zones' and building separation to ensure that passive surveillance and integration with the streetscape of Main Terrace and the public walkway is maintained.

Design in Urban Areas PO 2.4 seeks:

Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.

Design in Urban Areas PO 2.5 seeks:

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.

The proposed development maintains an appropriate provision of passive surveillance through the use of common areas and terrace areas which allow the public to understand the intent of the building through incorporating a 'walk-through' design. This design approach allows both residents but also visitors of the building to not feel contained within a condensed ground floor but rely on access points located in various parts of the development.

As the building allows passive surveillance to the public realm, it also gives the opportunity for windows and balconies to display clear lines of sight to the public realm of Main Terrace.

The proposed supported accommodation is appropriately designed to provide an active frontage to Main Terrace and the public walkway. The overall design is considered appropriate. However, there's room for improvement to provide further articulation elements and a variety of materiality for a higher degree of interface to the nearby residential setting. There's opportunity for the design to incorporate both vertical and horizontal elements as part of the facades to ensure that the building stands out in the architectural layout of Main Terrace.

The Design in Urban Areas section of the Code contains the relevant provisions relating to overlooking from medium-rise buildings with a three-storey building being medium-rise. In accordance with PO 16.1 of Design in Urban Areas module states:

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) offsetting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight

(c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms

(d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity

The building has incorporated 1.7m high privacy screening to the southern balconies for levels 1 and 2 and obscured glazing to all southern facing windows for levels 1 and 2 to 1.5m above finished floor level. The intent of the privacy screening and obscured glazing (including windows being double glazed above 1.5m from the finished floor level) is to ensure that any overlooking is mitigated to habitable windows and private open spaces (i.e. courtyards) for the Bray Lane row dwellings. It is considered that the incorporation of these mitigation measures, the building has adequately addressed direct overlooking to adjacent residential uses.

On balance, the proposed development is not considered to prejudice existing land uses in the immediate locality and is suitably designed to minimise overlooking and overshadowing impacts to the nearest residential dwellings within the Master Planned Neighbourhood zone.

8.2 Interface Between Land Uses

A suite of policies are contained within the General Development Policies which relate specifically to land use interface, suitability and mitigation of unreasonable impacts. The subject site is suitably placed to house the proposed development as it is a residential development in proximity to nearby sensitive receivers.

As previously stated within Section 6.4 of this report, overshadowing associated with the 3-storey development will have minimal adverse impacts upon adjacent land uses (PO 3.1, 3.2 and 3.3 Interface Between Land Uses Module) with land to the immediate south (containing residential dwellings), west (containing indoor recreation facility), east (containing childcare centre facility) and north (containing shopping centre) of the site.

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.

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.*

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.*

The proposed development will not include external lighting given its residential use and proximity to existing lighting on Main Terrace, Bray Lane and the adjacent public walkway. Therefore, if additional lighting is required as part of the development, it will be required to be designed to conform with Australian Standards AS 4282-1997 'Control of the obtrusive effects of outdoor lighting'.

In accordance with PO 6.1 of Interface Between Land Uses Module states:

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

Although lighting has not been included in the development, it could be anticipated that for security reasons, the carpark may require lighting within the building footprint to be directed downwards and not result in lighting overspill to adjacent properties and roadways.

The proposed supported accommodation has been designed to provide gradual transition to the adjoining existing commercial buildings fronting onto Main Terrace to the residential built form located to the south on Bray Lane and Finnis Street.

The proposed building is consistent with the height and built form outcomes associated with the activation of Main Terrace, while ensuring separation to the nearby two-storey row dwellings located on Bray Lane. Access to the site will be from Bray Lane, to ensure that the pedestrian walkability associated with Main Terrace is maintained.

8.3 Stormwater Management

The proposal includes a stormwater management report with associated calculations and plans prepared by WGA engineers (Attachment 3). The intent of the stormwater management report is to demonstrate the suitability of the development on the subject land and to ensure appropriate management of stormwater, whilst not impacting upon adjoining land and public infrastructure.

The proposed development displays two northern 'pods/footprints' with finished floor levels (FFLs) being 300mm above their adjacent 'top of kerb' levels at Main Terrace (or approximately 500mm above the corresponding 'spoon drain' water table level). However, the two southern footprint FFLs are, instead, driven by the compliant grading of the carpark and entrance off Bray Lane.

The on-grade carpark is mostly covered by a roof, but expect it will require an in-line pollution-reduction device such as the 'Humeceptor STC2', which is indicated in the northwest corner and immediately prior to discharge onwards to the provided connection pit.

As part of the WGA report, it was demonstrated that as part of the assessment of the 1 in 5-year flood event catchment versus the 1 in 100-year flood even, both at post-development, the maximum allowable stormwater discharge will be 25.8 l/sec from the subject site via a full 150mm PVC or a part-full 225mm outlet towards the receiving pit. As initial 'rational' calculations demonstrate, this would lead to a required stormwater detention volume capacity of approximately 16.55m³.

Therefore, the stormwater plan has proposed an inground stormwater tank consisting of sealed 'StormTrap' modules below the landscaping near the western boundary. The tank is sized as 8m by 2.35m by 1m deep to allow reasonable planting depth, whilst being gravity drained via a 100m diameter restriction orifice plate.

Stormwater detail has been reviewed by Council's Land Development Engineer who is comfortable with the built form and the stormwater strategy, subject to implementation of a reserved matter for an updated stormwater plan which incorporates the following aspects:

- A mesh basket is to be included for the collection/ capture point for carpark run-off in addition to the grated inlet pit to stop bigger debris.
- Note to be included for the details of temporary storage during power outage and pump failure management to be provided if this alternative option is chosen.
- Determination if additional freeboard is required to protect the development from any external stormwater spill from Bray Lane into the proposed carparking area.

8.4 Traffic, Access and Car Parking

The applicant has engaged Empirical Traffic Advisory (ETA) Traffic and Parking Consultants and Colby Phillips Advisory Consultants to provide expert and technical reporting relating to traffic, vehicle parking, vehicle movements and waste management.

PO 5.1 of the Transport, Access and Parking Module seeks:

Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:

- (a) availability of on-street car parking*
- (b) shared use of other parking areas*
- (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared*
- (d) the adaptive reuse of a State or Local Heritage Place.*
- (e) proximity to high frequency public transport*

This PO is informed by the associated Designated Performance Feature (DPF) 1.1 which seeks that:

Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:

- (a) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area*
- (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply*
- (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.*

As the site is not within a Designated Area, the following vehicle parking rate for the supported accommodation as reflected within Table 1 of the Module is applicable:

0.3 spaces per bed.

The proposed supported accommodation building comprises 21 beds across the 11 apartments. The minimum amount of car parking required is seven (7) spaces as per the requirements of Table 1 of the Module. Given that the proposal provides 13 car parking spaces (including two (2) disabled parking spaces) it is considered to meet the intent of the policy and is appropriate. The additional six (6) spaces further enhances functionality for staff and visitors.

PO 3.1 of the Transport, Access and Parking Module seeks:

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

The proposed development maintains safe and convenient vehicle access from Bray Lane, minimising any disruption to the operation of public roads and as shown by the provided swept path plans, vehicles can enter and exit the site in a forward manner. Vehicles within the carparking area can undertake three-point movement to exit the site, however, it must be noted that the vehicles will require adequate clearance to ensure that no conflict points occur on site. Due to the operation of the supported accommodation building, the parking arrangement has been designed to allow at least each apartment to have a dedicated space noting that most residents will utilise the nearby public transit service.

PO 4.1 of the Transport, Access and Parking Module seeks:

Development is sited and designed to provide safe, dignified and convenient access for people with a disability.

Two (2) dedicated disability car park spaces are located within the car parking area access from Bray Lane to allow any residents with physical disabilities to be able to park onsite without any disruption, satisfying PO 4.1, seeking safe, dignified and convenient access for persons with a disability.

In addition to the traffic and parking report, the applicant has provided a waste management plan confirming that the waste storage and management areas are appropriately screened from public view, in accordance with PO 1.5 and PO 11.2 in the Design in Urban Areas Module.

PO 1.5 of the Design in Urban Areas Module seeks:

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.

PO 11.2 of the Design in Urban Areas Module seeks:

Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.

Waste management, service and loading areas are well ventilated and appropriately sited to minimise visual impact. The service area is largely screened from public view by being located within a central location of the building but also being screened through the eastern and western rendered retaining wall/fencing. Whilst the Code seeks that waste collection vehicles can enter and exit the site in a forward direction, the proposed development cannot accommodate this. Waste collection vehicles will not enter the site and during bin collection days, consistent with adjacent residential dwellings, the bins will be presented to the laneway for collection and be brought in the screened storage area. This arrangement has been reviewed and deemed acceptable given the low-speed environment in which it will occur.

Furthermore, to waste collection, Design in Urban Areas section of the Code contains the following provisions relevant to waste collection:

PO 1.5

The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.

PO 11.

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.

PO 40.6

Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.

A Waste Management Plan prepared by Colby Phillips Advisory Consultants was submitted with the application. Each unit is provided with general waste, recycling and food organics bins, which residents or carers transfer to a ground floor bin room. Shared skip bins are then moved by staff to a presentation area for weekly collection by a private contractor from Barry Lane. The collection process is brief and consistent with existing lane arrangements, with no adverse impact on the street network. Given the consistency with the existing waste collection strategy for adjoining buildings and the residential dwellings on Bray Lane, the proposed waste collection method is considered appropriate on its merit against PO 40.6.

9. Conclusion

The proposed supported accommodation building with its associated works is considered an appropriate development in the Master Planned Neighbourhood Zone, Emerging Activity Centre Subzone, the applicable Overlays and relevant General Development Policies contained within the Code. In summary:

- Supported Accommodation is a contemplated form of development within the Master Planned Neighbourhood Zone and Emerging Activity Centre Subzone to further complement the Desired Outcomes by contributing to the broad variety of land uses and providing a different service to the growing community in the locality.
- Although the architectural design of the building could be improved to 'stand-out' in the Main Terrace setting, the built form and character policy in the Subzone and the building height policy in the Zone are largely satisfied.
- Suitable processes have been displayed to manage stormwater impacts, vehicle parking/movements and waste management of the subject site.
- The proposed development provides a high-level residential accommodation for a vulnerable section of society consistent with the envisioned diverse services within the Zone and Subzone.

On balance, the proposed supported accommodation, ground floor common areas, car parking, landscaping and retaining walls is not considered to be 'seriously at variance' with the relevant provisions of the Code. The proposal warrants Planning Consent subject to one reserved matter and the conditions listed in the recommendation.

10. Recommendation

STAFF RECOMMENDATION

It is therefore recommended that the Council Assessment Panel:

1. DETERMINES that the proposed development is not seriously at variance with the policies in the Planning and Design Code; and
2. GRANTS Planning Consent to the application by Ashley Richards & Associates C/-DKJ Projects Architecture & URPS for the Construction of a three-storey residential flat high-density building for supported accommodation consisting of 10 specialist disability accommodation (SDA) apartments, 1 onsite overnight assistance (OOA) apartment and ground floor associated common areas, landscaping, retaining walls and carparking, subject to the following reserved matter and conditions:

Reserved Matter(s)

Pursuant to Section 102(3) of the *Planning, Development and Infrastructure Act 2016* (the Act), the following matters shall be reserved for further assessment to the satisfaction of the Council Assessment Panel, and sub-delegated to the Assessment Manager for determination:

1. The applicant is to submit an updated stormwater management plan which includes:
 - The inclusion of a mesh basket for the collection/capture point for carpark run-off in addition to the grated inlet pit to stop bigger debris.
 - Additional note for the details of temporary storage during power outage and

pump failure management to be provided if this alternative option is chosen.

- Determination if additional freeboard to the vehicular access driveway is required to protect the development from any external stormwater spill from Bray Lane into the proposed carparking area

Conditions

1. The development must be undertaken, completed and maintained in accordance with the plan(s) and information detailed in this Application except where varied by any condition(s) listed below.

Reason: To ensure that the development is constructed and operated in accordance with the plans and details provided.

2. All stormwater resulting from the subject development shall be managed in an orderly manner and in accordance with the approved plans and documentation so that it does not flow or discharge onto land of adjoining owners or, in the opinion of Council, detrimentally affect structures on this site or any adjoining land.
3. Waste disposal vehicles and general delivery vehicles shall only service the development between the hours of 7.00am and 7.00pm Monday to Saturday inclusive, and shall, at all times, be restricted to the confines of the subject land.
4. The waste storage areas and/or receptacles shall be screened so as to reduce their visual prominence when viewed from the surrounding locality.
5. The area set aside for the parking of vehicles shall be made available for such use and shall not be used for any other purpose.
6. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with the relevant Australian Standards and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of Council prior to the occupation or use of the development.
7. External lighting and security lighting shall be directed in such a manner so as to not, in the opinion of Council, create unreasonable overspill onto any adjoining property or roadway which may create a nuisance to any neighbour or road user.
8. Graffiti shall be removed from any structure on the site, at the cost of the applicant or owner, within 7 days of the graffiti being placed on the structure.
9. Effective measures shall be implemented during the construction of the development and on-going use of the land in accordance with this consent to:
 - Prevent silt run-off from the land to adjoining properties, roads and drains.
 - Control dust arising from the construction and other activities, so as not to, in the opinion of Council, be a nuisance to residents or occupiers on adjacent or nearby land.
 - Ensure that soil or mud is not transferred onto the adjacent roadways by vehicles leaving the site.
 - Ensure that all litter and building waste is contained on the subject site in a suitable covered bin or enclosure.

- Ensure that no sound is emitted from any device, plant or equipment or from any source or activity to become an unreasonable nuisance, in the opinion of Council, to the occupiers of adjacent land.
10. All loading and unloading of goods and merchandise shall be carried out upon the subject land and no loading of any goods or merchandise shall be permitted to be carried out in the street in conjunction with the consent herein granted.
11. Landscaping shown on the plans herein approved shall be established to the reasonable satisfaction of Council prior to the operation of the development and shall be maintained and nurtured at all times with any diseased or dying plants being replaced within the first planting season following removal.
12. Extension of footpath shown on the plans to connect to existing public walkway external to the site requires application to Alter Council Land under Section 221 of the *Local Government Act 1999*.
13. The upper-level windows of **all elevations as shown on approved plans**, must have:
- Permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm; or
 - Sill heights greater than or equal to 1.5m above finished floor level; or
 - 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 1.5m above the finished floor level of the upper level.
 - The obscured glass must be fitted prior to occupation of the building and maintained at all times thereafter.
14. Permanently fixed privacy screens with a maximum 25% transparency/openings as reflected within the approved plans must be erected on the southern elevation (identified as Elevation B), western elevation (identified as Elevation C) and eastern elevation (identified as Elevation D) of the proposed building to a minimum height of 1.7 metres above the finished floor level of the upper levels (levels 1 and 2) prior to the occupation of the building, and must be maintained as an effective privacy screen thereafter.

Reason: To minimise overlooking into adjoining properties.

15. Common rooms must only be used for activities by the on-site residents.

Advisory Notes

1. The Applicant has a right of appeal against the conditions which have been imposed on this Planning Consent, such an appeal must be lodged at the Environment, Resources and Development Court (the Court) within two (2) months from the day of receiving this notice or such longer time as the Court may allow. The Applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, telephone number 8204 0289.
2. Any pruning, damage or removal of a Council tree by a person, other than the Council (or a person acting under some other statutory authority) may result in action taken under Section 221 of the *Local Government Act 1999*. Maximum

penalty \$5,000.

3. The Applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

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

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

PROPOSED SPECIALIST DISABILITY ACCOMMODATION (SDA) APARTMENTS

LOCATED AT

LOT 50 | 66 MAIN TERRACE, BLAKEVIEW, SOUTH AUSTRALIA



SHEET LIST	
SHEET NO.	SHEET NAME
A01	COVER SHEET
A02	SITE SURVEY
A03	SITE PLAN
A04	GROUND FLOOR PLAN
A05	LEVEL 1 FLOOR PLAN
A06	LEVEL 2 FLOOR PLAN
A07	ROOF PLAN
A08	FLOOR PLAN AREAS
A09	CROSS SECTION DIAGRAM
A10	DAYLIGHT ACCESS DIAGRAM
A11	SHADOW ANALYSIS BMY
A12	SHADOW ANALYSIS GPM
A13	SHADOW ANALYSIS SPM
A14	BUILDING ELEVATIONS - SHEET 1
A15	BUILDING ELEVATIONS - SHEET 2
A16	BUILDING SECTIONS
A17	BUILDING IMAGES
A18	LANDSCAPE PLAN GROUND FLOOR

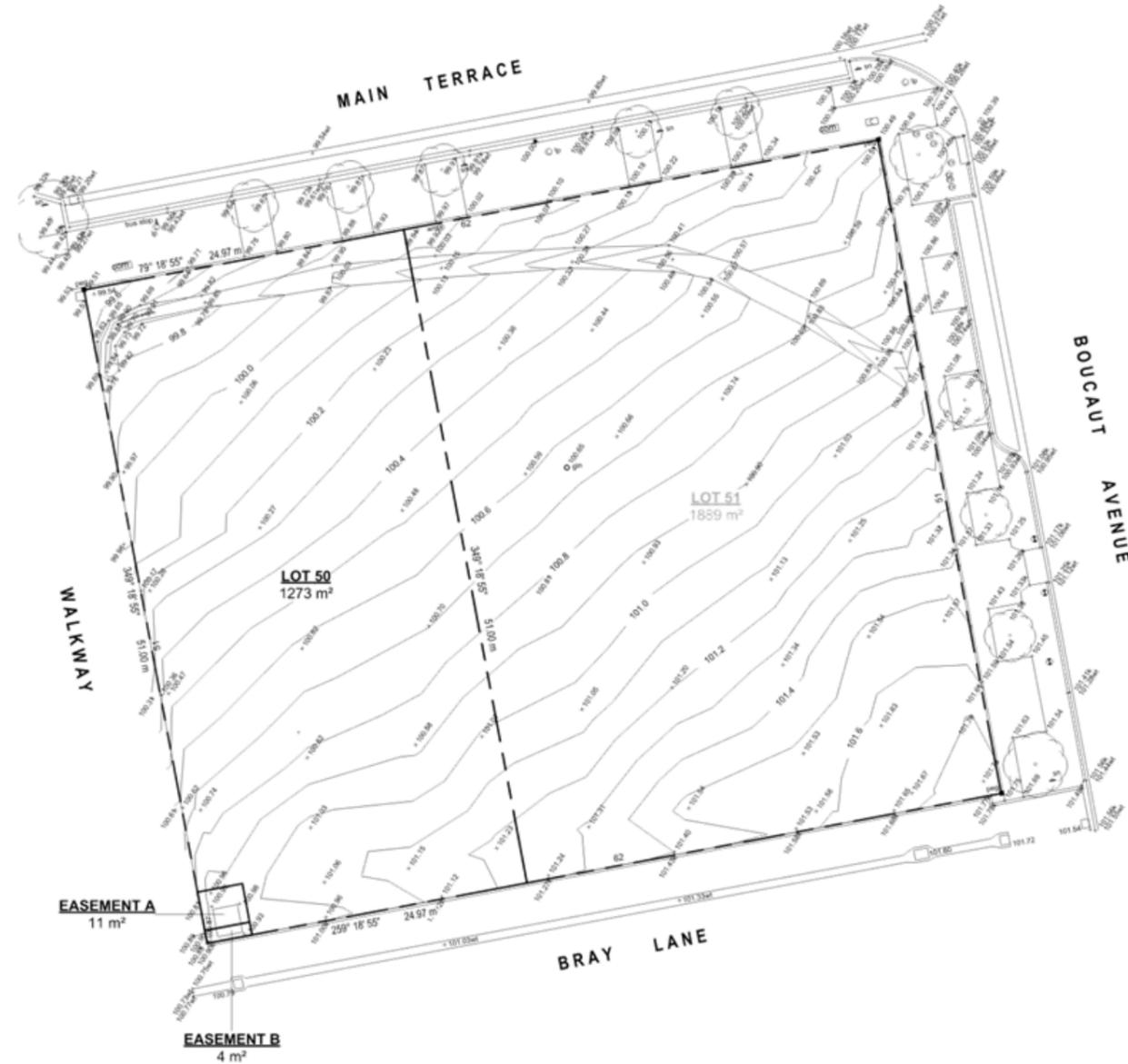
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DRAWING TITLE: COVER SHEET				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW		CLIENT NAME: KCL GROUP PTY LTD		
PROJECT NUMBER: 253034	SCALE: (A1) 	DRAWING NUMBER: A01	DATE: 17/10/25	REVISION:



SITE INFORMATION

LOT NUMBER: 50
 STREET NUMBER: 66
 STREET NAME: MAIN TERRACE
 SUBURB: BLAKEVIEW
 SITE AREA: 1,273m²
 HEIGHT LIMIT: 3 BUILDING LEVELS / 12m / WALL H 10m
 COUNCIL: CITY OF PLAYFORD
 ZONE: MASTER PLANNED NEIGHBOURHOOD



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DRAWING TITLE: SITE SURVEY				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW			CLIENT NAME: KCL GROUP PTY LTD	
PROJECT NUMBER: 253034	SCALE: @A1 As indicated	DRAWING NUMBER: A02	DATE: 17/10/25	REVISION:




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DRAWING TITLE: SITE PLAN				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW		CLIENT NAME: KCL GROUP PTY LTD		
PROJECT NUMBER: 253034	SCALE: @A1 1 : 200	DRAWING NUMBER: A03	DATE: 17/10/25	REVISION:



1 GROUND FLOOR PLAN
A14 1:100

0 100 200 400 600
1:100mm

NORTH

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DRAWING TITLE: GROUND FLOOR PLAN				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW		CLIENT NAME: KCL GROUP PTY LTD		
PROJECT NUMBER: 253034	SCALE: @A1 1:100	DRAWING NUMBER: A04	DATE: 17/10/25	REVISION:



1 LEVEL 1 FLOOR PLAN
A14 1:100

0 100 200 400 600
1:100mm

NORTH

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DRAWING TITLE: LEVEL 1 FLOOR PLAN				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW		CLIENT NAME: KCL GROUP PTY LTD		
PROJECT NUMBER: 253034	SCALE: @A1 1:100	DRAWING NUMBER: A05	DATE: 17/10/25	REVISION:



1 LEVEL 2 FLOOR PLAN
A14 1:100

0 150 300 450 600
1:100mm

NORTH

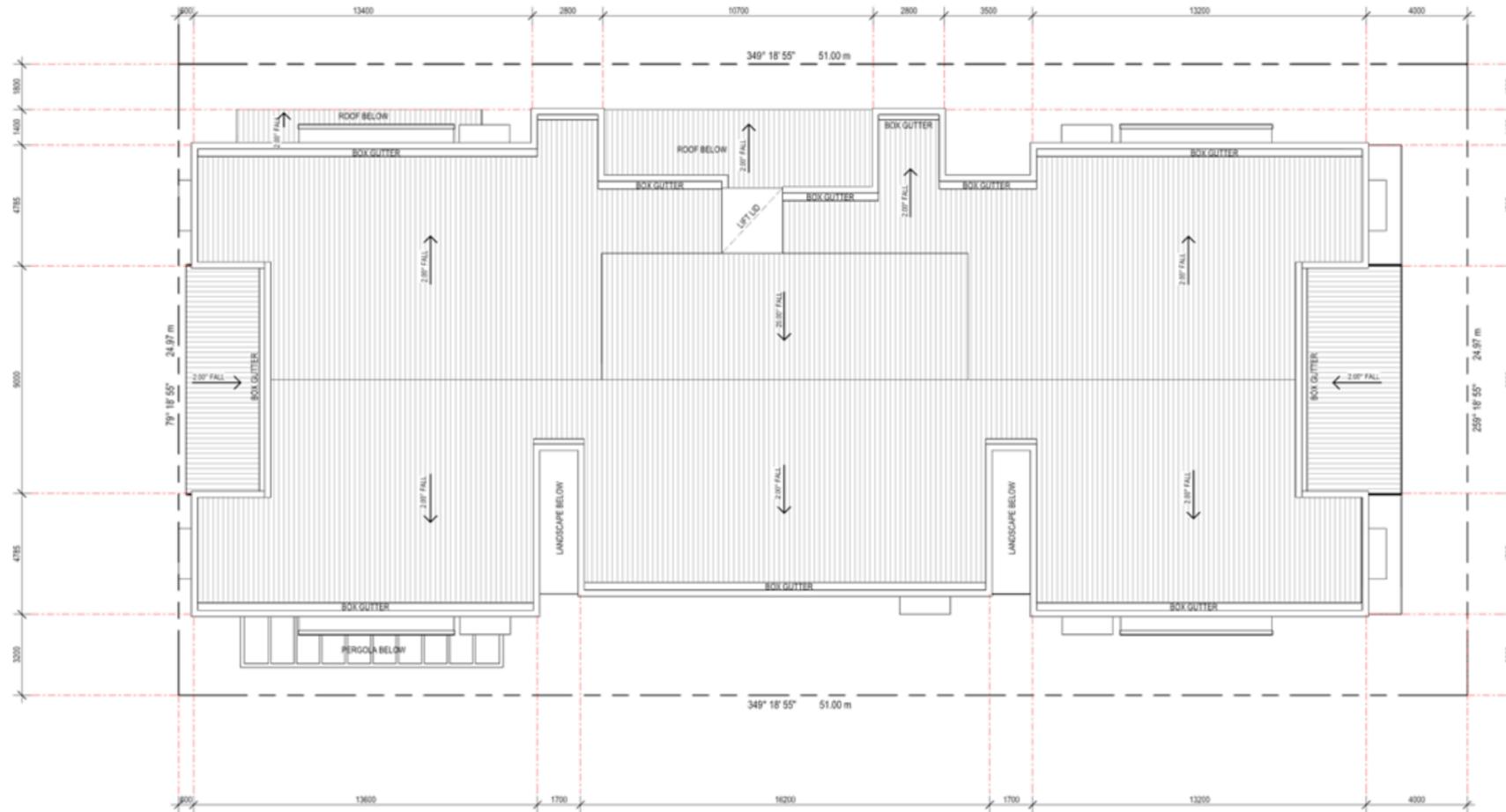
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DRAWING TITLE: LEVEL 2 FLOOR PLAN				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW		CLIENT NAME: KCL GROUP PTY LTD		
PROJECT NUMBER: 253034	SCALE: @A1 1:100	DRAWING NUMBER: A06	DATE: 17/10/25	REVISION:



1 ROOF PLAN
A14 1:100

0 500 1000 1500m
NORTH
FOR PLANNING ONLY

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DRAWING TITLE: ROOF PLAN				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW		CLIENT NAME: KCL GROUP PTY LTD		
PROJECT NUMBER: 253034	SCALE: @A1 1:100	DRAWING NUMBER: A07	DATE: 17/10/25	REVISION:



1 GROUND FLOOR PLOT RATIO
A14 1:200
PUBLIC WALKWAY

- GROUND FLOOR
- BIN STORE
 - COMMON ROOM 01
 - COMMON ROOM 02
 - COMMON ROOM 03
 - LANDSCAPE
 - STORE ROOM
 - UNIT 1 (DOA)

GROUND FLOOR AREA SCHEDULE	
NAME	AREA
BIN STORE	32.00
COMMON ROOM 01	52.00
COMMON ROOM 02	52.00
COMMON ROOM 03	115.00
STORE ROOM	28.00
UNIT 1 (DOA)	85.00
TOTAL AREA	354.00

GROUND FLOOR LANDSCAPE AREA	
NAME	AREA
LANDSCAPE	138.00
TOTAL AREA	138.00

AREA INFORMATION

COVERED AREA:	882.33m ²
SITE COVERAGE %:	69.29%
TOTAL SOFT LANDSCAPING:	225.45m ²
SOFT LANDSCAPING %:	17.70%
DEEP SOIL AREA:	95.03m ²
DEEP SOIL %:	7.46%



2 LEVEL 1 PLOT RATIO
A14 1:200
PUBLIC WALKWAY

- LEVEL 1
- LANDSCAPE
 - UNIT 2
 - UNIT 3
 - UNIT 4
 - UNIT 5
 - UNIT 6

FIRST FLOOR AREA SCHEDULE	
NAME	AREA
UNIT 2	132.00
UNIT 3	114.00
UNIT 4	138.00
UNIT 5	128.00
UNIT 6	112.00
TOTAL AREA	632.00

FIRST FLOOR LANDSCAPE AREA	
NAME	AREA
LANDSCAPE	42.00
TOTAL AREA	42.00



3 LEVEL 2 PLOT PATIO
A14 1:200
PUBLIC WALKWAY

- LEVEL 2
- LANDSCAPE
 - UNIT 7
 - UNIT 8
 - UNIT 9
 - UNIT 10
 - UNIT 11

SECOND FLOOR AREA SCHEDULE	
NAME	AREA
UNIT 7	132.00
UNIT 8	114.00
UNIT 9	138.00
UNIT 10	128.00
UNIT 11	112.00
TOTAL AREA	632.00

SECOND FLOOR LANDSCAPE AREA	
NAME	AREA
LANDSCAPE	28.00
TOTAL AREA	28.00



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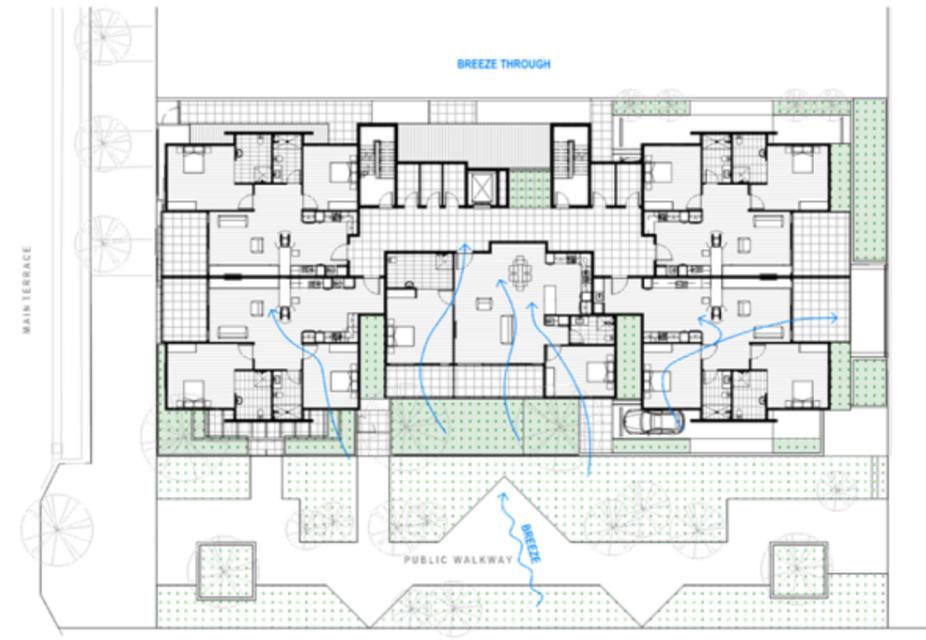
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DRAWING TITLE: FLOOR PLAN AREAS				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW		CLIENT NAME: KCL GROUP PTY LTD		
PROJECT NUMBER: 253034	SCALE: @A1 As indicated	DRAWING NUMBER: A08	DATE: 17/10/25	REVISION:



1 GROUND FLOOR CROSS VENTILATION DIAGRAM
A14 1:200



2 LVL 1 & 2 CROSS VENTILATION DIAGRAM
A14 1:200

CROSS VENTILATION SUMMARY		
STOREY	APARTMENT NO.	CROSS VENTILATION (YES/NO)
GROUND FLOOR	UNIT 1 (OSW)	NO
	UNIT 2	YES
LEVEL 1	UNIT 3	NO
	UNIT 4	YES
	UNIT 5	YES
LEVEL 2	UNIT 6	NO
	UNIT 7	YES
LEVEL 3	UNIT 8	NO
	UNIT 9	YES
	UNIT 10	YES
LEVEL 4	UNIT 11	NO
	TOTAL	14 (YES)



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DRAWING TITLE: CROSS VENTILATION DIAGRAM				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW		CLIENT NAME: KCL GROUP PTY LTD		
PROJECT NUMBER: 253034	SCALE: @A1 1:200	DRAWING NUMBER: A09	DATE: 17/10/25	REVISION:



1 GROUND FLOOR DAYLIGHT ACCESS DIAGRAM
A14 1:200



2 LVL 1 & 2 DAYLIGHT ACCESS DIAGRAM
A14 1:200

ACCESS TO DAYLIGHT SUMMARY		
(MIN. 2HRS DIRECT SUNLIGHT)		
STOREY	APARTMENT	ACCESS TO DAYLIGHT (YES/NO)
GROUND FLOOR	UNIT 1	YES
LEVEL 1	UNIT 2	YES
LEVEL 1	UNIT 3	YES
LEVEL 1	UNIT 4	NO
LEVEL 1	UNIT 5	NO
LEVEL 1	UNIT 6	NO
LEVEL 2	UNIT 7	YES
LEVEL 2	UNIT 8	YES
LEVEL 2	UNIT 9	NO
LEVEL 2	UNIT 10	NO
LEVEL 2	UNIT 11	NO
LEVEL 2	TOTAL	3 YES/0



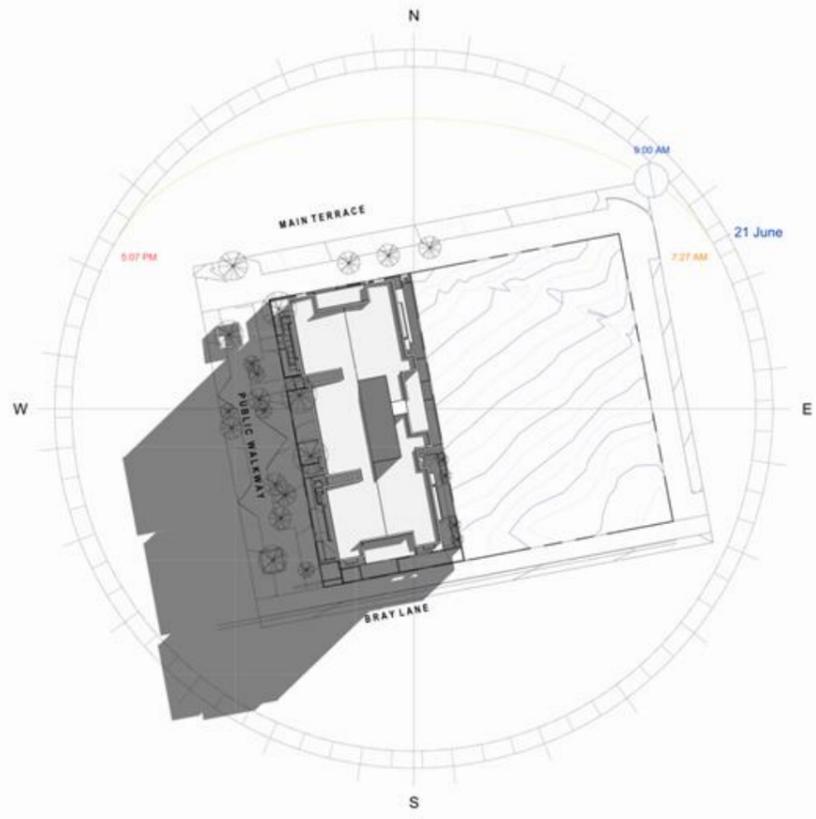
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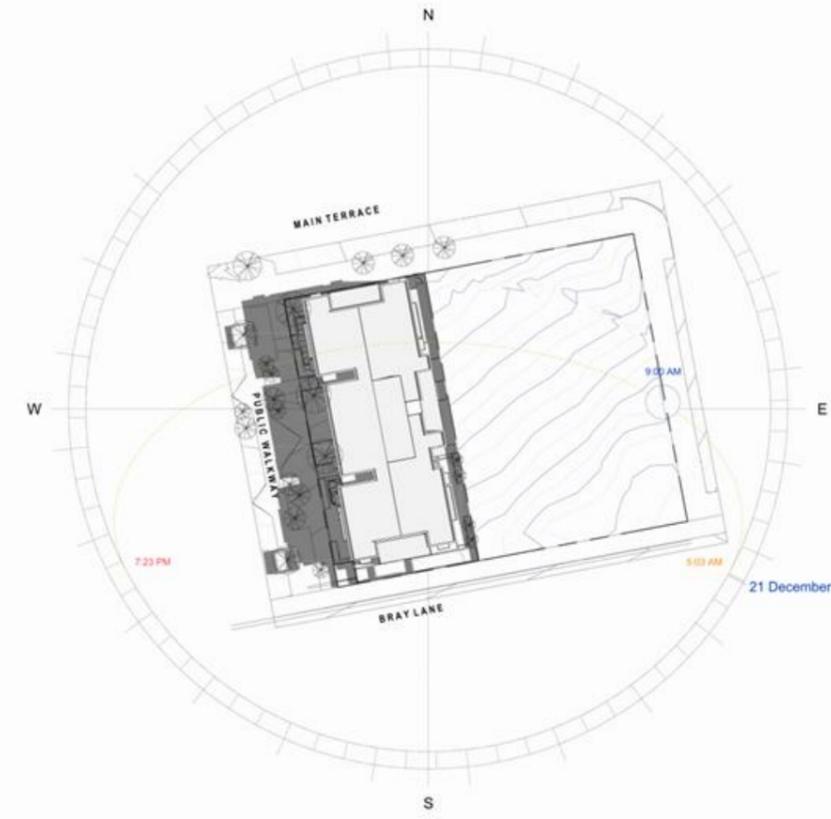
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DRAWING TITLE: DAYLIGHT ACCESS DIAGRAM				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW			CLIENT NAME: KCL GROUP PTY LTD	
PROJECT NUMBER: 253034	SCALE: @A1 1:200	DRAWING NUMBER: A10	DATE: 17/10/25	REVISION:



1 SUN STUDY 9AM - 21 JUNE
A14 1:500



2 SUN STUDY 9AM 21 DEC
A14 1:500



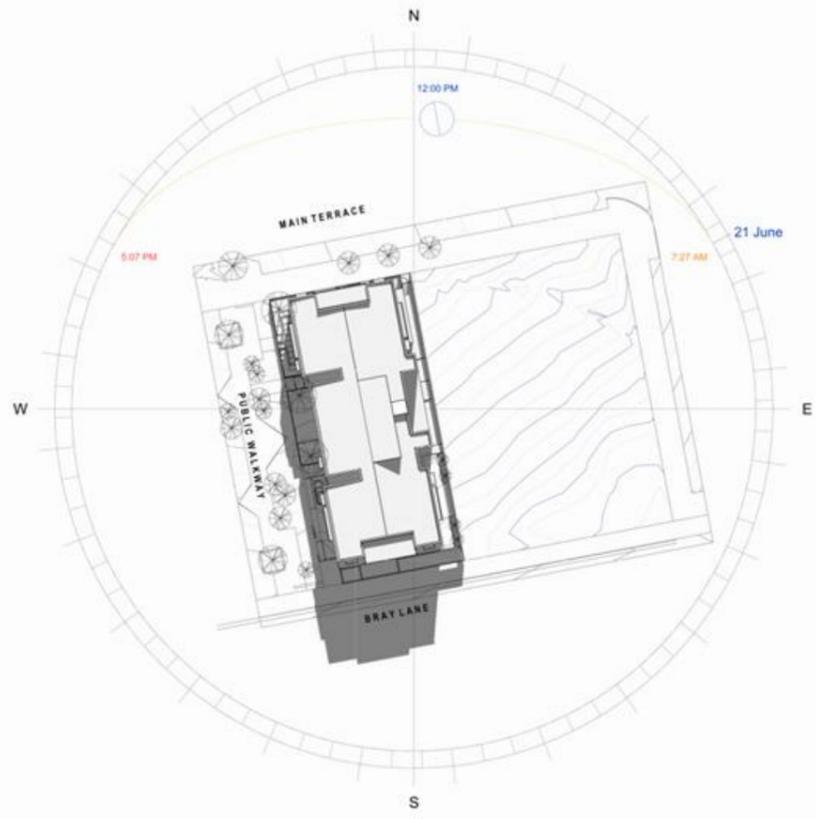
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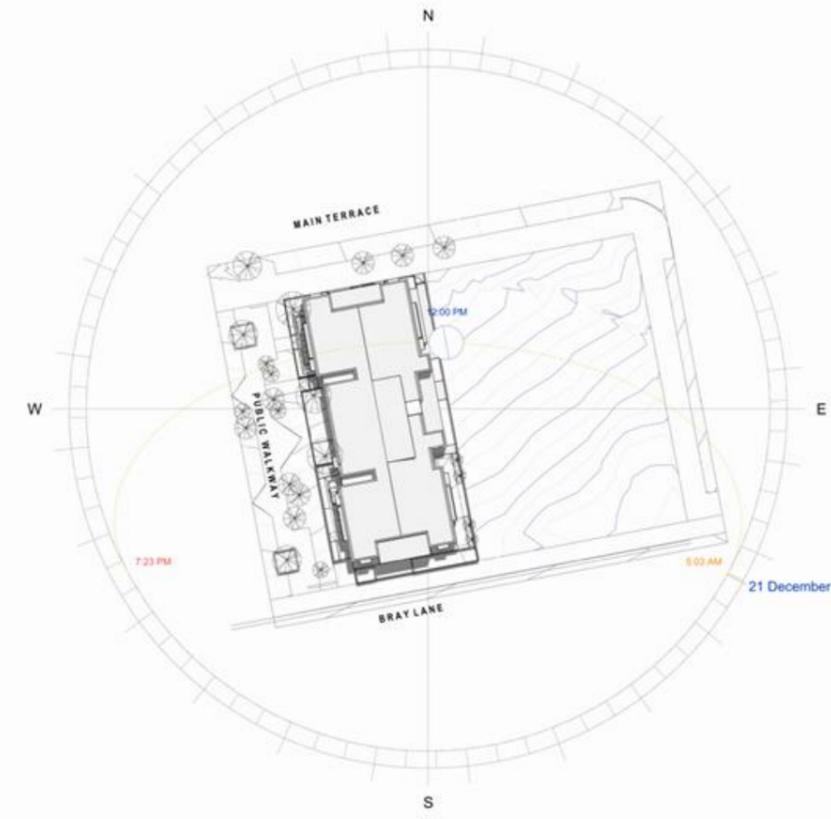
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DRAWING TITLE: SHADOW ANALYSIS 9AM				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW			CLIENT NAME: KCL GROUP PTY LTD	
PROJECT NUMBER: 253034	SCALE: (A1) 1:500	DRAWING NUMBER: A11	DATE: 17/10/25	REVISION:



1 SUN STUDY 12PM -21 JUNE
A14 1:500



2 SUN STUDY 12PM - 21 DEC
A14 1:500



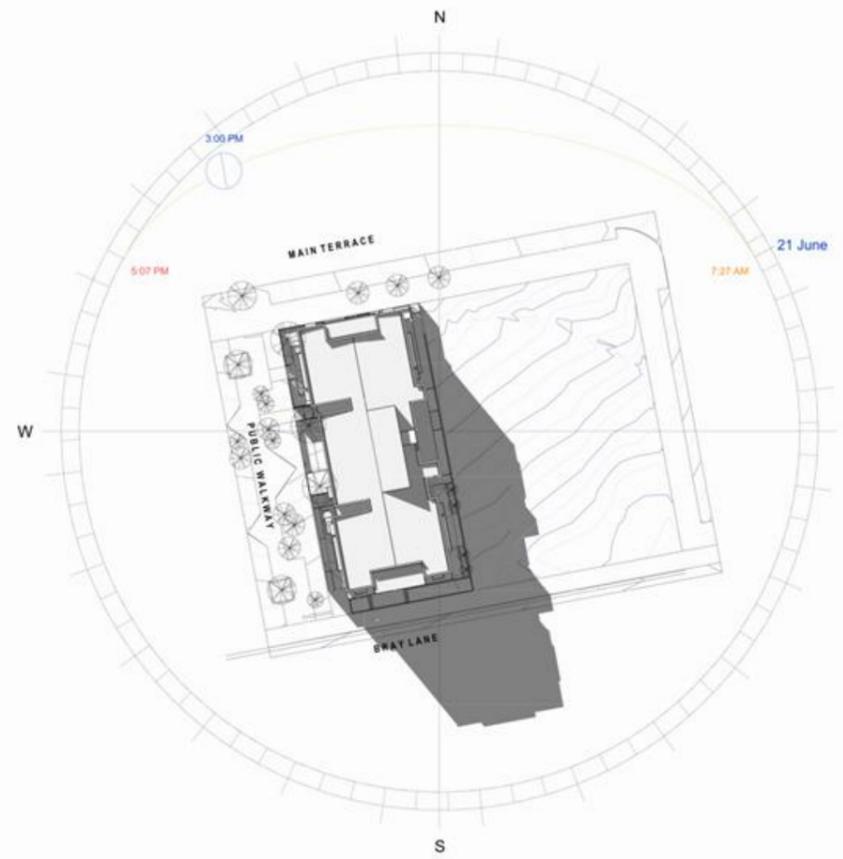
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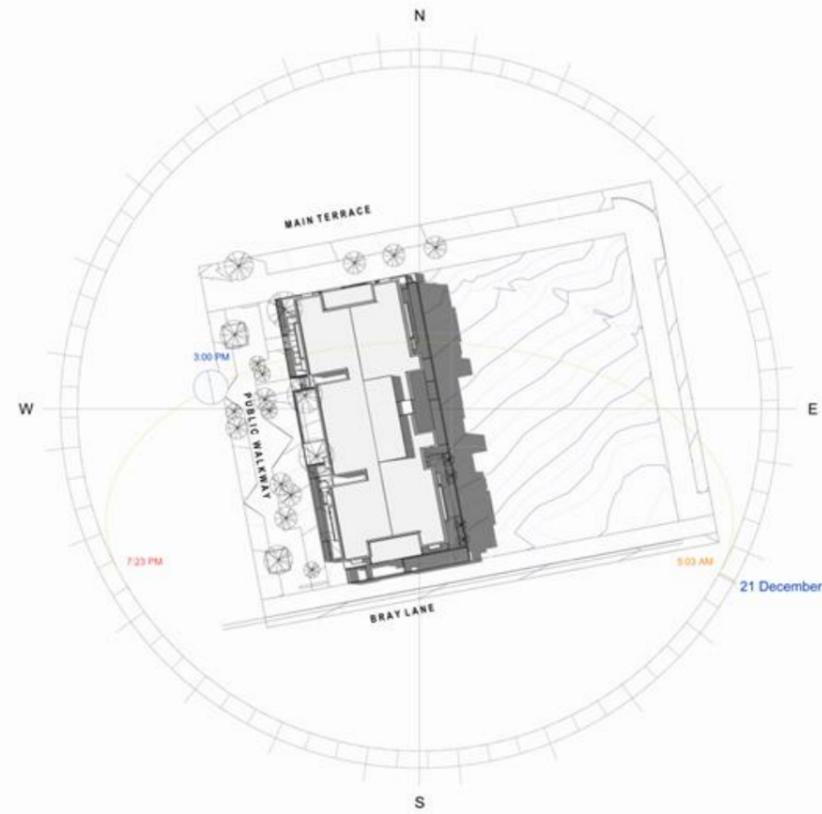
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DRAWING TITLE: SHADOW ANALYSIS 12PM				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW			CLIENT NAME: KCL GROUP PTY LTD	
PROJECT NUMBER: 253034	SCALE: (A1) 1:500	DRAWING NUMBER: A12	DATE: 17/10/25	REVISION:



1 SUN STUDY 3PM -21 JUNE
A14 1:500



2 SUN STUDY 3PM - 21 DEC
A14 1:500



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DRAWING TITLE: SHADOW ANALYSIS 3PM				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW			CLIENT NAME: KCL GROUP PTY LTD	
PROJECT NUMBER: 253034	SCALE: @A1 1:500	DRAWING NUMBER: A13	DATE: 17/10/25	REVISION:



1 ELEVATION A
A03 1:100



2 ELEVATION B
A03 1:100

EXTERNAL FINISHES SCHEDULE

ELEMENT	MATERIAL	COLOUR / FINISH
ROOFING	PROFILED SHEET METAL	COLORBOND SHALE GREY
GUTTERS AND DOWNPIPES	PROFILED SHEET METAL	COLORBOND SHALE GREY
COLUMNS (GROUND LEVEL)	CONCRETE	CONCRETE
FEATURE WALL - ENTRANCE LOBBY	STONE CLADDING	SANDSTONE
APARTMENT WALLS	PREFINISHED CFC SHEET	CEMTEL 'SURROUND' - WHITEISH
HORIZONTAL METAL WALL CLADDING	PROFILED SHEET METAL	COLORBOND MONUMENT
WINDOWS + DOORS	ALUMINUM WITH GLASS INFILL	POWDER COAT BLACK WITH GLASS INFILL
BALCONY	ALUMINUM	POWDER COAT BLACK
ALUMINUM FENCE & SLIDING GATE	ALUMINUM	POWDER COAT BLACK
SOLID FENCE	MASONRY	RENDER - WHITE
GARDEN VERTICAL LOUVRES	ALUMINUM	COLORBOND MONUMENT

0 500 1000 1500m

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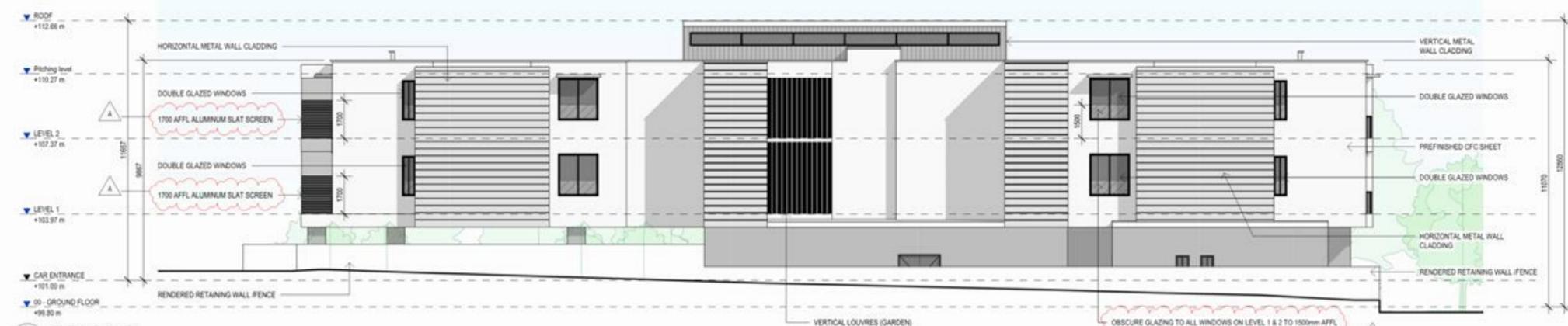
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DRAWING TITLE BUILDING ELEVATIONS - SHEET 1				
PROJECT NAME SDA APARTMENTS - BLAKEVIEW			CLIENT NAME KCL GROUP PTY LTD	
PROJECT NUMBER 253034	SCALE: (BA1) 1:100	DRAWING NUMBER A14	DATE 09/01/26	REVISION A



1 ELEVATION C
A03 1:100



2 ELEVATION D
A03 1:100

EXTERNAL FINISHES SCHEDULE

ELEMENT	MATERIAL	COLOUR / FINISH
ROOFING	PROFILED SHEET METAL	COLORBOND SHALE GREY
GUTTERS AND DOWNPIPES	PROFILED SHEET METAL	COLORBOND SHALE GREY
COLUMNS (GROUND LEVEL)	CONCRETE	CONCRETE
FEATURE WALL - ENTRANCE LOBBY	STONE CLADDING	SANDSTONE
APARTMENT WALLS	PREFINISHED CFC SHEET	CEMINTEL 'SURROUND' - 'WHITEISH'
HORIZONTAL METAL WALL CLADDING	PROFILED SHEET METAL	COLORBOND MONUMENT
WINDOWS + DOORS	ALUMINIUM	POWDER COAT BLACK
BALCONY	ALUMINIUM WITH GLASS INFILL	POWDER COAT BLACK WITH GLASS INFILL
ALUMINIUM FENCE & SLIDING GATE	ALUMINIUM	POWDER COAT BLACK
SOLID FENCE	MASONRY	RENDER - WHITE
GARDEN VERTICAL LOUVRES	ALUMINIUM	COLORBOND MONUMENT



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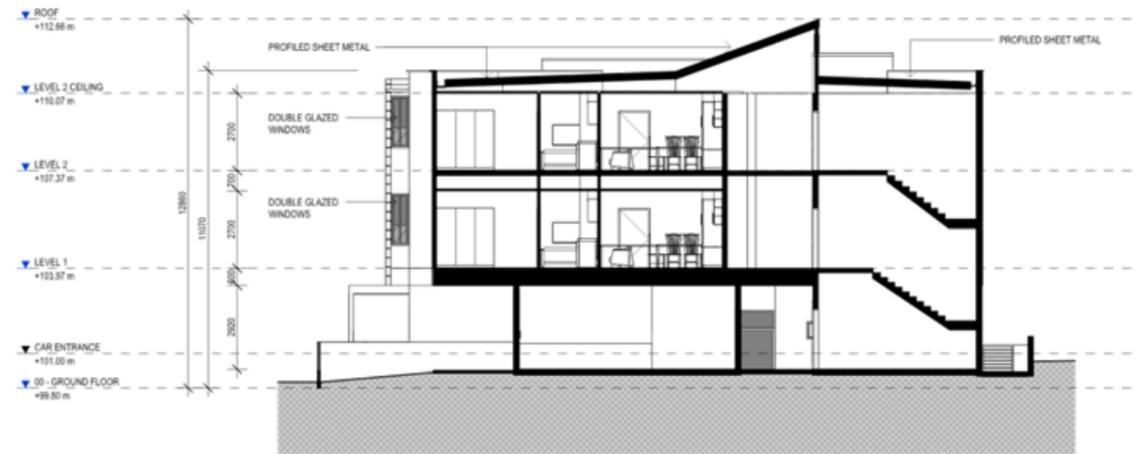
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DRAWING TITLE BUILDING ELEVATIONS - SHEET 2				
PROJECT NAME SDA APARTMENTS - BLAKEVIEW			CLIENT NAME KCL GROUP PTY LTD	
PROJECT NUMBER 253034	SCALE: (BA1) 1:100	DRAWING NUMBER A15	DATE 09/01/26	REVISION A



1 SECTION 1
ADA 1:100



2 SECTION 2
ADA 1:100

0 500 1000 1500mm

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DRAWING TITLE:
BUILDING SECTIONS

PROJECT NAME:
SDA APARTMENTS - BLAKEVIEW

CLIENT NAME:
KCL GROUP PTY LTD

PROJECT NUMBER: 253034	SCALE: @A1 1:100	DRAWING NUMBER: A16	DATE: 09/01/26	REVISION: A
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1 MAIN TERRACE VIEW 1



2 MAIN TERRACE VIEW 2



3 BRAY LANE VIEW 1



4 BRAY LANE VIEW 2

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DRAWING TITLE: BUILDING 3D IMAGES				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW			CLIENT NAME: KCL GROUP PTY LTD	
PROJECT NUMBER: 253034	SCALE: @A1	DRAWING NUMBER: A17	DATE: 17/10/25	REVISION

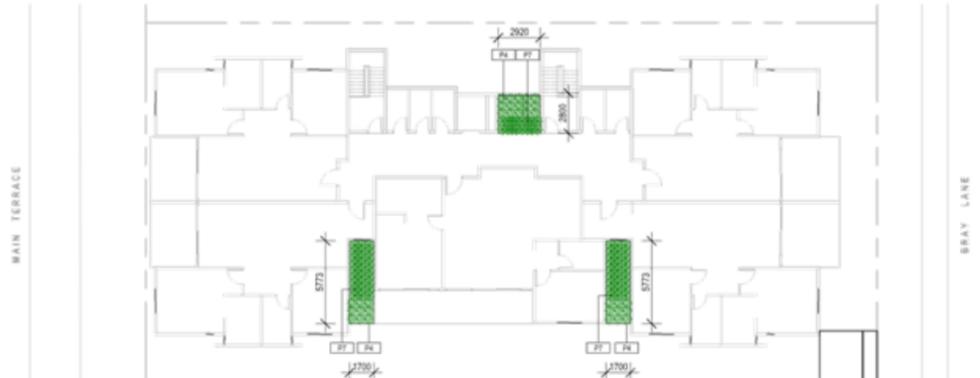
1 LANDSCAPE PLAN GROUND FLOOR
A14 1:200



3 LEVEL 1 LANDSCAPE PLAN
A14 1:200



4 LEVEL 2 LANDSCAPE PLAN
A14 1:200



PLANTS LEGEND

SHRUBS AND GROUND COVERS:

- | SYMBOL | SPECIES |
|--------|----------------------------|
| | LOMANDRA TANKA |
| | TRACHELOSPERMUM FLAT MAT |
| | TRACHELOSPERMUM TRICOLOUR |
| | PHLODECRON XANADU |
| | PITTOSPORUM MISS MUFFET |
| | RHAMPHOLEPIS ORIENTAL PERL |
| | SYNGONIUM RED HEART |
| | MURRAYA PANICULATA |
| | WESTRINGIA AUSSIE BOX |
| | VIBURNUM COORATISSIMUM |

TREES:

- | SYMBOL | SPECIES |
|--------|-------------------------|
| | LARGERSTROEMIA NACHEZ |
| | ELAEOCARPUS RETICULATUS |
| | PRUNUS NIGRA |
| | CITRUS LIMON |

LANDSCAPE AREAS:

- | SYMBOL | AREA |
|--------|--|
| | TOTAL ON SITE GARDEN AREAS: 225.451m ² |
| | TOTAL (PUBLIC WALKWAY) LAWN AREAS: 357.892m ² |
| | TOTAL DEEP SOIL AREAS: 95.03m ² |

LANDSCAPE NOTES:

- GENERAL**
- ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION. REPORT TO DESIGNER ANY DISCREPANCIES, IF OCCUR, BEFORE PROCEEDING WITH WORK.
 - ALL DRAINAGE AND WATERPROOFING OF RAISED PLANTER BOXES TO BE PROVIDED BY BUILDER.
 - SELECTION OF SPECIES SUBJECT TO AVAILABILITY.
 - THIS PLAN TO BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEDULES, REPORTS AND DRAWINGS.
 - PAVED AREAS ARE TO BE GRAZED SO THAT STORM WATER IS DIRECTED TO GARDEN/LAWNED AREAS.

PLANTING

- 100mm - JEFFRIES ORGANIC COMPOST TO ALL GARDENS
- 70mm - JEFFRIES FOREST MULCH TO ALL GARDENS

PLANTER BOXES

- ENSURE SUFFICIENT DRAINAGE, WATERPROOFING, SATURATED SOIL LOADING TO ENGINEER'S DTLs.
- INSTALL DRAINAGE CELL, COREFLUTE AND GEOTEXILE
- HIGH FLOW DRIPLINE
- INSTALL LIGHT ROOFTOP SOIL MIX
- PROVIDE WATER CONNECTION FOR IRRIGATION
- EACH PLANTER TO HAVE SEPARATE STOP COCK FOR A BATTERY OPERATED IRRIGATION CONTROLLER

- LANDSCAPING TO BE INSTALLED AFTER COMPLETION OF BUILDERS WORK.
- REGULAR MONTHLY GARDEN AND LAWN MAINTENANCE TO BE UNDERTAKEN BY CONTRACTOR.

IRRIGATION NOTES:

- AUTOMATIC IRRIGATION SYSTEMS OFF THE MAINS WATER SUPPLY TO ALL GARDEN AREAS AND LAWN.
 - A. RAIBIRD ESP - ROP APPROPRIATE EXPANSION MODULES.
 - B. 25mm SOLENOID CONTROL VALVES.
 - C. 25mm MAINLINES - PVC.
 - D. 20mm PVC - LATERALS - TORO S70 SERIES POP LIPS FOR TURF.
 - E. METAFIM DRIP IRRIGATION TO FIRST FLOOR PLANTERS.
 - F. PLANTER BATTERY OPERATED CONTROLLER FOR DRIP.
 - G. GARDENS - 15MM POLY RISERS TORO S70 NOZZLES
- SYSTEM TO HAVE A RAIN SENSOR OVERRIDE.
- SYSTEM TO WATER LAWN AND GARDENS SEPARATELY.
- POP LIPS TO ALL LAWN AREAS. DRIP IRRIGATION AND BUBBLERS ON TREE.
- BUILDER TO PROVIDE 90mm SLEEVES UNDER PAVING FOR RETICULATION WHERE REQUIRED.
- PAVED AREAS ARE TO BE GRAZED SO THAT STORMWATER IS DIRECTED TO GARDEN/LAWNED AREAS.

AREA INFORMATION

COVERED AREA: 882.33m²
 SITE COVERAGE %: 69.29%
 TOTAL SOFT LANDSCAPING: 225.45m²
 SOFT LANDSCAPING %: 17.70%
 DEEP SOIL AREA: 95.03m²
 DEEP SOIL %: 7.46%

SHRUBS, GROUND COVER AND TREES					
TYPE	MARK	QUANTITY	SPACING	POST SIZE AT PLANTING (SIZE AT MATURITY IN x H)	
LOMANDRA TANKA	P1	54	500	140	1.5m x 0.7m
TRACHELOSPERMUM FLAT MAT	P2	145	500	140	1.5m x 0.7m
MURRAYA PANICULATA	P3	20	750	75	1.5m x 1.0m
PHLODECRON XANADU	P4	10	500	75	1.5m x 0.7m
PITTOSPORUM MISS MUFFET	P5	19	750	75	1.5m x 1.0m
RHAMPHOLEPIS ORIENTAL PERL	P6	50	500	75	1.5m x 0.7m
SYNGONIUM RED HEART	P7	144	500	140	1.5m x 0.7m
TRACHELOSPERMUM TRICOLOUR	P8	12	500	140	1.5m x 0.7m
VIBURNUM COORATISSIMUM	P9	28	1200	75	4m x 2.5m
WESTRINGIA AUSSIE BOX	P10	34	500	75	1.5m x 0.7m
CITRUS LIMON	T1	1	-	100	4m x 4m
PRUNUS NIGRA	T2	4	-	100	5m x 4m
ELAEOCARPUS RETICULATUS	T3	2	-	100	8m x 3m
LARGERSTROEMIA NACHEZ	T4	2	-	100	10m x 4m



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DRAWING TITLE: LANDSCAPE PLAN GROUND FLOOR				
PROJECT NAME: SDA APARTMENTS - BLAKEVIEW		CLIENT NAME: KCL GROUP PTY LTD		
PROJECT NUMBER: 253034	SCALE: @A1 As indicated	DRAWING NUMBER: A18	DATE: 17/10/25	REVISION:

Blakeview Supported Accommodation

Planning Report



URPS

Blakeview Supported Accommodation

6 November 2025

Lead consultant	URPS 27 Halifax Street Enter via Symonds Pl Adelaide SA 5000 (08) 8333 7999 urps.com.au
In association with	DJK Projects Architecture Wallbridge Gilbert Aztec Empirical Traffic Advisory Colby Phillips Advisory
Prepared for	Ashley Richards & Associates
Consultant Project Manager	Chelsea Jurek, Principal Consultant cjurek@urps.com.au
URPS Ref	25ADL-0432

Document history and status

Revision	Date	Author	Reviewed	Details
V1	02/11/2025	S. Elliott	C. Jurek	Draft Report.
V2	03/11/2025	S. Elliott	C. Jurek	Draft issued to client.
V3	06/11/2025	S. Elliott	C. Jurek	Final.

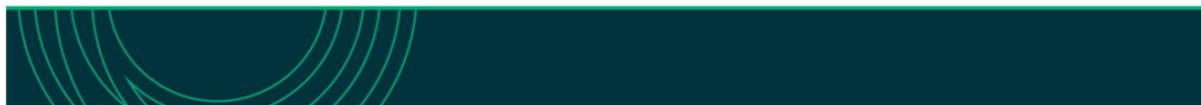


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We acknowledge the Kaurna People as the Traditional Custodians of the land on which we work and pay respect to their Elders past, present and emerging.

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Executive Summary

Application ID:	24025773
Applicant:	Ashley Richards & Associates
Property Location:	66 Main Terrace, Blakeview
Site Area:	1274m ²
Relevant Authority:	City of Playford Assessment Panel
Planning and Design Code:	Version 2025.20 23/10/2025
Zone and Subzone:	Master Planned Neighbourhood Zone Emerging Activity Centre Subzone
Overlays:	Affordable Housing Defence Aviation Area Hazards (Flooding - General) Prescribed Wells Area Regulated and Significant Tree
Current Land Uses:	Vacant
Description of Development:	Construction of a three-level supported accommodation building
Assessment Pathway:	Performance Assessed

1. Introduction and Background

1.1 Introduction

URPS has been engaged by Ashley Richards & Associates (the Applicant) to provide this planning report in support of the proposed development at 66 Main Terrace, Blakeview.

This report addresses the items raised in City of Playford Council's (Council) request for information (RFI) dated 13 March 2025 for DA 24025773.

The report also provides an overview of the subject site and locality, details of the proposed development and an assessment against the relevant provisions of the Planning and Design Code (the Code).

The report is accompanied by:

- Architectural plans prepared by DKJ Projects Architecture.
- Stormwater Management Plan prepared by Wallbridge Gilbert Aztec (WGA).
- Traffic and Parking Review prepared by Empirical Traffic Advisory (ETA).
- Waste Management Plan prepared by Colby Phillips Advisory.

1.2 Background

In March 2025 Council provided an RFI requesting a:

- Planning report.
- Traffic and car parking assessment.
- Environmental noise assessment.
- Landscaping plan.
- Waste management detail.
- Stormwater details.
- Amendments to architectural plans.

Since the time of the RFI the architect has changed. This has resulted in some minor variations in the design.

This report seeks to address the above requests and provide detail and assessment against the amended design.

2. Proposed Development

The proposed development seeks the construction of a three-level supported accommodation building.

More specifically the proposal includes:

- Construction of a 12.8m high building (as measured from natural ground level).
- 10 two bedroom supported accommodation units.
- One on-site overnight assistance (OOA) unit at ground level.
- Three common rooms at ground level.
- Waste store and common storage room at ground level.
- At-grade car park with a total of 13 parking spaces with access from Bray Lane.

To address the specific queries in the RFI, the following operational details are confirmed as follows:

- The proposal will have a maximum of two carers at the building 24 hours a day, 7 days a week.

3. Site and Locality

The site comprises the land located at 66 Main Terrace, Blakeview, formally identified as Allotment 50 in Deposited Plan 135579, Certificate of Title Volume 6304, Folio 681.

The site is rectangular in shape with a total area of 1274m², frontage to Main Terrace of 25m and secondary frontage to Barry Lane of 25m. The site is relatively flat, vacant of any buildings and devoid of any vegetation. Two easements are located in the southwestern corner of the site.

No formal access is provided. However, the Barry Lane frontage comprises a 'roll over' kerb.

The locality contains a diverse mix of land uses. This includes retail and commercial development to the north and west, educational development to the east and residential development to the south.

Building styles and designs are relatively modern given the age of the locality. Building heights vary between one and three levels.

Key features of the locality include Blakes Crossing Shopping Centre north of the site and Blakes Crossing Christian College east of the site.



Figure 1: Site Map

4. Procedural Matters

4.1 Zoning and Overlays

The site is in the Master Planned Neighbourhood Zone (the Zone), the Emerging Activity Centre Subzone (the Subzone) and is covered by the following Overlays:

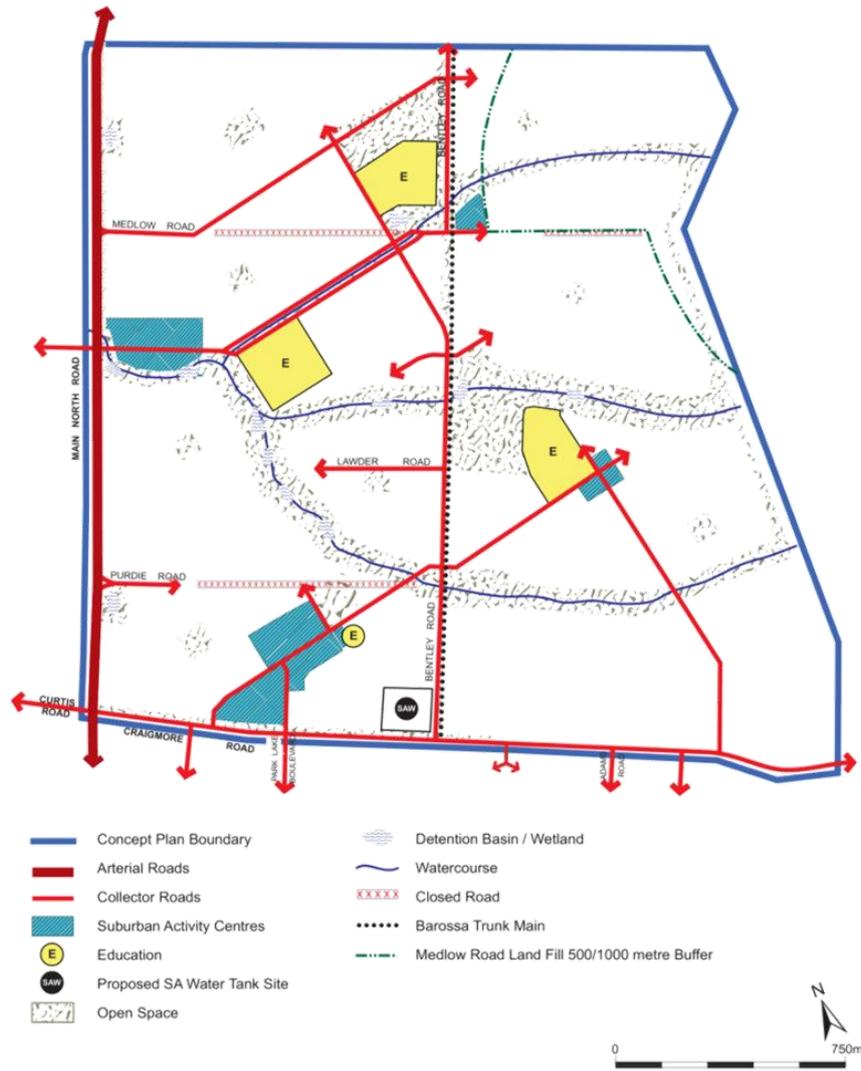
- Affordable Housing
- Defence Aviation Area All structures over 45 metres
- Hazards (Flooding - General)
- Prescribed Wells Area
- Regulated and Significant Tree



Figure 2: Zone and Subzone Map

The site is also located within the following concept plans:

- Concept Plan 10 - Blakeview
- Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints



Concept Plan 10 BLAKEVIEW

Figure 3: Concept Plan 10

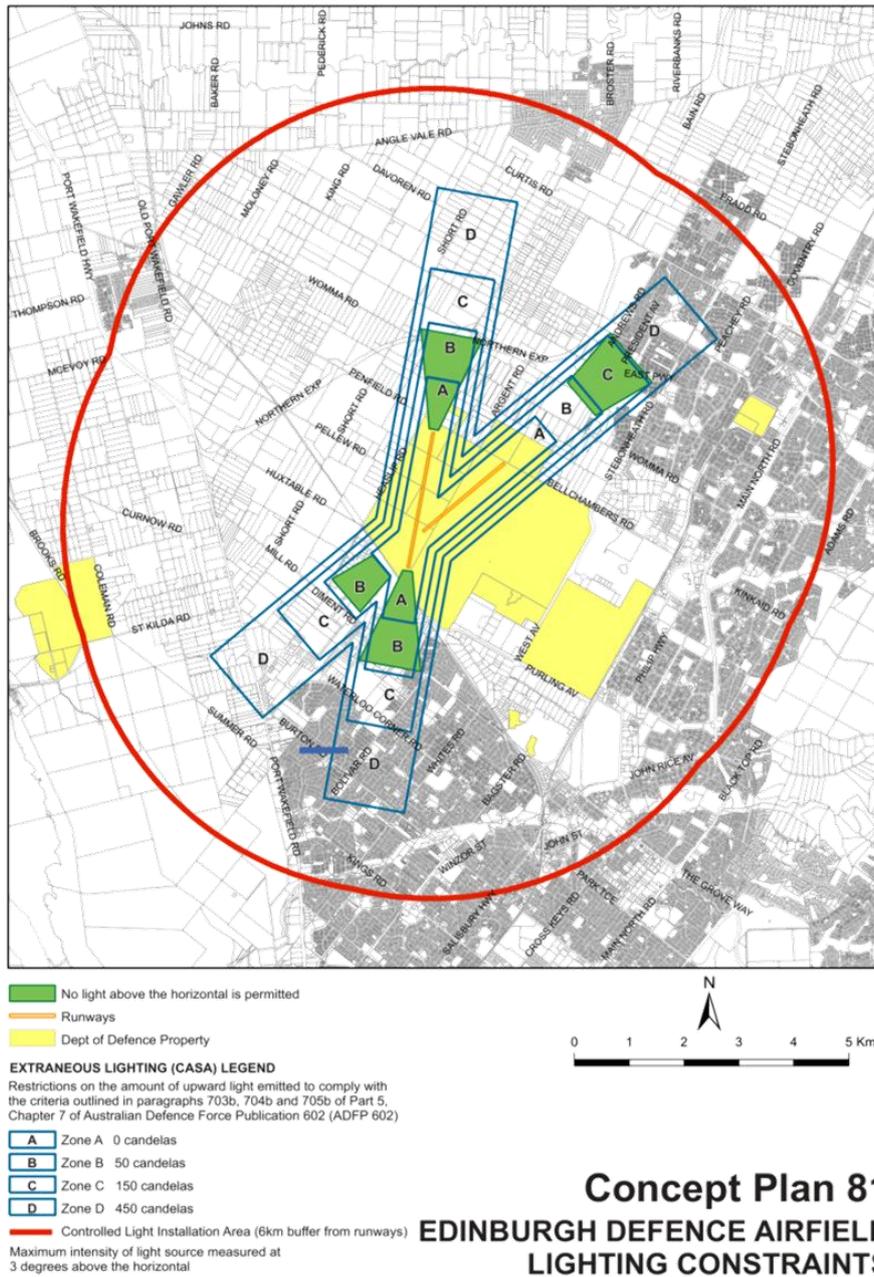


Figure 4: Concept Plan 81

4.2 Relevant Authority

The relevant authority is the City of Playford Council Assessment Panel.

4.3 Assessment Pathway

The proposed development is not prescribed as "accepted", "deemed to satisfy" or "restricted" development in the Zone and, as such, it is "performance assessed" pursuant to Section 107(1) the Planning, Development and Infrastructure Act 2016 (the Act). It will be assessed on its merits against the relevant provisions of the Code.

4.4 Public Notification

The proposal seeks to exceed the maximum building height specified in Zone DTS/DPF 5.1. Public notification is required as the exceptions outlined in Table 5 of the Zone are not fulfilled.

4.5 Statutory Referrals

No statutory referrals are required.

5. Planning Assessment

The key planning considerations associated with the proposed development are:

- Land Use
- Built Form and Character
- Landscaping
- Traffic and Car Parking
- Noise
- Waste Management
- Stormwater Management

Each of these planning issues are assessed in detail as follows:

5.1 Land Use

The Zone seeks:

PO 1.1 *Diverse housing choices and a wide range of complementary recreational, community services and other activities to support a growing community and create a pleasant place to live.*

DPF 1.1 *Development comprises one or more of the following:*

...

(n) Supported accommodation.

Likewise, the Subzone seeks:

PO 1.1 *Activity centres within master-planned communities include a range of land uses to provide services at the local and neighbourhood level.*

DPF 1.1 *Development comprises one or more of the following where located in an Activity Centre*

...

And in any other case, one or more of the following land uses:

...

(n) Supported accommodation.

The proposed development is entirely appropriate in both Zones and Subzones and conforms with all the above provisions with respect to land use.

5.2 Built Form and Character

The Subzone provides the following provision relevant to built form and character:

PO 2.1 *A range of low-to-medium rise buildings within Activity Centres, with the highest intensity of built form sited away from residential development, and lower scale development at the interface with residential development.*

Further, the Zone provides the following provisions:

- PO 5.1** *Buildings establish a low-medium rise residential character with development above 3 building levels located close to activity centres, open space and/or public transport.*
- PO 6.1** *Buildings are setback from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape and integrate development with public open space.*
- PO 7.1** *Buildings are setback from secondary street boundaries to maintain a pattern of separation between building walls and public thoroughfares and reinforce a streetscape character.*
- PO 8.1** *Boundary walls are limited in height and length to manage impacts on adjoining properties.*
- PO 9.1** *Buildings are set back from side boundaries to provide:*
(a) separation between buildings in a way that complements the emerging character of the locality
(b) access to natural light and ventilation for neighbours.
- PO 10.1** *Buildings are set back from rear boundaries to provide:*
(a) separation between buildings in a way that complements the emerging character of the locality
(b) access to natural light and ventilation for neighbours
(c) open space recreational opportunities
(d) space for landscaping and vegetation.
- PO 16.1** *Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.*

The building positively responds to these provisions when noting:

- The maximum building height is three levels.
- The site is adjacent a shopping centre and public transport.
- The front, rear and side setbacks are consistent with the adjacent buildings attributing to a cohesive streetscape.
- Boundary development is limited to retaining and fencing which ensures any adverse visual impacts on neighbouring properties is mitigated.
- Earthworks will not exceed 1.5 metres in height – refer attached Civil Plan.

The building is of an overall high design standard and will help enhance the streetscape character of the area.

The Design in Urban Areas module provides the following relevant built form provisions related to supported accommodation:

- PO 37.1** *Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.*
- PO 37.2** *Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.*
- PO 38.1** *Development is designed to support safe and convenient access and movement for residents by providing:*
(a) ground-level access or lifted access to all units
(b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places
(c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability

(d) kerb ramps at pedestrian crossing points.

PO 39.1 *Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.*

PO 39.3 *Communal open space is of sufficient size and dimensions to cater for group recreation.*

PO 39.4 *Communal open space is designed and sited to:*

(a) be conveniently accessed by the dwellings which it services

(b) have regard to acoustic, safety, security and wind effects.

PO 39.5 *Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use*

PO 39.6 *Communal open space is designed and sited to:*

(a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings

(b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.

The above provisions are satisfied when noting the following:

- The site is relatively flat ensuring movement is not restricted by the topography.
- Each unit is open and spacious catering to residents with disabilities or limited mobility.
- The ground floor layout facilitates access throughout the building without the need for steps.
- The spatial arrangement enhances connectivity between private and shared spaces.
- Lift access is provided to the units above ground level. This facilitates accessibility in both horizontal and vertical circulation.
- Car parking is provided at grade and is of sufficient space to allow for wheelchair manoeuvrability.
- Three communal areas are provided at ground level. These are labelled as common rooms on the architectural plans.
- Each common room has a minimum dimension of five metres.
- Communal areas are conveniently accessed and are adjacent landscaped areas to encourage recreational use.

5.3 Interface

The Subzone provides the following provisions relevant to interface:

PO 2.2 *Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone*

PO 2.3 *Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.*

It is noted residential development is situated to the south of the site, across Bray Lane.

To ensure appropriate separation from these properties the building has been designed with a rear setback of four metres. Balconies are positioned slightly closer to the rear boundary but remain within acceptable limits.

Bray Lane functions as a secondary frontage for the adjacent dwellings. These dwellings present garage doors to the lane. No primary living areas face this interface. This arrangement significantly reduces the potential for visual intrusion. It also ensures there aren't any adverse overshadowing impacts.

The design respects the amenity of the adjoining residential properties. The interface treatment along Bray Lane is considered appropriate for the context. Lastly, the use of balconies enhances passive surveillance without compromising privacy.

5.4 Landscaping

The Design in Urban Areas module provides the following provisions relevant to landscaping for supported accommodation:

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.*

To address this a landscaping plan has been prepared by DKJ. Landscaping areas are provided to both the ground and upper levels. The landscaping includes a mixture of trees, shrubs and ground covers. Landscaping will cover approximately 15% of the ground level.

Landscaping will be installed at the completion of the building work.

These landscaping areas will be maintained by a private contractor monthly.

Automatic irrigation systems will also be installed to water the landscaping.

5.5 Traffic and Car Parking

The provisions of the Transport, Access and Parking General Development Policies seek a transport system that is safe, sustainable, efficient, and convenient to all users. Careful consideration needs to be given to the access and egress, car parking and traffic impacts. To help address the relevant provisions, ETA has provided a Traffic and Parking Report. The pertinent issues are addressed in further detail below.

5.5.1 Access

The applicable provisions in the Transport, Access and Parking module regarding access are:

- PO 3.1** *Safe and convenient access minimises impact or interruption on the operation of public roads.*
- 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.*
- PO 3.4** *Access points are sited and designed to minimise any adverse impacts on neighbouring properties.*
- PO 3.5** *Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.*
- PO 3.6** *Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).*

PO 3.9 *Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.*

PO 4.1 *Development is sited and designed to provide safe, dignified and convenient access for people with a disability.*

Access will be facilitated via a new crossover to Bray Lane. The access has been designed to cater for light vehicles. No street trees or infrastructure will be impacted by the new access point. The access is of sufficient width to facilitate simultaneous entry and exit. The car park ensures vehicles can enter and exit in a forward direction. ETA in their assessment conclude sightlines will be adequately provided.

Safe and convenient access is provided satisfying the above provisions.

5.5.2 Car Parking

The applicable provisions in the Transport, Access and Parking module regarding parking is:

PO 5.1 *Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:*

(a) availability of on-street car parking

(b) shared use of other parking areas

(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared

(d) the adaptive reuse of a State or Local Heritage Place.

The proposed development includes 13 car parking spaces within the rear at grade car park. Two of these spaces will be DDA compliant. ETA in their assessment confirm the car park layout meets the relevant Australian Standards.

The proposed development will generate a demand of seven spaces. The proposed development will exceed this requirement by providing one space per unit and staff i.e. a total of 13 car parking spaces where 7 are sought by the Code.

The proposed development complies with the above provisions.

5.5.3 Traffic

The applicable provisions in the Transport, Access and Parking module regarding traffic impact and movements are:

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 1.3 *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.*

ETA forecast the proposed development will cause a minor increase in traffic to the surrounding road network. In the order of two to four vehicles per hour. Such an increase is not expected to materially impact on the safety and efficient of the road network.

5.6 Noise

Council has identified the potential for noise impacts associated with the proposed development and has requested further consideration of this matter.

The Interface Between Land Uses module in Part 4 of the Code provides the relevant policies to manage interface issues. The relevant provisions relating to noise are:

PO 4.1 *Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).*

The proposed development will not result in any adverse noise impacts for the following reasons:

- Supported accommodation is designed a low-impact residential use.
- The nature of the accommodation is consistent with typical domestic living arrangements. Residents engage in everyday activities that do not generate excessive noise.
- Communal areas are located and treated to avoid noise spill into adjoining properties.
- 24/7 staff presence contributes to a calm and well-managed environment.
- The development does not include any high-intensity or commercial uses.
- Outdoor spaces are landscaped to soften sound and encourage passive recreation.
- The proposed development is not expected to generate traffic volumes that would contribute to excessive noise impacts. Car parking is provided at grade and is separated from sensitive interfaces.

The childcare centre is unlikely to adversely impact the site given it will only be operation during daytime hours during the week.

The need for an environmental noise assessment is unnecessary in the circumstances. The above provisions are appropriately satisfied.

5.7 Waste Management

The Design in Urban Areas module provides guidance on the location of storage and management of waste on site:

PO 1.5 *The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.*

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.*

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.*

- PO 11.3** *Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.*
- PO 40.4** *Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.*
- PO 40.5** *Waste and recyclable material storage areas are located away from dwellings.*
- PO 40.6** *Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.*

Each unit will have a general waste, recycling and food organics bin. Once full residents or cares will take the bins to the ground floor bin disposal room. All units will share the one set of skip bins located in the bin disposal room. The skip bin will be moved by staff to the bin presentation area in the car park ready for collection. A private waste collector will collect the bins on a weekly basis. The truck will park in Bray Lane and the contractor will wheel the bins from the presentation area. It is expected such collection will take five minutes.

The proposal satisfies the above provisions when noting:

- A Waste Management Plan supporting the development has been prepared by Colby Phillips.
- All waste storage areas are integrated into the design and not visible from public view.
- All waste stores are to be well ventilated and are located away from habitable room windows
- The collection methodology will have no adverse impact on the street network and is no different to current arrangements on the lane.

5.8 Stormwater Management

The Stormwater Management Overlay provides the relevant policy for stormwater management:

- PO 1.1** *Residential development is designed to capture and re-use stormwater to:*
- (a) maximise conservation of water resources*
 - (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded*
 - (c) manage stormwater runoff quality.*

The proposed development appropriately manages stormwater from the site as detailed in the Stormwater Management Plan prepared by WGA. This satisfies the provisions quoted above.

6. Conclusion

The proposed development is for the construction of a three-level supported accommodation building.

The proposed development satisfies the provisions of the Code in the following ways:

- The proposed land use is envisaged in the Zone and Subzone.
- The building is of an overall high quality design standard and will help enhance the streetscape character of the area.
- The building will not result in any adverse interface impacts.
- Appropriate landscaping is provided.
- Appropriate access is provided for the anticipated vehicle types.
- Adequate car parking is provided.
- There will be negligible increased traffic impact to the surrounding road network.
- Appropriate waste management is provided.
- Appropriate stormwater management is provided.

The proposed development warrants planning consent.

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DKJ

4010 Main Terrace, Blakeview

STORMWATER MANAGEMENT PLAN

WGA252083

WGA252083-RP-CV-0001_A

8 October 2025



Revision History

REV	DATE	ISSUE	ORIGINATOR	CHECKER	APPROVER
A	08/10/2025	For Approval	WRS	WRS	WRS

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1 INTRODUCTION

1.1 Background

Wallbridge Gilbert Aztec (WGA) has been engaged by DJK Projects Architecture to prepare a preliminary stormwater management report for the proposed multi-storey residential development located at 4010 Main Terrace, Blakeview.

This report is intended to conceptually outline the stormwater design required for the proposed development and detail the stormwater management methodology. A final detailed design should be carried out to provide construction documentation and incorporate the stormwater design principles outlined in this report. The final documentation is considered to be beyond the scope of this report.

1.2 Scope of the Assessment

The preparation of the plan comprises the scope of services listed below:

- Site visit, and interrogation of the survey results.
- Prepare a Stormwater Management Plan detailing the proposed method of collection and the disposal of site generated stormwater runoff.
- Prepare a preliminary sketch plan showing possible site drainage infrastructure and based on Council and Client requirements.
- Consideration of accessibility requirements and how they result in the varied site levels proposed.

1.2.1 Documentation

The client has provided previous preliminary Architectural Plans for the proposed development, and an Engineering Survey of the site.

2 DETAILED REPORT

2.1 Development Description

It is understood that the proposed development comprises the construction of a new multi-storey residential building requiring a focus on code-compliant accessibility for all.

The Ground Floor level consists of four 'pods', or building footprints requiring their own access, but also a level of interconnection. Mostly undercover, there is proposed a small 'on-grade' carpark accessed from the southern end of the site.

Refer to Appendix A for a copy of the preliminary Architectural Plans.

2.2 Catchment Description

The project area is located within Blakeview, and is directly to the south of, and across the road from, the Blakes Crossing Shopping Centre.

Main Terrace to the north is the lower end, with a kerbed parallel parking bay. It is noted that the street's watertable line itself is not the bottom of this kerb but is within a spoon drain set lower again and further north.

Bray Lane to the south provides an alternative access, sitting on the high side of the allotment (which falls consistently to the north-northwest at approximately 1 in 33).

A well-formed Council walkway passes along the western boundary edge, whilst a relatively new development has been completed to the east (encapsulating a large section of the full site indicated by the available survey and aerial photography)

Refer to Appendix B for a copy of the engineering survey that demonstrates the site levels. Following are photos that show the current site conditions.



Figure 1: Aerial Photograph



Figure 2: Looking South from Main Terrace

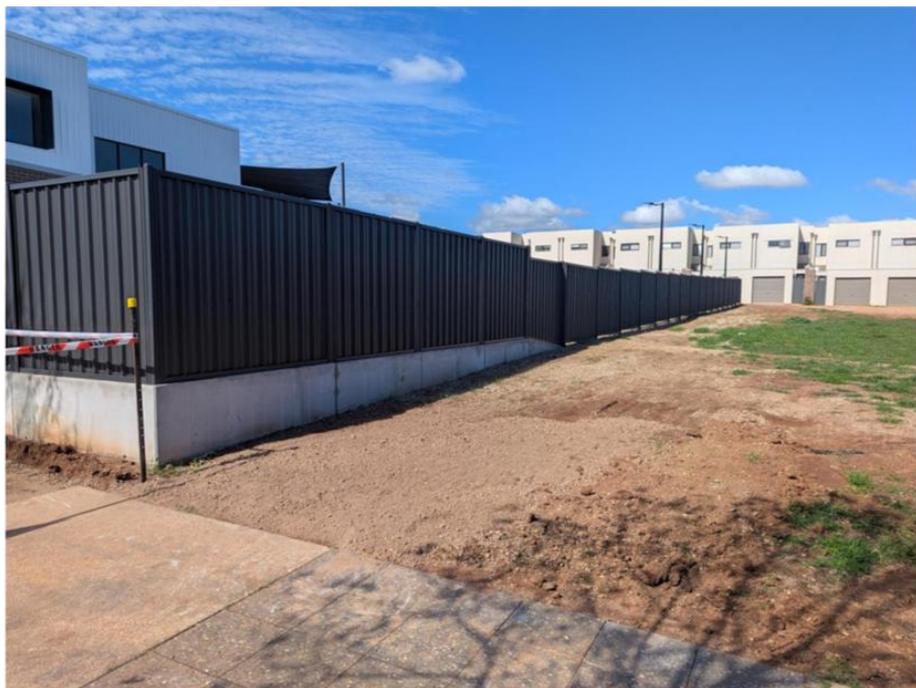


Figure 3: Looking South Along the Eastern Boundary, with Adjacent Development

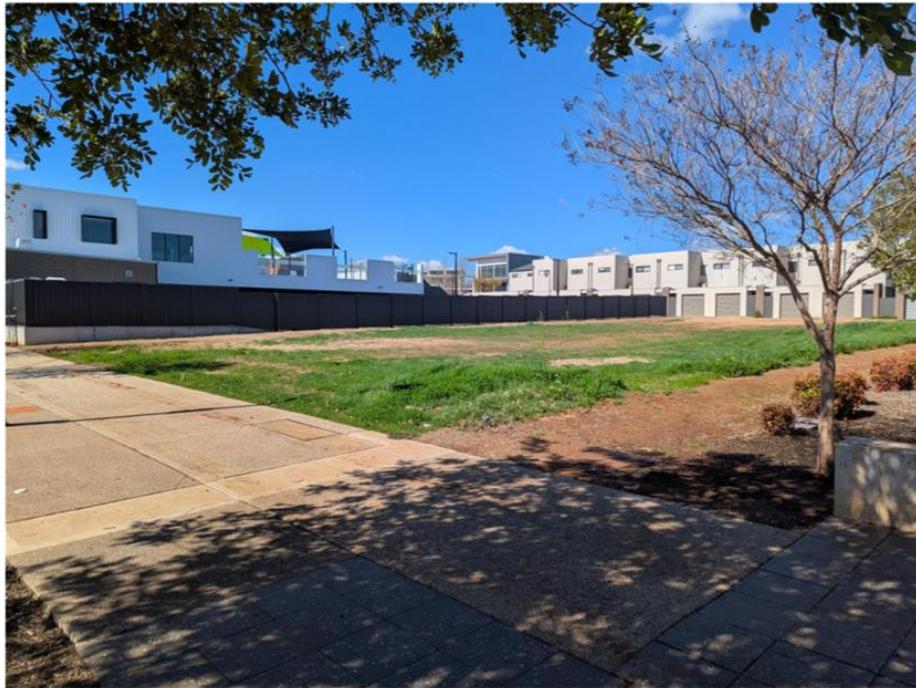


Figure 4: Looking South-East Across the Site



Figure 5: Southwards View Along Western Boundary Adjacent Walkway



Figure 6: Looking North from Southwest Corner at Bray Lane



Figure 7: Looking North from Bray Lane

2.3 Existing Stormwater Drainage

The City of Playford's adjacent underground stormwater system, located within Main Terrace, is best shown in the previous stormwater design drawings from this WGA office, located within Appendix C.

A 600mm square stormwater Junction Box has been constructed to service this allotment's expected development, with a 375mm RCP outflow pipe connected to a nearby street Grated Inlet Pit (GIP) and then onwards to the 525mm diameter main pipe run across the street.

To the east, a recent development has been completed, with its detained/restricted stormwater outflows connected to the Main Terrace system via a new pipe branch and GIP. Plans provided by the City of Playford can be viewed within Appendix D, and indicate the adjacent tank size, orifice used and treatment method from the external carpark.

2.4 Council Requirements

WGA have contacted the City of Playford regarding their requirements for the collection, treatment, and disposal of stormwater runoff for the development, and has received their 'Stormwater Guidelines' document to use within the design of the development.

WGA have considered this a Residential Urban project and limited all stormwater outflows to the one-in-five-year maximum *following* (expected) development, with all additional stormwater capture being held on site in a sized detention system. The outflow rate (and subsequent detention capacity) is subject to Council comment and approval, but we believe it to be in line with the adjacent property's outflow(s).

Peak stormwater flow rates from the developed site in a future 1% AEP (1 in 100-year) storm event are to be strictly limited/restricted to the maximum allowable stormwater outflow rate, with detention storage capacity and restriction methods to be designed accordingly.

Finished Floor Levels are to be a minimum of 300mm above adjacent road 'top of kerb' levels. Some stormwater quality improvement measures are required at the carpark.

Refer to Appendix E for the City of Playford's 'Stormwater Guidelines' document.

2.5 Stormwater Management Methodology

A preliminary stormwater management methodology has been prepared for the development and is outlined below. Refer to Appendix F for related details and calculations.

The two northern 'pods/footprints' have been proposed with Finished Floor Levels (FFLs) being 300mm above their adjacent 'top of kerb' levels at Main Terrace (or approximately 500mm above the corresponding 'spoon drain' water table level).

However, the two southern footprint FFLs are, instead, driven by the compliant grading of the carpark and entrance off Bray Lane, with architectural solutions to review and simplify the 'connectiveness' between Ground Level pods.

The on-grade carpark is mostly covered by a roof, but we expect it will require an in-line pollution-reduction device such as the 'Humeceptor STC2', which we indicate in the northwest corner and immediately prior to discharge onwards to the provided connection pit.

Upon assessment of the 'one in five year' catchment flow versus the '1 in 100 year' event (*both post-development*), we see the following. A maximum 25.8 L/sec would be discharged from the project site, via a full 150mm PVC or a part-full 225mm outlet towards the receiving pit. As initial 'rational' calculations demonstrate, this would lead to a required stormwater detention volume capacity of approximately 16.55m³.

Stormwater detention systems will need to be designed in conjunction with final architectural and structural drawings, but we envisage two opportunities here that will be possible.

An inground stormwater tank has been shown in-line, consisting of sealed 'StormTrap' modules below the landscaping near the western boundary. At 8m by 2.35m by 1m deep, this could still allow reasonable planting depth, whilst being gravity drained via a 100mm diameter 'restriction orifice'.

Alternatively, a deeper, circular tank may be workable set within the rear, under-cover carpark, where a pump system would be needed to discharge the restricted, allowable flow onwards.

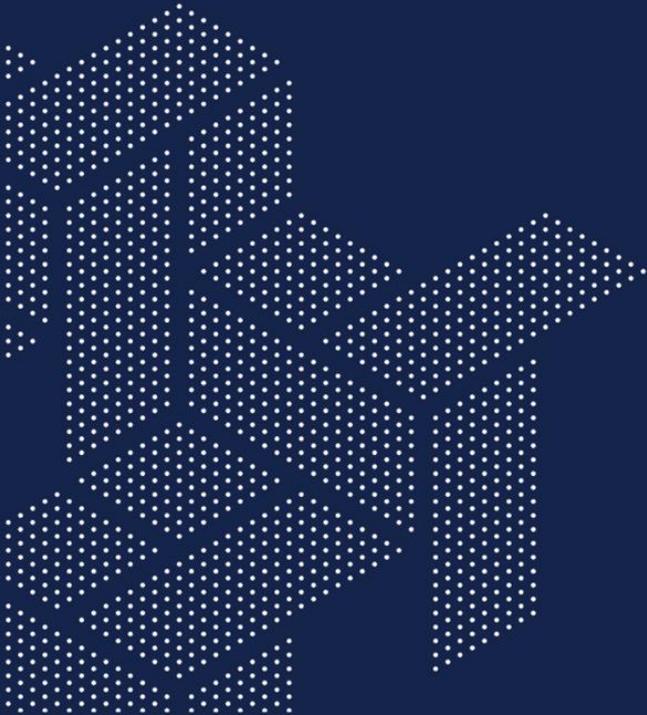
In both instances, we would be looking to capture all roof water in the tanks

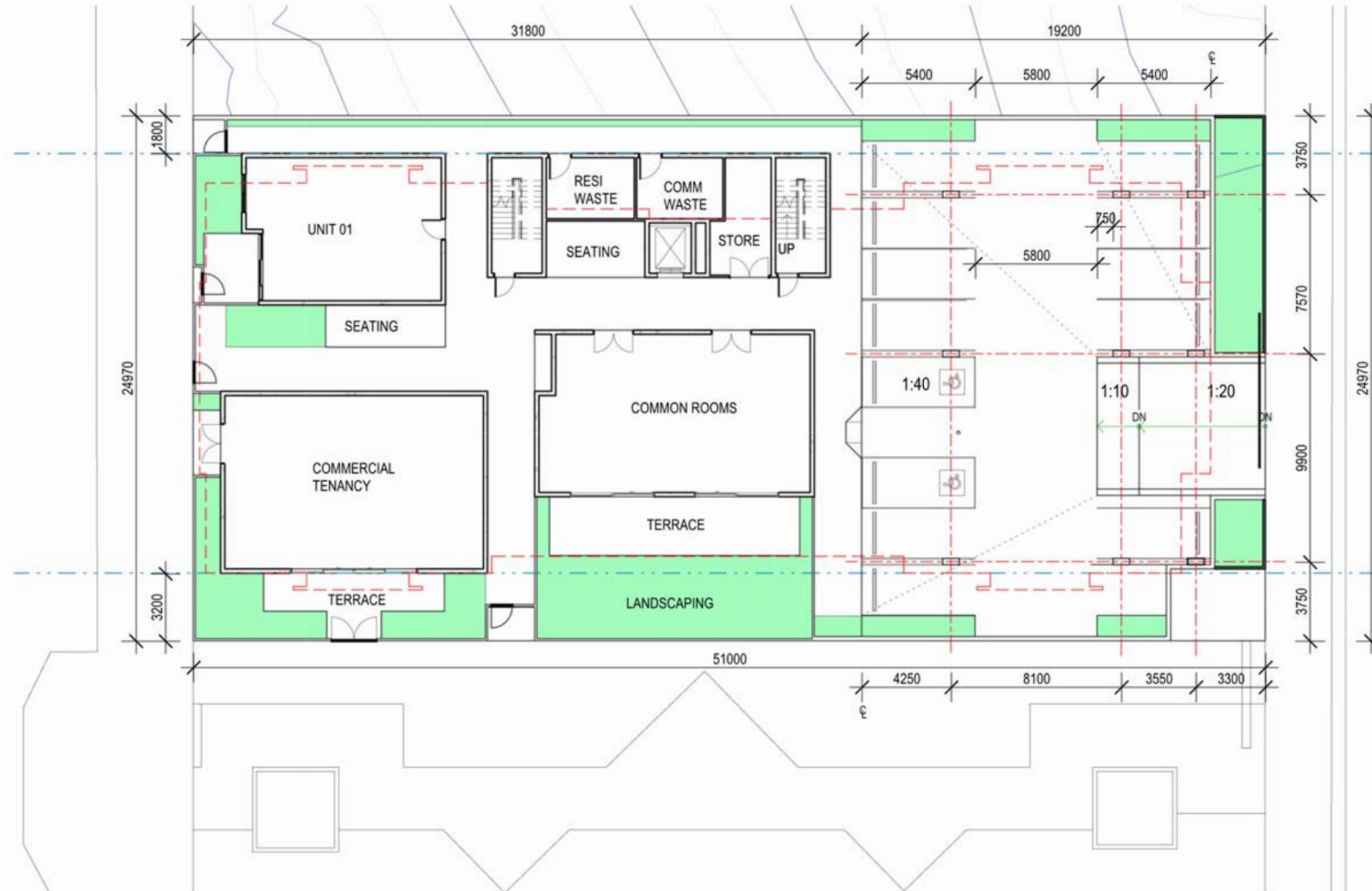
Refer to Appendix G for a copy of the more detailed levels of the 'Preliminary Levels and Ramping' Sketch, and to Appendix H for our 'Concept Drainage Plan', showing the proposed methodology of stormwater collection and disposal.

2.6 Summary

The preliminary Concept Plans contained within this report have been prepared to demonstrate the philosophy behind our proposed management of the stormwater runoff from this development. The information provided is preliminary only and will be subject to detailed design and documentation.

APPENDIX A
ARCHITECTURAL DRAWINGS

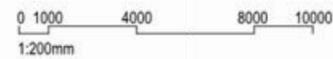




GROUND FLOOR PLAN

1 : 200

PRELIMINARY



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DRAWING TITLE:
 GROUND FLOOR PLAN

PROJECT NAME:
 PROPOSED APARTMENTS

CLIENT NAME:
 Owner

PROJECT NUMBER:	SCALE:@A3	DRAWING NUMBER:	DATE:	REVISION
253034	1 : 200	PL02	25/09/25	

DEVELOPMENT APPLICATION

AT 4010 MAIN TERRACE, BLAKEVIEW



DESIGN

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DOCUMENTATION

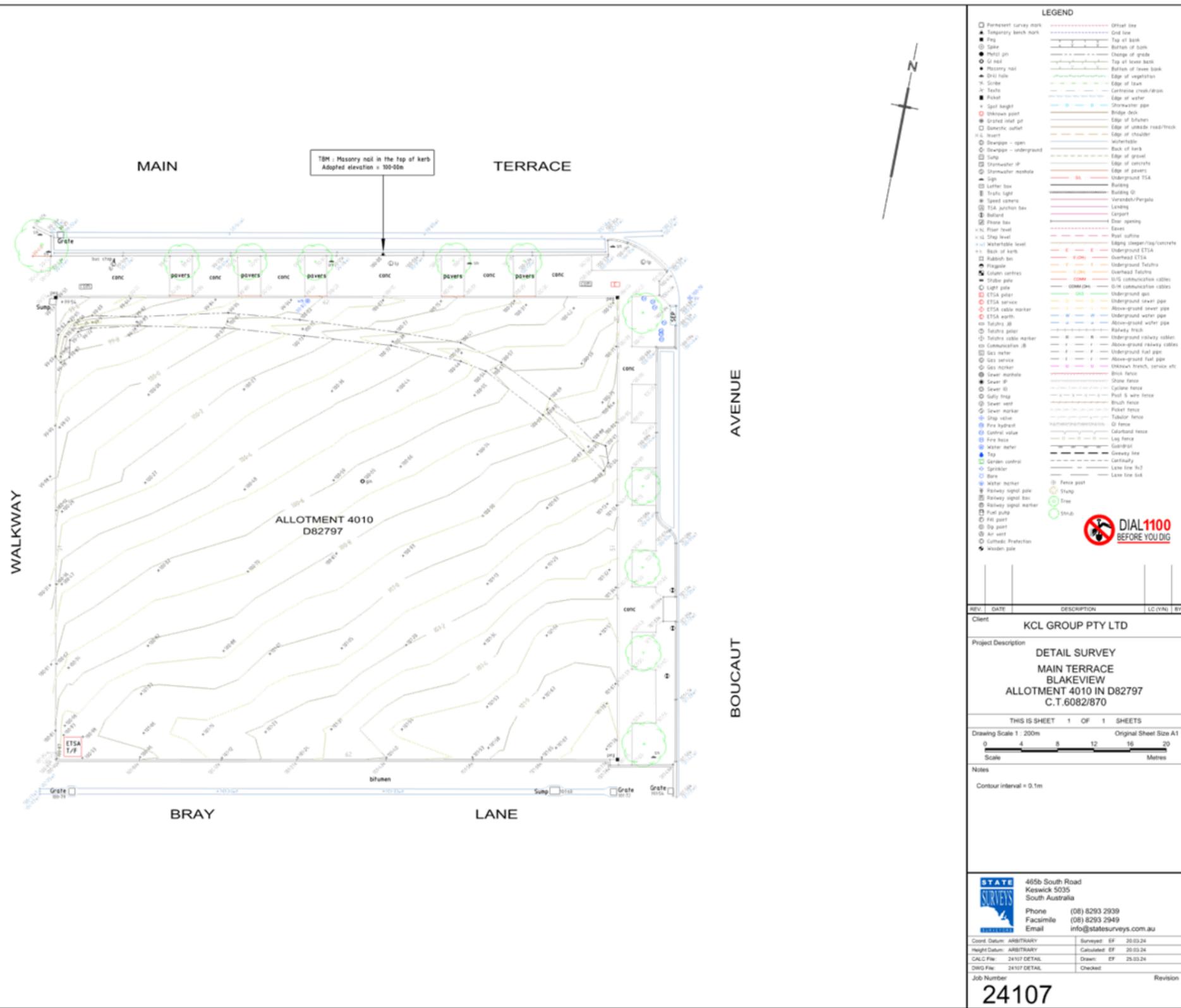
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LAYOUTS			
Layout ID	Layout Name	REVISION	REVISION DATE
A0000	TITLE PAGE		
A0001	SHADOW ANALYSIS		
A1000	PLOT RATIO CALCULATION		
A1001	CROSS VENTILATION DIAGRAM		
A1002	DAYLIGHT ACCESS DIAGRAM		
A2000	SITE PLAN		
A2001	GROUND FLOOR PLAN		
A2002	LEVEL 1 FLOOR PLAN		
A2003	LEVEL 2 FLOOR PLAN		
A2004	ROOF PLAN		
A3001	BUILDING ELEVATIONS		
A3002	BUILDING ELEVATIONS		
A3003	BUILDING SECTIONS		
A9000	BUILDING 3D IMAGES		



APPENDIX B
ENGINEERING SURVEY





NOTE:
 1. THIS ALLOTMENT HAS BEEN SURVEYED AND APPROVED ONLY AND HAS NOT BEEN SUBMITTED.
 2. REFER TO THE CERTIFICATE OF TITLE FOR A COMPLETE LIST OF ALL NOTES.
 3. THIS PLAN IS A PRELIMINARY PLAN AND IS NOT TO BE USED FOR CONSTRUCTION.
 4. THIS PLAN IS A PRELIMINARY PLAN AND IS NOT TO BE USED FOR CONSTRUCTION.
 5. THIS PLAN IS A PRELIMINARY PLAN AND IS NOT TO BE USED FOR CONSTRUCTION.
 6. THIS PLAN IS A PRELIMINARY PLAN AND IS NOT TO BE USED FOR CONSTRUCTION.
 7. THIS PLAN IS A PRELIMINARY PLAN AND IS NOT TO BE USED FOR CONSTRUCTION.

LEGEND

□ Temporary survey mark	--- Offset line
● Peg	--- Grid line
○ Spike	--- Top of bank
● Metal pin	--- Mark of bank
○ G nail	--- Change of grade
● Masonry nail	--- Top of levee bank
▲ Drill hole	--- Mark of levee bank
○ Scribe	--- Edge of vegetation
● Tack	--- Edge of lawn
● Rock	--- Centreline check/iron
○ Spot height	--- Edge of water
○ Unknown point	--- Stormwater pipe
○ Grated inlet pit	--- Bridge deck
□ Domestic outlet	--- Edge of driveway
○ Invert	--- Edge of vehicle road/truck
○ Sewage - open	--- Edge of shoulder
○ Sewage - underground	--- Water table
○ Stormwater IP	--- Back of bank
○ Stormwater manhole	--- Edge of gravel
○ Sign	--- Edge of concrete
○ Letter box	--- Edge of pavers
○ Traffic light	--- Underground T&A
○ Speed camera	--- Building
○ Toll collection box	--- Veranda/Pergola
○ Ballpost	--- Lanning
○ Phone box	--- Carport
○ Floor level	--- Door opening
○ Step level	--- Roof outline
○ Water table level	--- Edging sleeper/flagstone
○ Base of kerb	--- Underground ETSA
○ Rubbish bin	--- Overhead ETSA
○ Flagpole	--- Underground Telstra
○ Column centres	--- Overhead Telstra
○ Drive pile	--- G/G communication cables
○ Light pole	--- G/M communication cables
○ ETSA pillar	--- Underground gas
○ ETSA service	--- Underground drain pipe
○ ETSA cable marker	--- Above-ground sewer pipe
○ ETSA depth	--- Underground water pipe
○ Telstra JB	--- Above-ground water pipe
○ Telstra cable marker	--- Railway track
○ Communication JB	--- Underground railway cables
○ Gas meter	--- Above-ground railway cables
○ Gas service	--- Underground fuel pipe
○ Gas meter	--- Above-ground fuel pipe
○ Sewer manhole	--- Unknown trench, service etc.
○ Sewer IP	--- Brick fence
○ Sewer IB	--- Stone fence
○ Sewer vent	--- Galvanised fence
○ Sewer marker	--- Post & wire fence
○ Step value	--- Brush fence
○ Fire hydrant	--- Picket fence
○ Control valve	--- Tubular fence
○ Fire hose	--- G fence
○ Water meter	--- Coloured fence
○ Tap	--- Log fence
○ Sprinkler	--- Guardrail
○ Barn	--- Gravelly line
○ Water meter	--- Continuity
○ Railway signal pole	--- Lane line 5/2
○ Railway signal box	--- Lane line 6/2
○ Railway signal marker	--- Lane line 6/4
○ Pit point	--- Lane line 6/6
○ Dip point	--- Fence post
○ Air vent	○ Stump
○ Culverts Protection	○ Tree
○ Wooden pole	○ Stump

REV	DATE	DESCRIPTION	LC (Y/N)	BY

Client: **KCL GROUP PTY LTD**

Project Description: **DETAIL SURVEY
 MAIN TERRACE
 BLAKEVIEW
 ALLOTMENT 4010 IN D82797
 C.T.6082/870**

THIS IS SHEET 1 OF 1 SHEETS

Drawing Scale 1 : 200m Original Sheet Size A1

Scale: 0 4 8 12 16 20 Metres

Notes: Contour interval = 0.1m

465b South Road
 Keswick 5035
 South Australia
 Phone (08) 8293 2939
 Facsimile (08) 8293 2949
 Email info@statesurveys.com.au

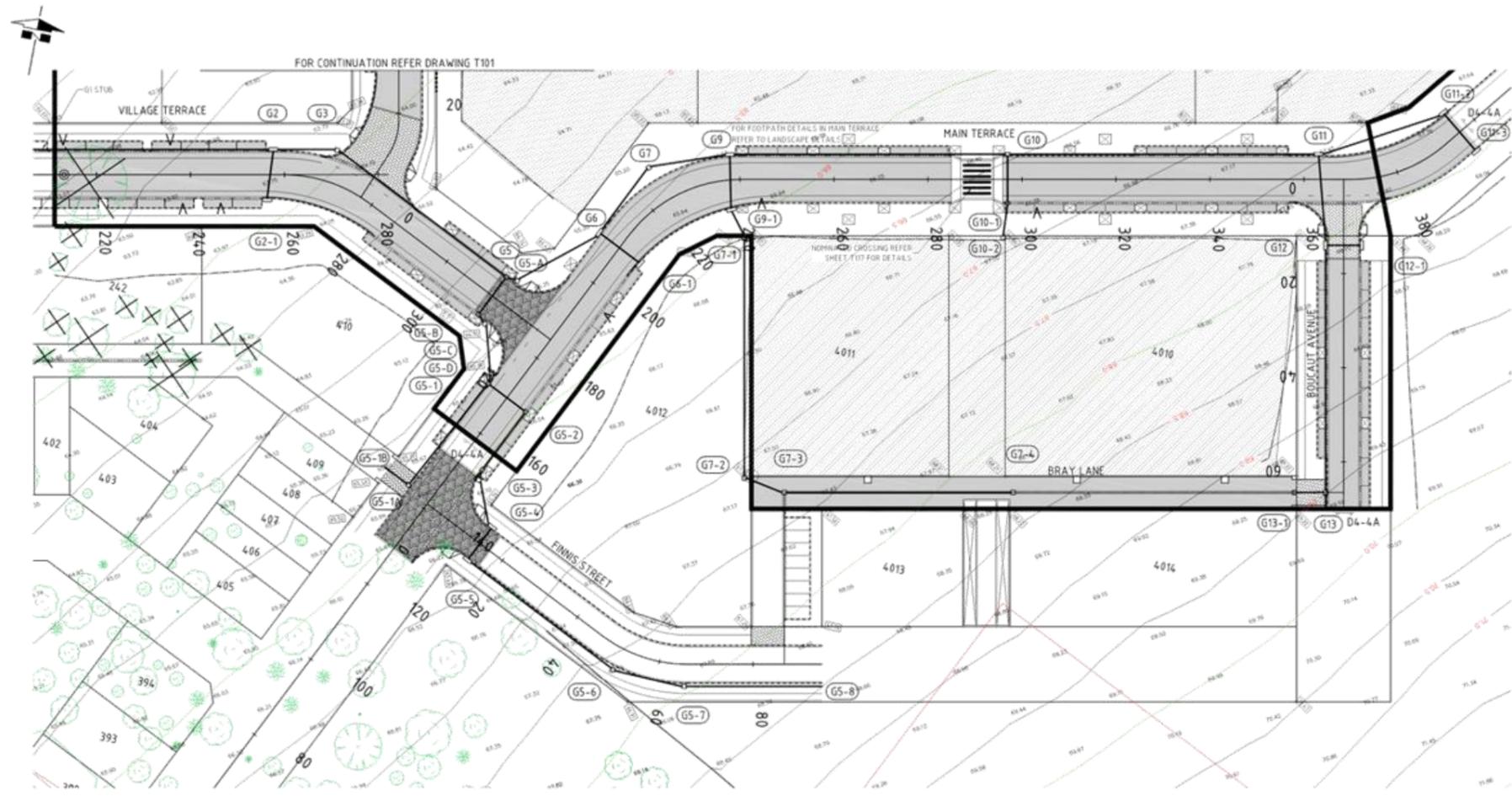
Coord Datum: ARBITRARY	Surveyed: EF 20.03.24
Height Datum: ARBITRARY	Calculated: EF 20.03.24
CALC File: 24107 DETAIL	Drawn: EF 25.03.24
DWG File: 24107 DETAIL	Checked: EF 25.03.24

Job Number: **24107** Revision:

APPENDIX C
EXISTING STORMWATER
DRAINAGE



- KERBS**
- STANDARD ROLLOVER KERB & WATERTABLE REFER DRG T116
 - 150 HIGH BARRIER KERB & WATERTABLE REFER DRG T116
 - CONCRETE EDGE STRIP REFER DRG T116
 - SPOON DRAIN REFER DRG T116
 - BARRIER KERB & REVERSE WATERTABLE REFER DRG T116
 - REVERSE BARRIER KERB WITH TOK 300 THICK REFER DRG T116
 - BARRIER KERB & WATERTABLE WITH TOK 300 THICK REFER DRG T116
- LEGEND**
- ZERO LOT LINE
 - SIDE ENTRY PIT
 - STORMWATER JUNCTION BOX
 - DRIVEWAY LOCATION
 - ROAD CENTRELINE
 - KERB RAMP
 - STORMWATER DRAINAGE STRUCTURE No.
 - STORMWATER DRAIN
 - RAINWATER DRAIN
 - DRAINAGE OUTLET KERB INSERT REFER DRG T116
 - TREE TO BE REMOVED
 - LOT FILL LEVEL
 - EXISTING CHANNEL TO BE FILLED
 - ALLOTMENT FILL AREA
 - TRANSFORMER EASEMENT
 - HAZARD BOARD MOUNTED IN 44 GALLON DRUMS FILLED WITH SAND
 - DENOTES LOCATION WHERE WATER MAIN AND RECYCLED WATER MAIN TO BE LAID BENEATH STORMWATER PIPE



- NOTES**
- CONTRACTOR TO VERIFY ALL STORMWATER PIT INVERT LEVELS AND TOP LEVELS.
 - REFER DRAINAGE LONGITUDINAL SECTIONS FOR ROAD CHAINAGES OF STORMWATER PITS.
 - ALL KERB RAMPS AND MEDIAN OPENINGS REFER TO CITY OF PLAYFORD STANDARDS

NOTE:
ALL FLOOR LEVELS TO BE MINIMUM 300mm ABOVE TOP OF KERB



CONSTRUCTION ISSUE

BLAKEVIEW INTERNAL APPROVAL		REV.	DATE	DESCRIPTION	DRAFT	ENG.	CHKD.
PLANNING	DATE	1	21.04.09	PRELIMINARY ISSUE (SECOND CUT)	JLW	DB	
ENGINEERING	DATE	2	25.08.09	FOR APPROVAL	JLW	DB	
LANDSCAPING	DATE	3	09.10.09	CONSTRUCTION ISSUE	JLW	DB	

Before commencing work, all conflicting dimensions on the drawings must be verified on the site, particularly those relative to property alignments, other structures and services.
Figured dimensions takes preferences over scaled.
If in doubt, ask.

W&G
WALLBRIDGE & GILBERT
Consulting Engineers

60 Wyatt Street Adelaide South Australia 5000
Telephone (08) 8223 7433 Facsimile (08) 8232 0967
Email adelaide@wageng.com
W&G Engineers Pty Ltd ACN 052 526 526
Trading as Wallbridge & Gilbert

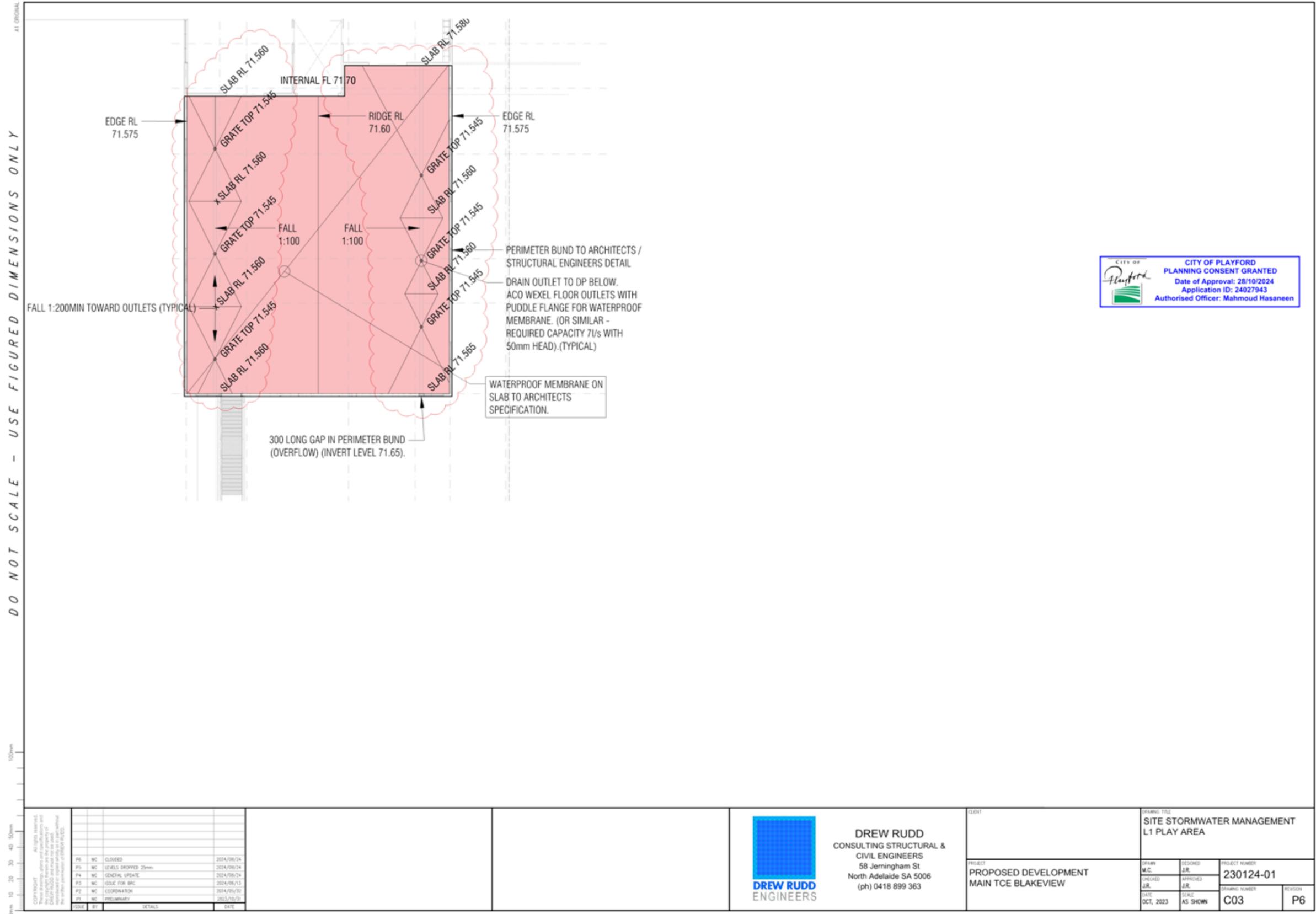
DELFIN LEND LEASE
BLAKE'S CROSSING TOWN CENTRE STAGE 1

ROADS AND STORMWATER PLAN 2/2

A1 DRAWING NUMBER
C080605 T102

APPENDIX D
ADJACENT DEVELOPMENT PLANS





NO.	REV.	DESCRIPTION	DATE
01	MC	PRELIMINARY	2023/10/27
02	MC	COORDINATION	2024/09/20
03	MC	ISSUE FOR BRC	2024/09/13
04	MC	GENERAL UPDATE	2024/09/24
05	MC	LEVELS DROPPED 25mm	2024/09/24
06	MC	CLOSED	2024/09/24

DREW RUDD
CONSULTING STRUCTURAL &
CIVIL ENGINEERS
58 Jerningham St
North Adelaide SA 5006
(ph) 0418 899 363

CLIENT		DRAWING TITLE	
PROPOSED DEVELOPMENT MAIN TCE BLAKEVIEW		SITE STORMWATER MANAGEMENT L1 PLAY AREA	
DATE	SCALE	PROJECT NUMBER	REGION
OCT, 2023	AS SHOWN	230124-01	P6

DO NOT SCALE - USE FIGURED DIMENSIONS ONLY

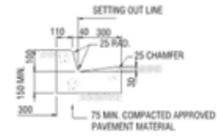


LIGHT DUTY UNIT PAVING
SCALE 1:10

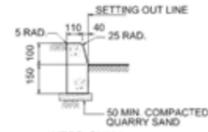


HOTMIX PAVEMENT
SCALE 1:10

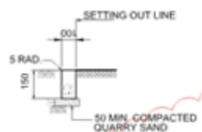
PAVEMENT DETAILS
THESE PAVEMENTS ARE FOR TENDER PURPOSES ONLY. EXPOSED SUBGRADE IS TO BE EXAMINED BY THE SUPERINTENDENT AFTER BOXING OUT. WHEREUPON ACTUAL PAVEMENT THICKNESSES ARE TO BE DETERMINED.



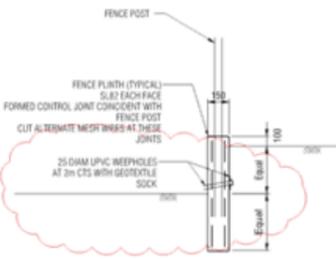
KERB & GUTTER
SCALE 1:10
NOTE: PROVIDE TOOLED JOINTS AT 3000 c/c.



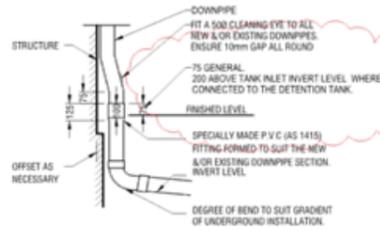
KERB ONLY
SCALE 1:10
NOTE: PROVIDE TOOLED JOINTS AT 3000 c/c.



CONCRETE EDGE
SCALE 1:10
NOTE: PROVIDE TOOLED JOINTS AT 3000 c/c.

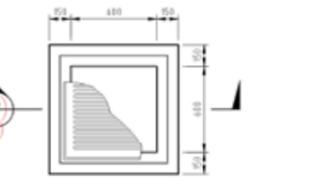


PLINTH DETAIL
SCALE 1:20



DOWNPIPE CONNECTION DETAIL
SCALE N.T.S.

- NOTES:**
1. MAKE AND/OR MODIFY AND/OR ADJUST THE DOWNPIPE TO SUIT THE CONNECTION TO THE UNDERGROUND INSTALLATION.
 2. FILL THE 10mm GAP BETWEEN THE DOWNPIPE AND THE P.V.C FITTING 50 DEPTH OF COMPRESSOR OR EQUAL APPROVED COMPRESSOR 5-1). PAINT P.V.C EXPOSED ABOVE FINISHED LEVEL TO MATCH THE DOWNPIPE COLOUR.
 3. USE ADAPTORS AND/OR FITTINGS NECESSARY TO SUIT TRANSITION OF VARIOUS TYPES AND/OR SIZES OF PIPES.

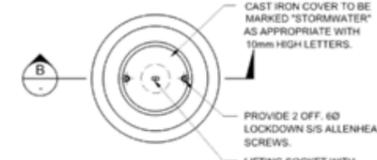


PLAN

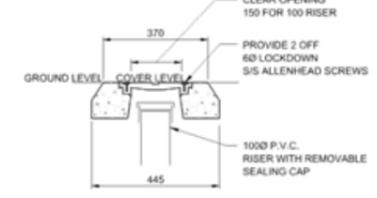


SECTION A
SCALE 1:20

GRADED INLET PIT

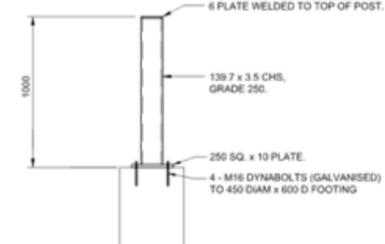


PLAN



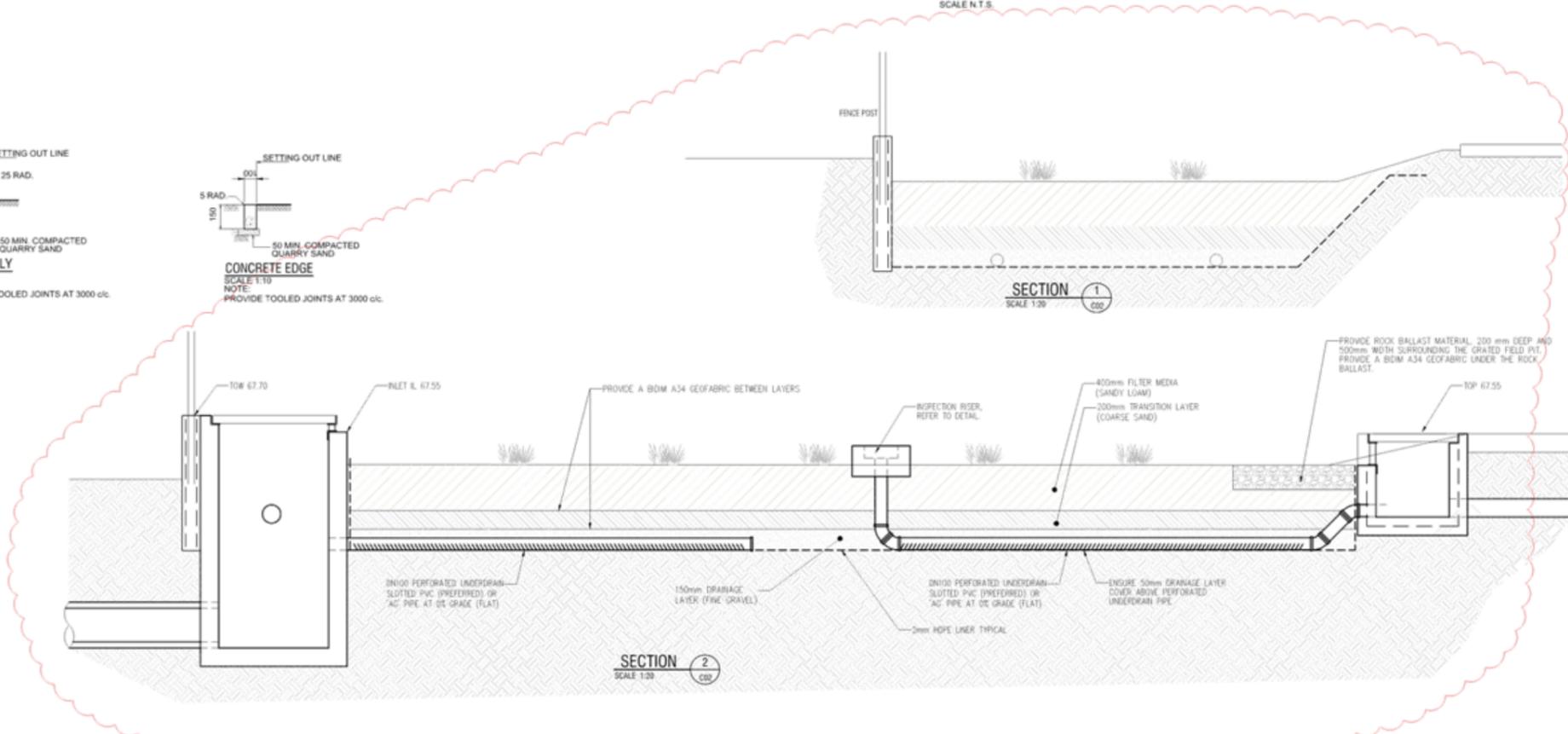
SECTION B
SCALE N.T.S.

STORMWATER INSPECTION POINT
SCALE N.T.S.



FIXED BOLLARD DETAIL
SCALE 1:20
HOT DIP GALVANISED

CITY OF PLAYFORD
PLANNING CONSENT GRANTED
Date of Approval: 28/10/2024
Application ID: 24027943
Authorised Officer: Mahmoud Hasaneen



SECTION 1
SCALE 1:20

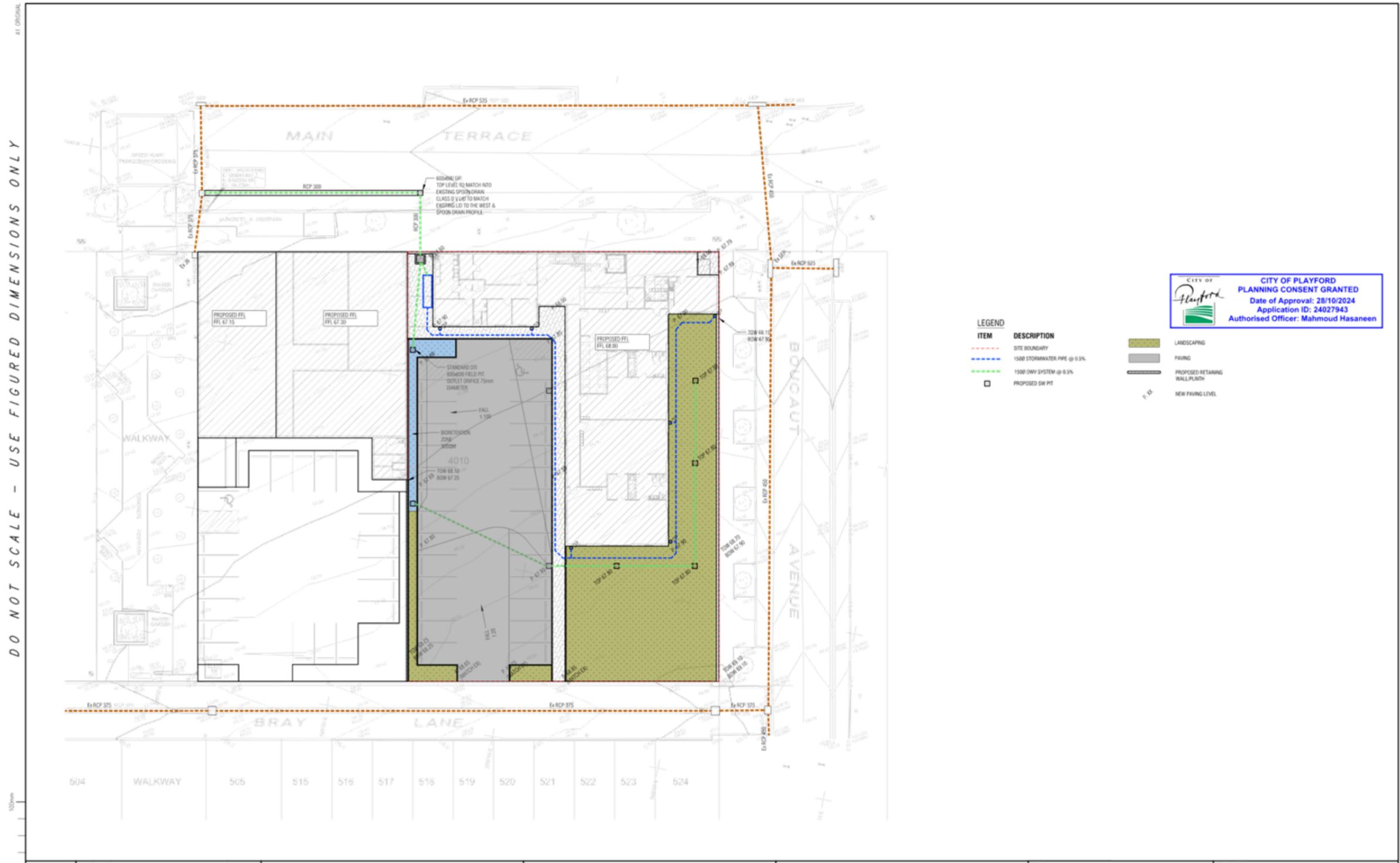
SECTION 2
SCALE 1:20

NO.	REV.	DESCRIPTION	DATE
P4	MC	CLOSED	2024/06/13
P3	MC	ISSUE FOR BRC	2024/06/13
P2	MC	COORDINATION	2024/06/23
P1	MC	PRELIMINARY	2023/10/31

DREW RUDD
CONSULTING STRUCTURAL & CIVIL ENGINEERS
58 Jerningham St
North Adelaide SA 5006
(ph) 0418 899 363

CLIENT
PROPOSED DEVELOPMENT
MAIN TCE BLAKEVIEW

DRAWING TITLE SITE STORMWATER MANAGEMENT L1 PLAY AREA		PROJECT NUMBER 230124-01	
DRAWN M.C.	DESIGNED J.R.	CHECKED J.R.	APPROVED J.R.
DATE OCT, 2023	SCALE AS SHOWN	FRAMING NUMBER C04	REVISION P4



CITY OF PLAYFORD
PLANNING CONSENT GRANTED
 Date of Approval: 28/10/2024
 Application ID: 24027943
 Authorised Officer: Mahmoud Hasaneen

LEGEND

ITEM	DESCRIPTION
	SITE BOUNDARY
	1500 STORMWATER PIPE @ 0.5%
	1500 DWV SYSTEM @ 0.3%
	PROPOSED SW PIT

	LANDSCAPING
	PAVING
	PROPOSED RETAINING WALL/PLINTH
	NEW PAVING LEVEL

NO.	REV.	ISSUED FOR	DATE

ISSUE FOR DEVELOPMENT PLAN
 CONSENT
**NOT FOR
 CONSTRUCTION**

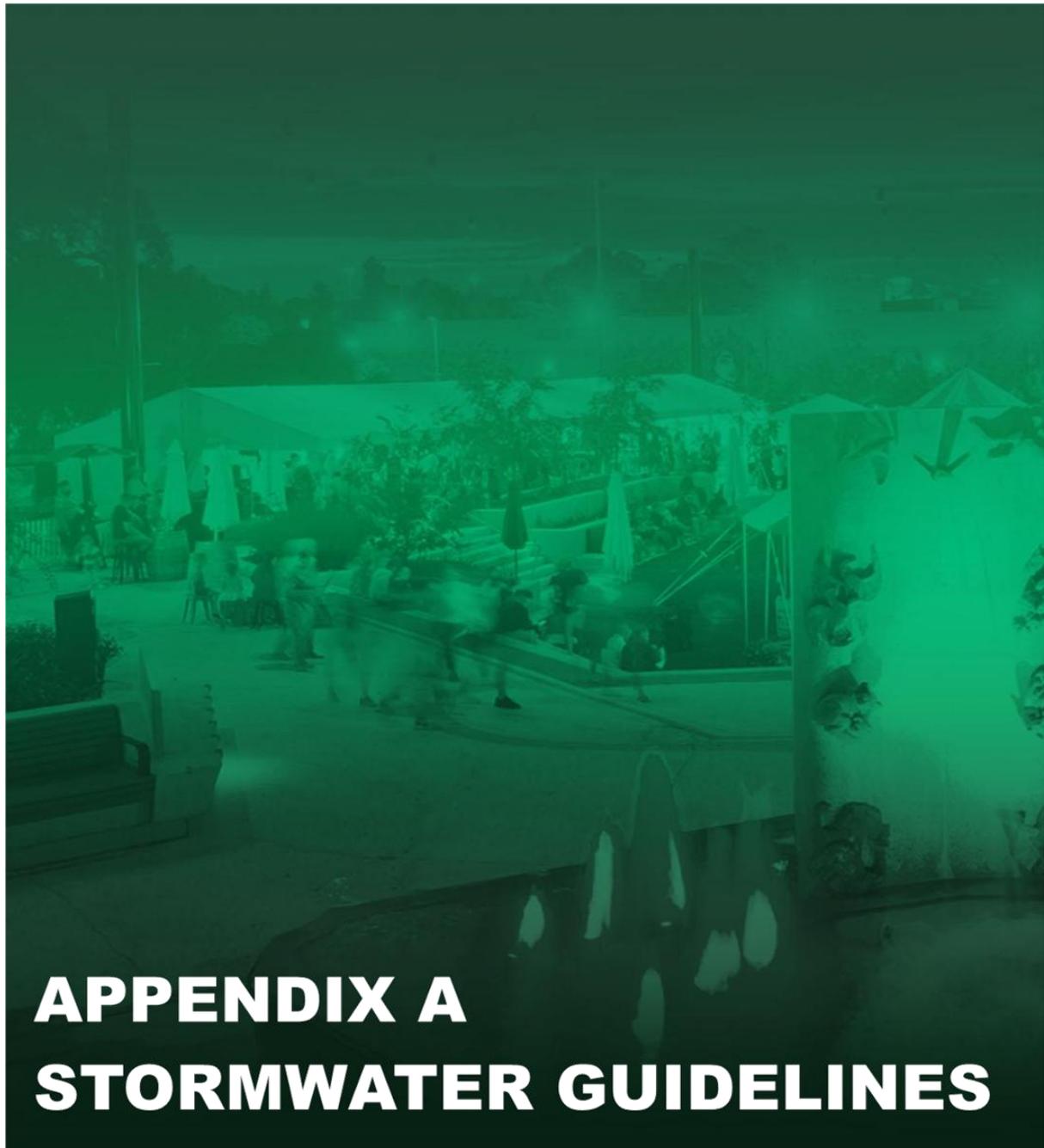


DREW RUDD
 CONSULTING STRUCTURAL &
 CIVIL ENGINEERS
 58 Jerningham St
 North Adelaide SA 5006
 (ph) 0418 899 363

CLIENT		DRAWING TITLE	
PROPOSED DEVELOPMENT MAIN TCE BLAKEVIEW		STORMWATER MANAGEMENT PLAN	
DRAWN R.P.F.	DESIGNED J.R.	PROJECT NUMBER 230124-01	
CHECKED J.R.	APPROVED J.R.	DRAWING NUMBER SW01	REVISION P1
DATE FEB, 2023	SCALE AS SHOWN		

APPENDIX E
COUNCIL REQUIREMENTS





APPENDIX A STORMWATER GUIDELINES



      playford.sa.gov.au

Document Control

Version	Date approved	Approved By	Description
1.0	February 2023	Manager Engineering Services	First Edition
1.1	April 2025	Manager Engineering Services	Amendments to align with Council's Urban Design Guidelines

Contents

1. Design Responsibilities
2. Overarching Design Requirements
3. Piped Drainage System
4. Private Drainage Systems
5. Open Channels
6. Detention Systems
7. Environmental

1. DESIGN RESPONSIBILITIES

This document is written to establish Councils requirements for New Land Division Development. Some guidance is provided for house development but in these instances the owner/ developer should seek guidance from Councils Planning Team.

Although this document encompasses all aspects of Land Division and Development, it is realised many developments are not as large and complex as seemingly defined here. Notes have been added in italic's (*) to assist and guide those subdividing and developing smaller lots.

The Stormwater drainage system is to be designed in accordance with:

1. 'Australian Rainfall and Runoff – A guide to flood estimation 2019'
2. AS/NZS 3500.3: Stormwater Drainage
3. AS/NZS 4058: Precast Concrete Pipes
4. AS/NZS 3725: Design for installation of buried concrete pipes
5. AS 1597: Precast reinforced concrete box culverts
6. AS 1260: PVC-U pipes and fittings for drainage, waste and vent application
7. 'The Queensland Urban Drainage Manual'
8. 'DIT's Standard Specification for Excavation and Reinstatement of Road Pavements'
9. 'DIT's Specification for works on Roads'
10. IPWEA Infrastructure Guidelines SA
11. 'IPWEA/ Council Standard Details'

The developer is responsible for identifying themselves with flood risk mapping. As a guide flood mapping is available at the [Plan SA website](#) under Planning and Building, Planning and Design, Overlays, Hazard Overlays. The developer must liaise with the City of Playford at the planning stage on flood levels and proposed remedial measures.

The developer is required, as a part of the DA approval, to submit an overall stormwater management plan. This should not be considered as a detailed design but should be able to demonstrate how existing predevelopment flows affect the site and how the design will cater for them and the post development flows in the future. The format is to include, but not limited exclusively to:

1. Introduction and description of the site including any existing drainage and easements;
2. Narrative and calculation of the pre-development flow and how the undeveloped pre-development flow regime has been accounted for;
3. Narrative and calculation of method of drainage and attenuation to prevent exceeding the pre-development flow.
4. Narrative on calculation of the piped drainage design to capture and accommodate the 5 year storm, (0.22 EY) for residential urban design, the 10 year storm (0.11 EY) for industrial/ commercial urban and rural design, and the 100 year storm (1% AEP) overland flow path;
5. Narrative and calculation on method of detention (if required) within the site for a 100 year storm event;
6. Provide details of water quality and demonstrate that they are in accordance with Environment Agency guidelines.
7. Any necessary plans, sections and details and supporting calculations and or Computer Models
8. Details of connections and reinstatement of Council infrastructure to Councils satisfaction.

**For a single urban lot (unless specifically requested) a Stormwater Management Plan will not be required. In areas where there is no existing piped infrastructure to discharge to a Stormwater Management may be required. For small divisions this level of information may not be required. Prior to lodgement Council can advise on what will be required.*

2. OVERARCHING DESIGN REQUIREMENTS

**For a single dwelling fronting an existing road with a drainage system these requirements do not apply and all roof runoff may be directed to the existing water table. Councils Planning Department can advise further. For several dwellings discharging to the kerb, assessment will be based on the combined volume entering the existing system.*

Overall, the following rules apply to all Land Division/ Developments

1. The post-development flow design should mimic the natural runoff regime, both flow rate and volume must match pre-development condition.
2. Where the drainage enters Councils existing system it must not have a detrimental effect on that system.
3. Design Storms for Minor and Major systems should be
 - a) for residential urban design 1 in 5 (20%) AEP, (0.22 EY),
 - b) for industrial and commercial urban design 1 in 10 (10%) AEP, (0.11 EY),
 - c) For rural systems all stormwater shall generally be detained within the boundary of the site, and
 - d) for overland flow path 1% AEP

As stated previously there are variations and additional requirements depending on the nature of the Development/ Land Division. These can be split into 4 categories.

- Residential urban,
- Residential rural (single dwelling)
- Commercial urban and
- Commercial rural.

a. The Minor System (Piped System)

The minor system shall be capable of conveying the frequent rainfall events that occur throughout the year in an underground system without upwelling.

- For Residential Urban Land Division/ Developments the underground stormwater system is to be located within land owned and operated by council (reserves and road reserves). All stormwater systems sited outside of council owned land is to be vested in an easement in the name of City of Playford.
- As noted above for Residential Urban Land Division/ Developments the minor runoff system shall be capable of conveying the 1 in 5 (20%) AEP, (0.22 EY) event via the underground stormwater system. However, where there is a limited ability to convey the overland gap flow the minor runoff system may be increased following negotiation with Council.
- Rear of Allotment Drainage shall be capable of conveying the 1 in 20 AEP (0.05 EY)
- For Residential Rural Developments stormwater shall be attenuated on site via tanks when there is no established infrastructure to drain to. This water may be used for non-potable purposes and excess discharged to soak-aways. Discharge to roadside swales is not accepted unless agreed with Council.
- For Commercial Rural Developments stormwater is to be managed on site via tanks and basins where there is no established infrastructure to drain to. Discharge to roadside swales is not accepted.
- There is to be no ponding in the street and the limit of the downstream drainage system is not to be exceeded.

Roadside swales are generally designed to capture and convey road runoff only and have limited capacity. They should not be considered as infrastructure designed to convey stormwater from a development unless agreed with by Council.

b. The Major System

- a. The major system is to be capable of conveying the 1% AEP rainfall event via a safe and unobstructed overland flow path in conjunction with the underground system.
- b. The flows generated from the major event are to be disposed of so that no property will be inundated during that event.
- c. The flows can be disposed of via a combination of the underground system and unobstructed overland flow routes. However, the limit of the downstream drainage system must not be exceeded.
- d. These overland flow routes are to be founded within the public realm i.e. road reserves and reserves and are not to be located in private allotments.

Stormwater infrastructure such as rear of allotment drains that are located in private land are to be located within an easement in the name of the City of Playford. The easements are to be a minimum 3m wide with a minimum of 1m clearance from the edge of the pipe to the easement boundary.

While the option for a gravity drain exists pumping shall not be considered. Wet systems in Councils drainage network are not supported.

The use of Water Sensitive Urban Design treatment methods is encouraged and should be analysed and incorporated into the design where appropriate. Consultation with Council is required on the nature of WSUD systems.

c. The Urban Growth Areas

As stated in Councils Land Division Guidelines the Minister has rezoned 3 areas within Playford for Urban Development, known colloquially as the Growth Areas. These areas are:

- Angle Vale
- Playford North Extension
- Virginia

To ensure delivery of the stormwater infrastructure necessary for the Growth Areas, Council will provide to the developer the Stormwater Master Plan and any other design requirements for inclusion in their regional stormwater design. See Councils [Land Division Guidelines](#)

3. PIPED DRAINAGE SYSTEMS

The underground stormwater infrastructure (Minor System) comprises of the underground pipe and pit system that conveys runoff generated by the minor storm events. The pits, pipes and culverts are to be constructed from reinforced concrete unless otherwise negotiated with council. The underground system must be designed to be free draining and able to be self-cleansing and is to be vested to the City of Playford.

a. Pit Types

The City of Playford has 4 types of pit structures:

- Side entry pits that capture the runoff conveyed by the kerb and watertable
- Grated inlet pits that capture runoff within spoon drains and carparks
- Field gully pits that capture runoff in overflow paths and reserves
- Junction boxes that act as inspection points

Side Entry Pits

Two types of side entry pits (SEP) are currently used by The City of Playford.

- Lintel frame side entry pit (See details SD300, SD325)
- Central support side entry pit (See details SD300, SD330)

Side entry pits that are located in areas considered at risk from vehicular runover i.e. adjacent junctions, parking bays etc. are to be lintel frame SEP's. All other SEP's may be either lintel frame or central support as per standard detail SD300 and SD330.

All pits are to have a depressed apron in the water table as shown on SD320 and SD 330

All SEP's are to have a minimum 110mm clear throat opening. To facilitate this on lintel frame pits it will be necessary to locally widen the throat by way of a 45° chamfer in the pit apron, without increasing the grade of the apron.

SEP's on roads greater than 2% need to have deflectors.

Each SEP is to allow for a minimum of 85% capture from upstream flows.

At a sag point the underground drainage is to be designed for a 5% AEP flow provided there is an overland flow path for gap flows from the 1% AEP storm event. If an overland flow path cannot be achieved, then the underground system is to be designed 1% AEP storm event.

Sag Pit systems are to be designed with 50% blockage of the pit inlet capacity

Grated Inlet Pits

All grated inlet pits are to be constructed in accordance with standard detail SD300, SD305 and SD310

The use of grated inlet pits is to be negotiated with council in situations where side entry pits cannot be used

Each grate inlet pit is to allow for a minimum of 85% capture from upstream flows.

Each grated inlet pit is to be designed with 50% blockage of the pit inlet capacity

Grated inlet pits are to have heavy duty (Class D) lids to allow for traffic movements over the top of them.

Field Inlet Pits

All field inlet pits are to be constructed in accordance with standard detail SD315

If required, block-outs for subsoil drains are to be provided in pit wall.

Junction Box

Junction boxes are to be provided at the conjunction of two or more pipes, change of pipe grade, change in pipe size and changes in horizontal pipe alignments. They are to be:

- All junction boxes are to be RCP. Fibre Reinforced Concrete may be used only with the agreement of the Council. Where used FRC is used
 - Pits must be pre-cast. Not cast on site.
 - To be used in residential streets only.
 - FRC pits are not approved for use on collector roads, major roads, intersection and roundabouts.
 - All FRC pits are to be clearly marked on IFC drawings.
- All RCP junction boxes are to be reinforced and constructed in accordance with standard detail SD300
- Junction boxes to be minimum 600 mm x 600 mm, with heavy duty lids when situated within a road reserve
- All pits that are deeper than 1.2m deep will require to be at least 900mm x 900mm (See SD305 for depth vs pit size)
- 150mm freeboard from the top of the pit to the HGL is to be achieved in the minor system so that no pit surcharges during a minor storm event.
- All pipes entering the pit are to have a minimum 50mm clearance from the outer edge of the pipe penetration to the inner face of the pit.
- Pit cover lids are to be heavy duty (Class D) lids to allow for traffic movements over the top of them

b. Pipe Requirements

Concrete Pipes

All pipes are to be reinforced concrete pipe (RCP) with rubber ring joints. Council do not approve the use of Fibre Reinforced Concrete (FRC) pipes. Minimum requirements are:

- Minimum Pipe diameter = 375 mm.
- Minimum Pipe cover = 600 mm.
- Minimum Pipe Class = Class 2 (behind kerb), Class 4 (under roads and other trafficable areas)
- Minimum Pipe grade = 0.5%. If the designer feels these minimum grades cannot be achieved Council may accept a minor reduction in grade only where it can be demonstrated:
 - An increase in site levels is unobtainable or will have a detrimental effect on adjacent property
 - self-cleansing velocity can be achieved. This must be demonstrated as a part of the drainage model for a 1EY storm event
- Pipe grades at the head of the run and under roads must be a minimum of 0.5%
- Maximum grade = 20%
- All pipes must achieve Self-Cleansing Velocity. Self-Cleansing Velocity = 1.2m/s (Absolute minimum = 0.7m/s).
- A reduction in cover is not acceptable. In road reserve minimum pipe cover = 600mm

Prior to concrete pipes being installed the superintendent is to invite Council to witness the quality of the pipes. The superintendent remains responsible for inspecting and checking the pipes for defects.

c. Rear of Allotment Drains

Pipes to be RCP (preferred), UPVC is acceptable.

For UPVC pipe use class SN4 with solvent welded joints

Pipe diameter = 300 mm (preferred), 225 mm (minimum for horizontal run), 100 mm (minimum for riser).

Pipe grade = 1 % (preferred), 0.5 % (minimum)

Risers must be joined to horizontal run using a minimum 90° connection, in direction of flow.

d. Culverts and headwalls

Minimum Culvert height = 300 mm.

Minimum Culvert cover = 300 mm.

Minimum Culvert grade = 0.5 %. Where larger culverts are used Council may accept (by negotiation) lower grades. A self-cleansing velocity check will be required.

Headwalls for varying pipe sizes should be in accordance with standard details SD345, SD350, SD351, SD355

Headwalls must be installed with rock placed behind top and wings to prevent erosion.

The top of the headwall should be set back to coincide with the batter of the slope. Scour protection is to be provided from the outfall to the invert of the open channel or basin.

All pipes/ culverts greater than or equal to 800mm diameter are to have safety grate to prevent access

4. PRIVATE DRAINAGE SYSTEMS

a. House Drainage

The property owner is responsible for the maintenance and upkeep of drainage from their property (lot) to the roadside under section 209 and 221 of the Local Government Act.

Where drainage connects to Councils drainage system drainage is to meet Councils standard details and be to the satisfaction of Council (SD380)

Maximum discharge rate from any kerb side stormwater outlet shall be 15 l/s

b. Community Titles

Within the Community Title boundary, outside of Councils road reserve the material requirements for the drainage system are at the designers discretion. However, Drainage between the Development boundary to Councils system is to be in accordance with Councils standard details and to the satisfaction of Council.

Discharge from the Development must meet Councils requirements for flow rate and volume as defined in Section 2 – Overarching Design Principles. It is required that:

- Discharge rate from the development should not exceed the Pre-development 1:5 (20%) AEP
- The development should be able to detain the stormwater generated by a Post-development maximum 1% AEP (0.01 EY) storm and discharge at the designed 1:5 (20%) AEP rate.

If detention is required, the storm water should be detained wholly within the Community Title prior to being discharged to Councils system.

Discharge is to be to street water table.

A gross pollutant trap is required prior to discharge to Council system

c. Commercial/ Industrial Development

Within the Development boundary, outside of Councils road reserve the material requirements for the drainage system are at the designers discretion. However, Drainage between the Development boundary to Councils system is to be in accordance with Councils standard details and to the satisfaction of Council.

Discharge from the Development must meet Councils requirements for flow rate and volume as defined in Section 2 – Overarching Design Principles. It is required that:

- Discharge rate from the development should not exceed the Predevelopment 1:10 (10%) AEP (please note point below on downstream discharge capacity)
- The development should be able to detain the stormwater generated by a maximum Postdevelopment 1% AEP (0.01 EY) and discharge at the designed 1:10 (10%) AEP rate.

If detention is required, the storm water should be detained wholly within the Development prior to being discharged to Councils system.

Runoff from hardstand areas within the development to Councils reserve via a vehicle crossover or path is not permitted

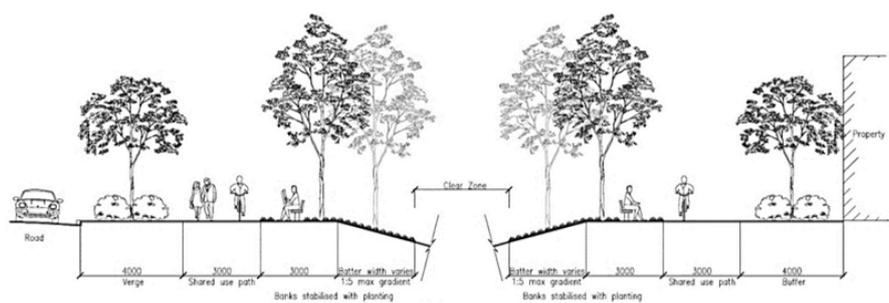
Given the large impervious area generated by Commercial and Industrial development, consultation with Council may be required on the capacity of the downstream system and the appropriate point of discharge.

A gross pollutant trap is required prior to discharge to Council system.

5. LARGE OPEN CHANNELS

Large open channels may be used to convey the major and minor storm events between and from Land Divisions/ Developments.

Open drains are to be constructed with the primary function of conveying stormwater from stormwater outfalls and overflows from adjacent catchments. They are to be founded within the public realm i.e. road reserves and open reserves and are not to be located in easements on private allotments. Large open channels of this nature must be integral to and incorporated into the overall stormwater, road, pedestrian cycle network and landscape master plans for the Land Division/ Development.



Example of Open Channel in an Urban Environment

a. Design Criteria

Channels are to be landscaped in accordance with Section 26.4 of Council's Urban Design Guidelines and Councils [Land Division Requirements – Appendix C](#)

Maintenance access must be provided on either side of the drainage easement.

To minimise bed erosion and scouring whilst maintaining a longitudinal flow, a minimum longitudinal grade of 1% is required, unless further negotiated with council

Channel design and landscaping should be in accordance with Section 26.2 and 26.4 respectively of the Urban Design Guidelines. The vegetation is to be established prior to practical completion of the drain being achieved and should be agreed with Council Landscape Architect

Structures and high amenity landscape treatments within the drainage reserve are to be located above the 1% AEP flow line. Existing fences and structures may be required to be modified to not obstruct the conveyance of the flow.

Open drains are to be maintained for a 24 month period after practical completion of the drain works has been achieved and in accordance of Section 26.5 of the Urban Design Guidelines The length of time is to be agreed and written into the Infrastructure Agreement.

b. Outfall Requirements

Pipes discharging to open drains are to terminate with a headwall. Headwalls are to be constructed in accordance with standard detail SD345 for pipes and culverts up to 375mm, SD350 for pipes and culverts up to 750mm and SD351 for pipes and culverts up to 1800mm.

Downstream of the headwall appropriate scour protection is required. This can be achieved through Reno mattresses, rocks, concrete or other appropriate means. The scour treatment is to be constructed to direct flow to its intended path and protect nearby embankments.

The top of the headwall should be set back to coincide with the batter of the slope. Scour protection is to be provided from the outfall to the invert of the existing drain.

The incoming pipe into the headwall shall be a grade no greater than 2%

The velocity of the water discharging from the headwall is to be no greater than 1.5 m/s. For velocities greater than 1.5m/s further scour treatment is required to break up the flow and reduce the velocity.

Drainage structures such as concrete lined channels and exposed soil surfaces will not be accepted, only established and managed 'soft engineering' i.e. grass lined and landscaped will be accepted.

All batter slopes are to be stabilised for detention basins, drains and swales to the approval of Council immediately prior to issuing practical completion for civil works. These measures are to be indicated within the civil scope of works and will be subject to approvals.

6. DETENTION SYSTEMS

New Land Division/ Development generally results in increased flows from the site due to an increase in impervious surfaces such as roof and pavements. The discharge of this increased flow into the existing stormwater drainage may increase the risk of flooding downstream properties and adversely effect on natural watercourses and drainage infrastructure downstream.

Detention basins may be required to mitigate these increased flows to maintain council existing stormwater systems. Detention systems are to be incorporated within the Land Division/ Development and, where appropriate should be incorporated into the Landscape, Pedestrian Movement and Cycling strategy. Systems that are to be sited externally from the development are to form part of an external infrastructure agreement.

The detention system is to be sized to ensure that the peak flow rate discharging from the post developed site does not exceed the peak flow rate for the pre-developed site. If council has a set discharge limit then the detention system is to be designed in order to detain the peak flow rate from the post developed site to the set discharge limit.

Open Basins

The shape and landscaping within the basin is to be in accordance with the agreed landscape treatment and is to be established prior to the council accepting handover of the basin works. Basin are to be landscaped in accordance with Section 26.4 of Council's Urban Design Guidelines and Council's [Land Division Requirements – Appendix C](#)

The design of detention basins should be in accordance with 26.3 of the Urban Design Guidelines.

Maximum depth of 1.5m

Stormwater Inlets and Outfalls are to have appropriate scour protection to ensure both the batters and invert of the basin do not erode

A low flow channel is to be provided from the in-fall headwall to the outfall headwall of the basin. The invert of the basin is to locally grade to the low channel to avoid ponding of water within the basin.

Structures such as play equipment within detention basins are to be sited above the flood level at a 1:100 (1% AEP) level.

7. ENVIRONMENTAL

All stormwater flows that discharge into open channels, detention systems and existing council stormwater pipes are to be treated in order to remove gross pollutants and sediments. Typical forms of control to be used should be trash racks and gross pollutant traps.

On private owned developments these systems are to be located within the property boundaries of the development and are the responsibility of the developer.

The minimum standard of treatment shall be able to remove the following percentages of pollutants from the typical annual urban load (Ref: CSIRO "Urban Stormwater Best Practice Environmental Management Guidelines"):

Suspended solids	80% reduction
Total Phosphorus	60% reduction
Total Nitrogen	45% reduction
Litter	70% reduction

All stormwater flows that discharge into open channels and detention systems are to have an end of line approved gross pollutant/ sediment trap. This is required to minimise the amount of pollutants entering the detention system. The sediment trap is to be maintained by the developer for a period of 12 months after practical completion is granted.

The design of wetlands and ephemeral landscaping is to be done in consultation with the Consultant and Councils Landscape Architect.

Maintenance access is to be incorporated into the design depending on the location of the gross pollutant/ sediment trap

Site Construction contamination requirements

Any stormwater works undertaken within existing watercourses are to be in accordance with the guidelines set by the [Department of Environment and Water](#) (DEW) for water affecting activity and agreed with Council.

All developments throughout the construction stage require a Soil Erosion and Drainage Management Plan to minimise the effects of construction. The contractor is responsible for their own works and maintaining the plan. See Councils Land Division Guidelines for further information.

Silt control measures are required to be installed during construction and are to be in accordance with the [EPA's Code of Practice](#). This includes the use of vegetated buffers, hay bales, filter/ silt fences, and sediment traps/ basins. Trash collection devices, in particular gross pollution traps, may be required, where indicated by Council e.g. where the development discharges to a natural watercourse.



CONTACT
Contact Name
Contact Phone Number

CALL
(08) 8256 0333

VISIT
Playford Civic Centre
10 Playford Boulevard
Elizabeth SA 5112

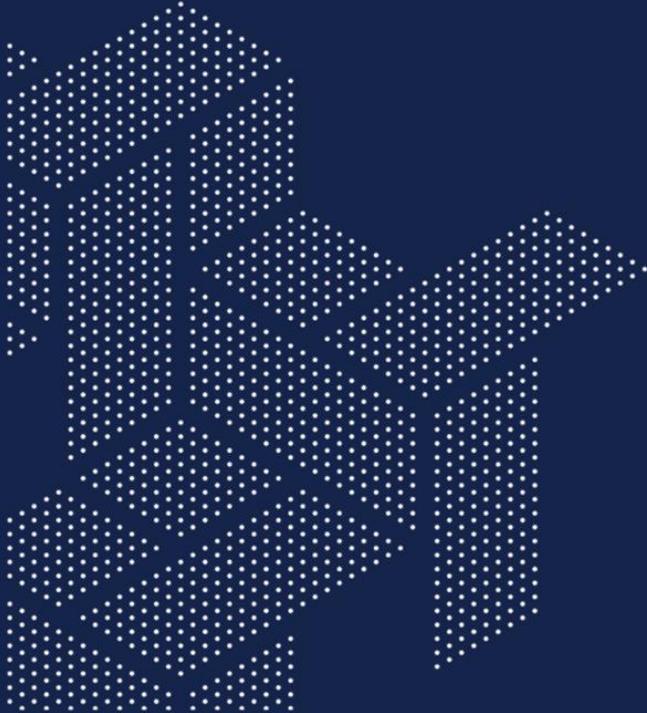
Stretton Centre
307 Peachey Road
Munno Para SA 5115

POST
12 Bishopstone Road
Davoren Park SA 5113

EMAIL
playford@playford.sa.gov.au

The photograph on the right shows a woman with curly hair sitting at a reception desk. Behind her is an orange wall with the 'CITY OF Playford' logo, which includes a stylized 'P' and a graphic of horizontal lines. To the left of the woman is a colorful, circular decorative artwork.

APPENDIX F
STORMWATER CALCULATIONS



STORMWATER CALCULATIONS

4010 MAIN TERRACE, BLAKEVIEW

Development planned for with Stormwater Junction Box and 375mm dia outflow connection at site's northwest corner.

It should be noted that this JB and pipe connection appears to have been planned and constructed to service the full allotment across to Boucaut Avenue. A recent adjacent development (corner of Main and Boucaut) has not connected to Council via the stated JB, but via an additional street branch, using two street GIPs capable of surcharge. All the allotment will have easily been shedding major storm run-off to Main Terrace prior to development.

Our project site remaining is 1273m² in size, or approximately 40% of the original allotment.

With near full roof coverage expected and a mostly below-cover small carpark, we will need to consider the major storm overflow pathways if ever needed (along western boundary) and restricting/detaining outflow back to the rate calculated for a 5-year ARI (0.22 EY) rain event.

With limited landscape area that could be used for 'natural' WSUD initiatives, an 'in-line' Gross Pollutant Trap is proposed

5-year ARI flows (Post):

C = 0.9

I = 81.2 mm/hr (20%AEP, 5-minute t of c)

A = 1273 m²

Therefore, Q post = 25.8 L/sec is to be maximum outflow (5 minute)

The provided 375RCP @ 0.5% can convey approximately 180L/sec. Downstream in Council's system the same size pipe also conveys the adjacent development (subject to its own detention restriction) and some road water. It appears amply sized, and unhindered by the (now controlled 25.8 L/sec from this proposed development.

Refer to initial detention calculations following

Detention Volume required = 16.55m³

Provide detention storage capacity within a linear, more shallow 'StormTrap' tank (gravity drained via 100mm diameter orifice) or within a deeper in-ground tank within the undercover carpark (pumped outflow required)

Wallbridge and Gilbert
 60 Wyatt Street
 Adelaide SA 5000

Basic Stormwater Detention Assessment Page:

Title : 4010 Main Terrace, Blakeview

Job No: WGA252083

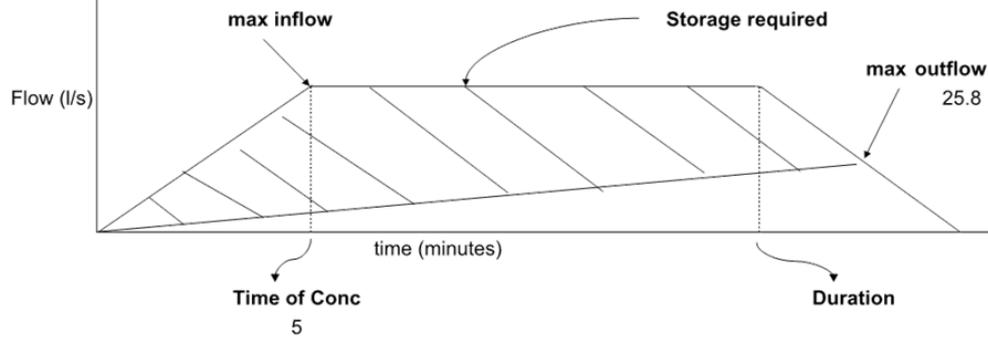
Area	1273	m ²
Coeff Permeability	0.9	
Time of conc.	5	min
ARI Storm	100 Year	▼
Max Outflow Qp	25.8	l/sec

Location: Blakeview, S.A.

Duration min	Intensity mm/hr	Inflow rate Ip l/sec	Inflow Vol Vi m3	Max Storage Smax m3
5	186	59.2	17.76	10.02
5.5	178	56.6	18.69	10.57
6	172	54.7	19.71	11.19
6.5	166	52.8	20.60	11.70
7	161	51.2	21.52	12.23
7.5	156	49.6	22.34	12.67
8	151	48.1	23.07	13.00
8.5	147	46.8	23.86	13.41
9	143	45.5	24.58	13.74
9.5	139	44.2	25.21	13.99
10	136	43.3	25.97	14.36
11	129	41.1	27.10	14.71
12	124	39.5	28.41	15.26
13	119	37.9	29.54	15.61
14	114	36.3	30.48	15.77
15	110	35.0	31.51	16.03
16	106	33.7	32.39	16.13
17	103	32.8	33.44	16.41
18	99	31.5	34.03	16.23
19	96	30.6	34.83	16.25
20	94	29.9	35.90	16.55
21	91	29.0	36.49	16.37
22	88	28.0	36.97	16.07
23	86	27.4	37.77	16.10
24	84	26.7	38.50	16.05
25	82	26.1	39.14	15.92
26	80	25.5	39.72	15.72
27	78	24.8	40.21	15.45
28	76	24.2	40.63	15.09
29	75	23.9	41.53	15.22
30	73	23.2	41.82	14.73
32	70	22.3	42.77	14.13
34	68	21.6	44.15	13.96
36	65	20.7	44.68	12.95
38	63	20.0	45.71	12.43
40	61	19.4	46.59	11.76
45	57	18.1	48.98	10.28

CRITICAL

Wallbridge and Gilbert
60 Wyatt Street
Adelaide SA 5000



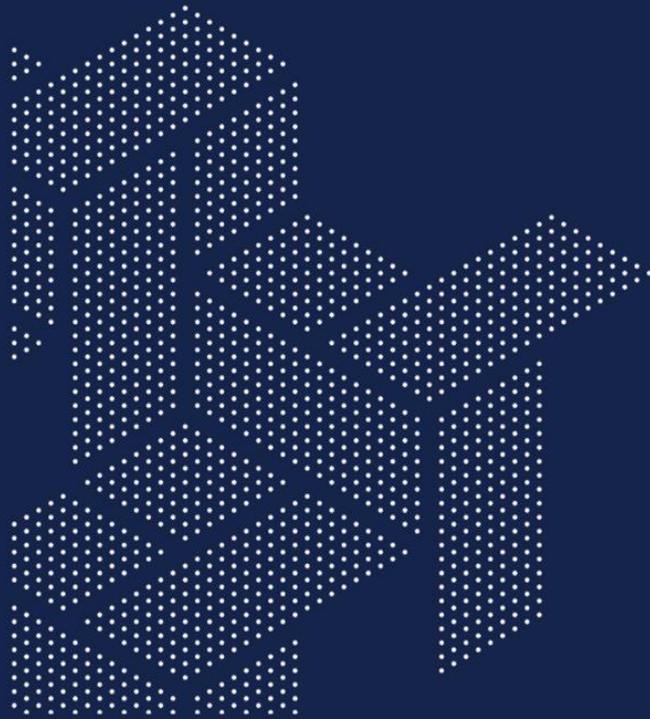
Orifice Flow Calculation

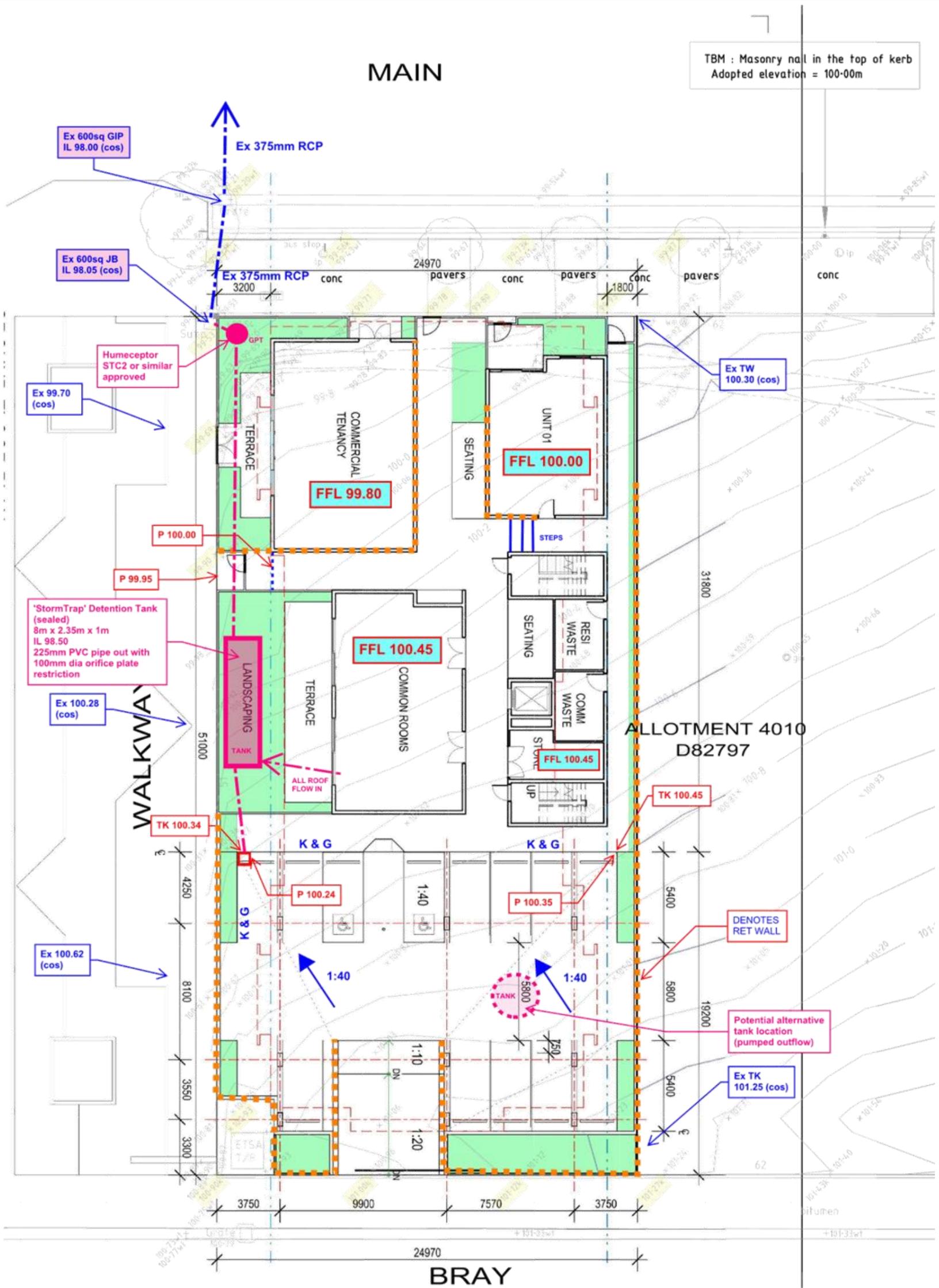
Hydrostatic Head	1.5	m (difference upstream/ downstream)
Required Flow	0.0258	m ³ /sec
Cd	0.65	
Hole width	0.02	m (if Rectangular)
Hole Ht	0.366	m (if rectangular)
Hole Dia	0.097	m - ORIFICE SIZE

APPENDIX G
PRELIMINARY LEVELS PLAN



APPENDIX H
CONCEPT DRAINAGE PLAN





CONCEPT DRAINAGE PLAN

WGA

FOR FURTHER INFORMATION CONTACT:

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Senior Civil Engineer

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E wsmith@wga.com.au

WGA.COM.AU
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28 October 2025

#eta1000546

DKJ Architecture
109 Greenhill Road
Unley SA 5061
Attention: Mr. Peter Farinola

66 MAIN TERRACE, BLAKEVIEW – SUPPORTED ACCOMMODATION TRAFFIC AND PARKING REVIEW

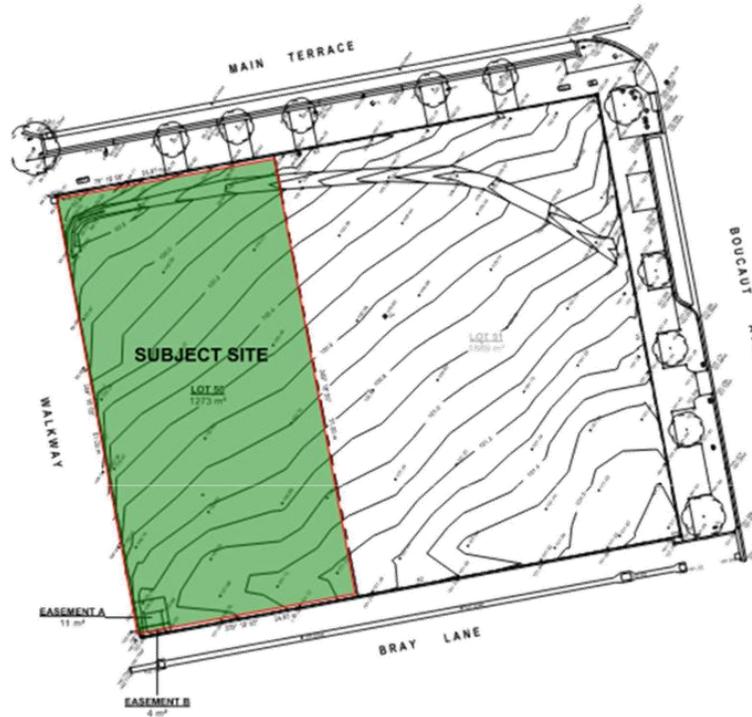
Dear Peter,

I refer to the proposed development located at 66 Main Terrace in Blakeview for a supported accommodation development. As requested, this letter provides the findings of a traffic and parking assessment for the proposed development.

SUBJECT SITE

The subject site is located on unoccupied land near the northern eastern corner of Main Terrace and Boucaut Ave intersection. The site has frontage to Bray Lane and Main Street. The site is shown in Figure 1 below.

Figure 1: Subject Site and Environs



(source: DKJ Architecture [Oct 2025])

EXISTING SITUATION

Main Terrace is a collector road managed by the City of Playford. The road comprises a wide single carriageway (approximately 12m wide) with single travel lanes and bicycle lanes in each direction. There are formal footpaths within the verge on both sides of the road. A bus zone exists on Main Terrace directly in front of the subject site. A formalised Wombat Crossing facility on Main Terrace also exists towards the north western corner of the subject site.

Bray Lane is a laneway managed by the City of Playford. The road comprises an approximate 6.5m wide roadway which facilitates 2 two-way traffic flow. The laneway provides rear access to existing residential properties southern side of the laneway and commercial access on the northern side of the laneway. No formal footpaths exist along the sides of Bray Lane.

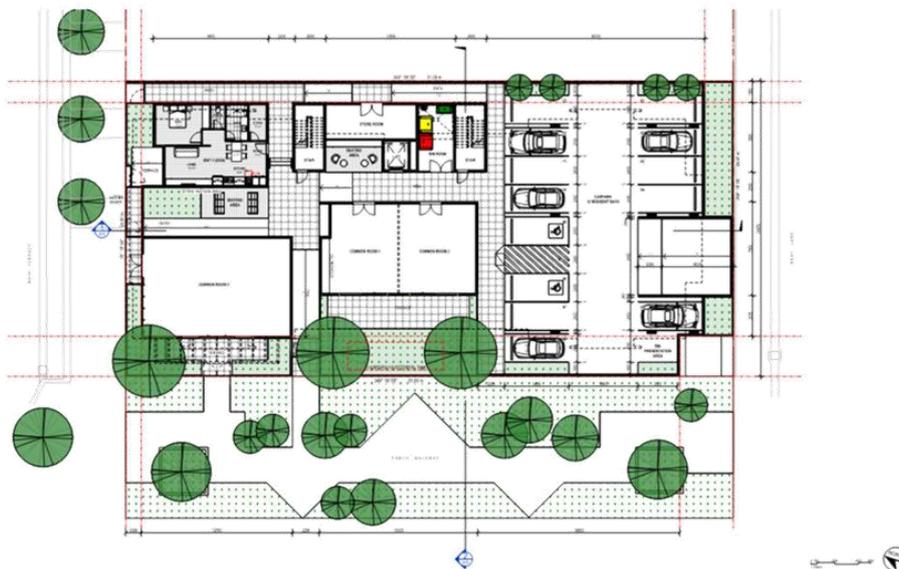
PROPOSED DEVELOPMENT

The proposed development will comprise a new multi-storey building and car parking including:

- 10 specialist 2 bedroom disability accommodation apartments, plus 1 on site overnight assistance apartment for staff with an ancillary office.
- 13 car parking spaces (which includes 2 DDA spaces) and a bin presentation area within the proposed car park.
- 3 ancillary common rooms for use by the residents.
- A gentle ramp (1:20 for the first 6m from the property boundary followed by a 1:10 grade across 2m) is proposed to connect between Bray Lane and the car park

The proposed car parking layout of the development is shown in Figure 2.

Figure 2: Subject Site and Proposed Development Layout



(source: DKJ Architecture [Oct 2025])



PARKING

A review of parking for the proposed development against the Planning and Design Code as referenced in *Table 1 - General Off-Street Car Parking Requirements* in *Part 4 - General Development Policies - Transport, Access and Parking* is shown in Table 1.

Table 1: Parking Requirements

Use	Size (beds)	P&D Code Requirement (spaces per bed)	Parking Spaces Required
Supported Accommodation	21	0.3	7
TOTAL			7

The assessment has identified 7 spaces are required for the proposed development. A total of 13 spaces will be provided which will exceed the parking requirements.

CAR PARK LAYOUT

The parking layout has been designed in accordance with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2022). Key features of the car park design include:

- 90 degree parking spaces have been provided with a minimum width of 2.4m and a length of 5.4m or 4.8m (with 600mm overhang) and set within a 5.8m wide aisle.
- The parking blind aisle will be extended by 1m beyond the last parking space.
- The two DDA spaces will be 2.4m wide and 5.4m long with an adjacent shared area of the same dimensions.



TRAFFIC ASSESSMENT

Traffic generation estimates for the proposed development have been sourced from the Transport for New South Wales 'Guide to Traffic Generating Developments' (formerly RTA NSW, 2002). Estimates of peak hour and daily traffic volumes resulting from the proposed land use (akin to housing for aged and disabled persons) are set out in Table 2.

Table 2: Traffic Generation Estimates

Use	Size (beds)	Traffic Generation Rate (Trips/100 sq. m)		Total Vehicle Movements (vehicles)	
		Daily	Peak Hour	Daily	Peak Hour
Supported Accommodation	21	1-2	0.1-0.2	21-42	2-4
TOTAL				21-42	2-4

Table 2 indicates that the proposed development could generate 2-4 vehicles per hour and 21-42 vehicles per day.

Against existing traffic volumes in the vicinity of the site, the additional traffic generated by the proposed development would not be expected to materially impact on the safety or efficiency of the surrounding road network.

ACCESS

The proposed development will create a new crossover on Bray Lane. The site access has been designed for light vehicles. Sightlines will be adequately provided for the anticipated speed environment.

Refuse collection is proposed to occur within Bray Lane which is similar to what currently occurs for the 16 residential properties on the southern side of Bray Lane. It would be expected that waste collection would be a weekly service.

Turn path diagrams are shown attached for the refuse vehicle (10.2m long rigid) sized vehicle anticipated for the proposed development including:

AT01 Service Vehicle collecting via Bray Lane and a light vehicle passing within the laneway



CONCLUSIONS

The traffic and parking assessment has found the following:

1. The proposal will comprise supported accommodation with associated car parking on the subject site.
2. The proposed development will provide parking to accommodate anticipated parking demands and satisfy the requirements of the SA Planning and Design Code.
3. The proposed development could generate 2-4 vehicles per hour and 21-42 vehicles per day.
4. Against existing traffic volumes in the vicinity of the site, the additional traffic generated by the proposed development would not be expected to materially impact on the safety or efficiency of the surrounding road network.
5. Waste collection is proposed to be undertaken via Bray Lane. Waste collection would be expected to be weekly.

Overall the proposed development will only have a very minor impact on traffic volumes on the adjacent road network.

Should further information be required, please contact the undersigned at your convenience.

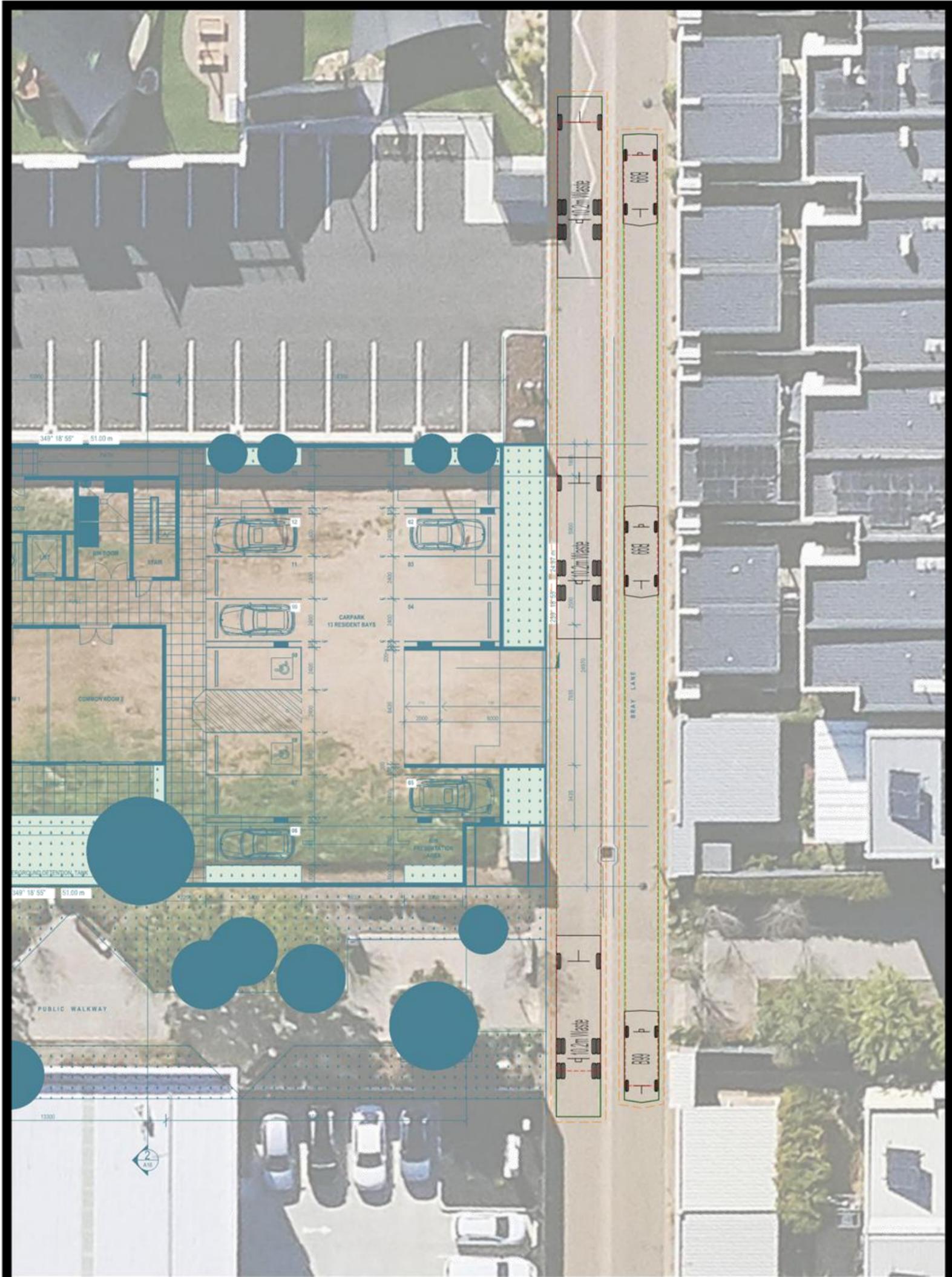
Yours sincerely

EMPIRICAL TRAFFIC ADVISORY

A handwritten signature in black ink, appearing to read 'David Kwong', is written above the printed name.

David Kwong
Director

encl. Turn Path Diagram AT01



**CONCEPT PLAN ONLY
NOT FOR CONSTRUCTION**

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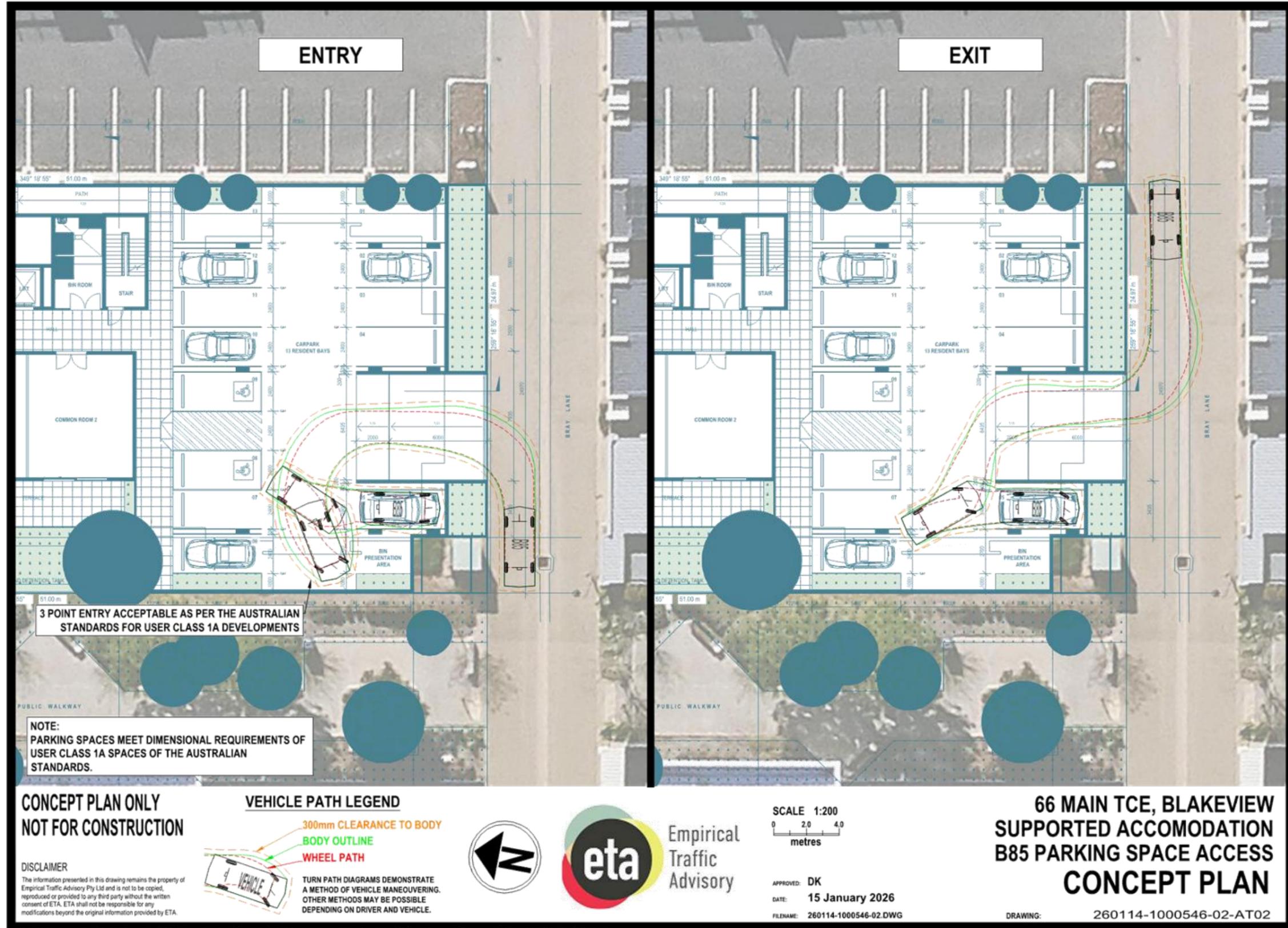
SCALE 1:200
0 2.0 4.0 metres

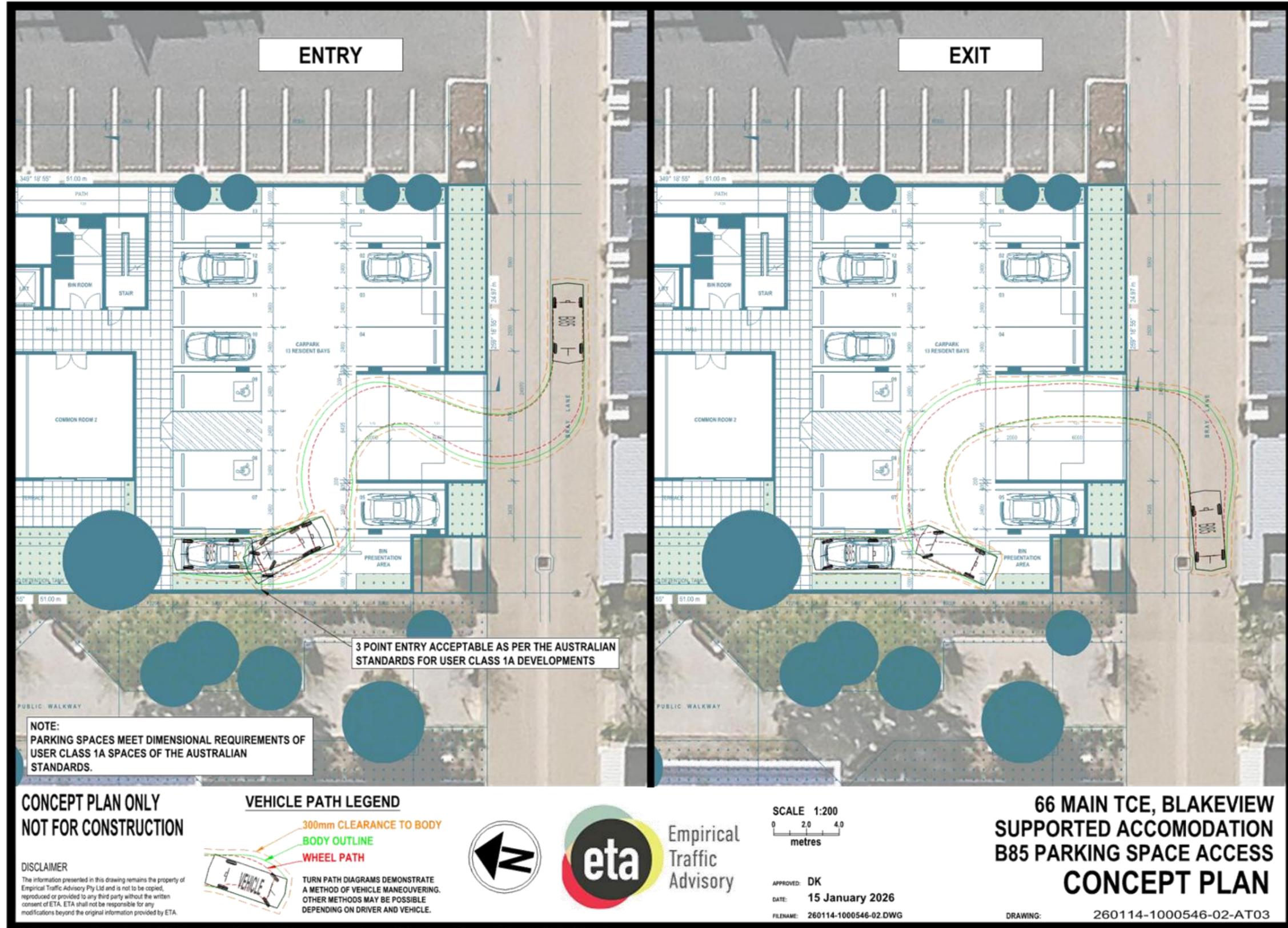


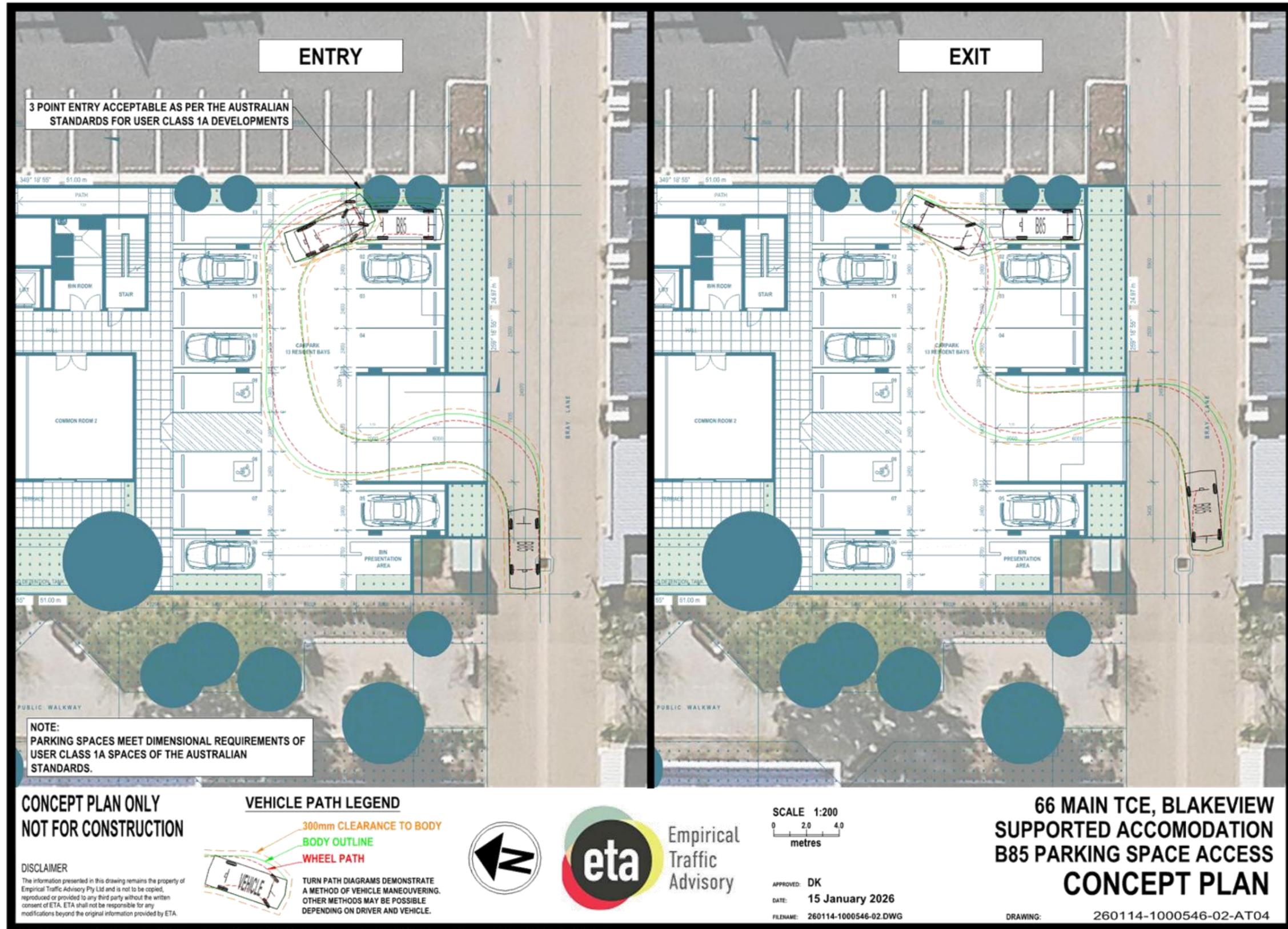
APPROVED: DK
DATE: 28 October 2025
FILENAME: 251028-1000546-01.DWG

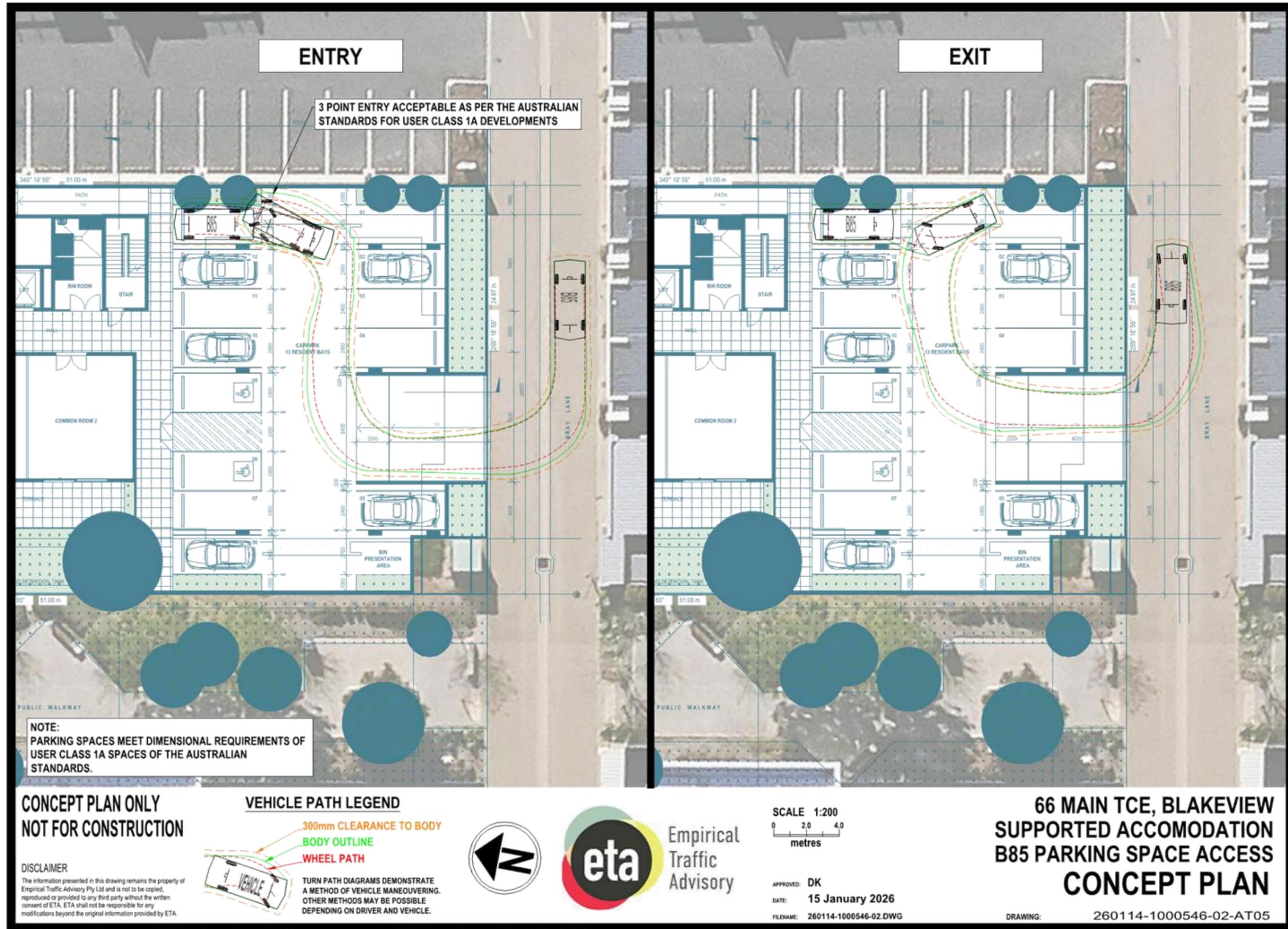
**66 MAIN TCE, BLAKEVIEW
SUPPORTED ACCOMMODATION
10.2M WASTE TRUCK AND B99
TURN PATHS**

DRAWING: 251028-1000546-01-AT01











66 Main Terrace, Blakeview

Waste Management Plan

Date: 28 October 2025

Prepared for:

DKJ Projects

66 Main Terrace
Waste Management Plan
28 October 2025



Colby Phillips Advisory Pty Ltd

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Adelaide, SA 5000

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Rev.	Date	Description	Doc No./Name	Originator	Approved
0	28 Oct 2025	For lodgement	WMP	JPH	JPH

Distribution List

Peter Farinola DKJ Projects
David Kwong ETA Traffic

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66 Main Terrace
Waste Management Plan
28 October 2025



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66 Main Terrace
Waste Management Plan
28 October 2025



1 INTRODUCTION

This document presents a waste management plan (WMP) for the proposed residential development at 66 Main Terrace, Blakeview (the "Development"). The Development comprises of Specialist Disability Accommodation dwellings and ancillary communal rooms.

The WMP explains how the Development can manage waste effectively to achieve regulatory requirements and desired design and operating objectives, including those recommended by the South Australian Better Practice Guide (State Guidelines) (Zero Waste SA, 2014) and the South Australian Planning and Design Code (Plan SA, 2024). The WMP should be read in conjunction with other planning approval documentation for the Development.

The objectives of the waste management plan are to:

- Demonstrate how waste can be effectively managed on site
- Ensure that tenants and residents are provided with suitable space to conveniently separate and store recoverable wastes from landfill
- Encourage education of waste system users to maximise diversion of waste from landfill
- Provide a cost-effective waste management system

2 WASTE SERVICES SUMMARY

The following provides a summary of the waste services proposed at the site:

	Disposal	Collection by	Collection frequency (per week)		
			General Waste	Recycling	Food Waste
SDA Apartments including commons spaces	General Waste, Mixed Recycling, Cardboard, Food Waste Carers or residents dispose to ground floor bin room	Private Contractor with Rear Lift truck	Weekly	Weekly	Weekly

66 Main Terrace
Waste Management Plan
28 October 2025



3 STAKEHOLDER ENGAGEMENT

Council's waste contractor (NAWMA) was consulted during the waste system design process. NAWMA confirmed that SDA waste could not be collected if all apartments are on one title. Only a single set of kerbside bins would be provided for each titled / assessable property on the site. All SDA waste must therefore be collected by a private waste contractor.

4 DEVELOPMENT DESCRIPTION

The Development is at 66 Main Terrace, Blakeview. The site has frontage on Main Terrace with vehicle access from a rear Council-owned service lane (Bray Lane). The development is in the City of Playford (Council). Figure 4-1 shows an overview of the site including key features of the waste system. The project drawings are 253034 A01 to A18 dated 17 Oct 2025. The Development is a multi-storey building designed for commercially operated Specialist Disability Accommodation including communal activity spaces.

Table 4-1 gives the proposed Development Metrics. In summary, the Development would comprise:

- *Specialised Disability Accommodation Apartments (Levels Ground - 2)*
 - *1 x 1-bedroom apartments (Carer's accommodation)*
 - *10 x 2-bedroom SDA apartments*
- *Communal spaces for SDA use (Ground Level)*
 - *Approx 210 m²*

Table 4-1 includes the recommended Waste Resource Generation Rate (WRGR) classifications (for each land use) based on the State Guideline (Zero Waste SA, 2014), which are used to estimate waste and recycling volumes to assess waste storage required for the site.

Table 4-1: Summary of land uses for the Development, their Land Use Type (as defined in the State Guideline and used for Waste Resource Generation Rate) and relevant Development Metric.

Land Use	Description	Site Location	Land Use Type	Dev. Metric(s)	
Residential	Specialist Disability Apartments	Ground - Level 2	Medium Density Residential Dwelling	11	Dwellings
				21	Bedrooms
SDA Communal spaces	SDA use	Ground	Proprietary	210	m ²

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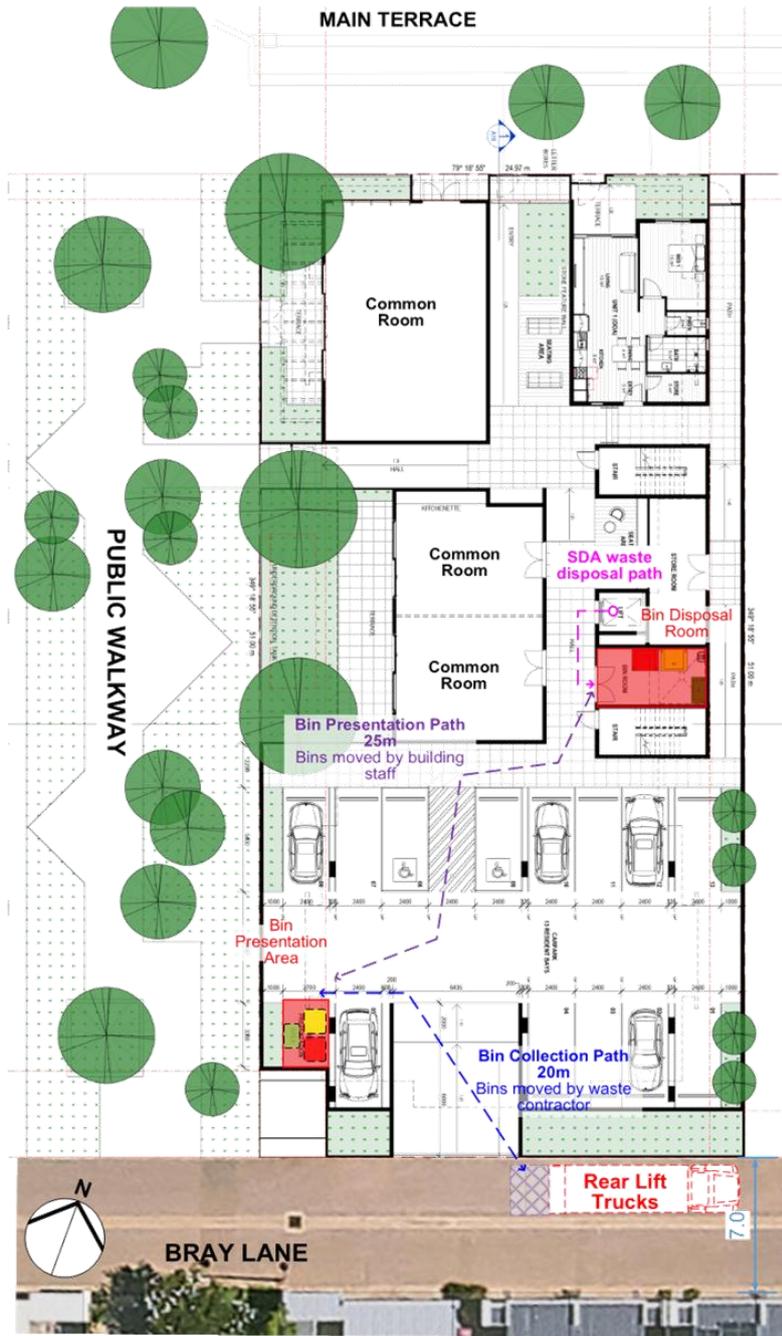


Figure 4-1: Site Overview, including transfer pathways.

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5 DESIGN ASSUMPTIONS

5.1 Waste & Recycling Service Provision

The following waste services are expected to be required by the site:

- **Routine Services** – These require on-site waste storage and routine and regular collections, and would include services for general waste, dry (comingled) recyclables, and food waste.
- **At-call services** – These involve non-frequent collections, such as Hard waste and are organised and provided on an as-needed basis.
- **Maintenance services** – Some waste items (e.g. lighting in common areas or commercial tenancies, sanitary waste in public/common toilets) would be removed and disposed of (off-site) by the contractor providing the related maintenance service (and hence on-site waste storage is not usually needed or provided).
- **External Services** – These are where waste items (e.g. printer cartridges, batteries, lighting) that can be dropped off by tenants/residents at external locations (e.g. Officeworks, waste depot) (and thus, separate on-site waste storage is not usually needed or provided).

The development would be serviced by private waste collection contractor(s).

5.2 Waste & Recycling Volumes

Table 5-1 estimates expected waste and recycling volumes for the Development (in Litres/week).

Table 5-1 Estimated waste & recycling volumes (Litres/week) for Development.

Use	Routine Service	Estimated Waste/Recycling Volumes (L/wk)	Collection Frequency (Events/wk)	Provider	Max. Bins/Items Stored & Collected (per Event)		
					No.	Size (L)	Type
Specialist Disability Accommodation inc Common Areas	General Waste	1,000	1	Private Contractor Rear Lift	1	1100	Skip
	Dry Comingled Recycling	800	1		1	1100	Skip
	Food / Garden Organics	500	1		1	660	Skip

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6 WASTE MANAGEMENT SYSTEM

6.1 User Storage

Residents would be provided with suitable kitchen bins with handles to enable easy carriage from their dwellings to their Local Disposal Area, e.g. Figure 6-1 below:

- a) General waste bin – at least 20L in size (bag lined)
- b) Co-mingled recycling waste bin - at least 20L in size
- c) Food organics bin (compostable bag lined)



Figure 6-1 Examples of suitable waste and recycling kitchen bins: (a) General waste & recycling - 2x20L Buckets with carry-handles in pull-out drawer; and (b): Bench-top food waste kitchen caddy.

6.2 Local Disposal and Waste Storage

Residents or carers would dispose of General Waste, Recycling and Organic Waste into shared skip bins provided in the ground floor Bin Disposal Room. All apartments would share one set of skip bins. Bins will provide up to 1 week of storage. An overview of storage areas is shown in Figure 4-1 (page 6). Detail is provided in Figure 6-2 and the following sections. The disposal path distance from any residence is between 10 and 20 m (see Figure 4-1 and Figure 6-3).

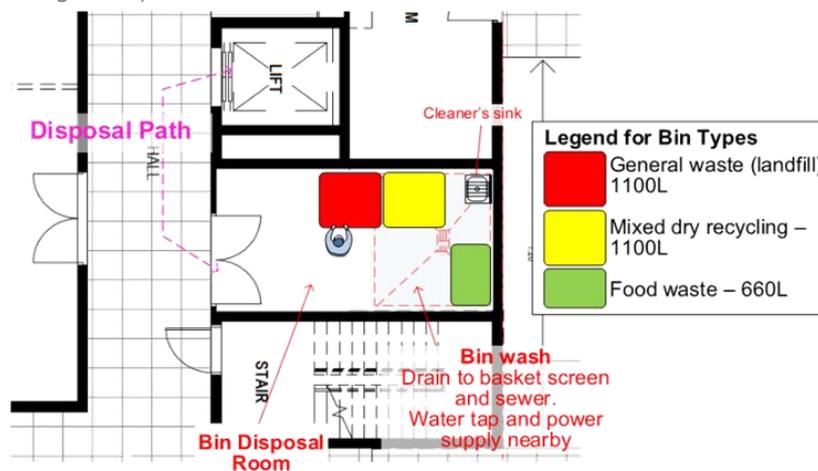


Figure 6-2: Bin disposal room

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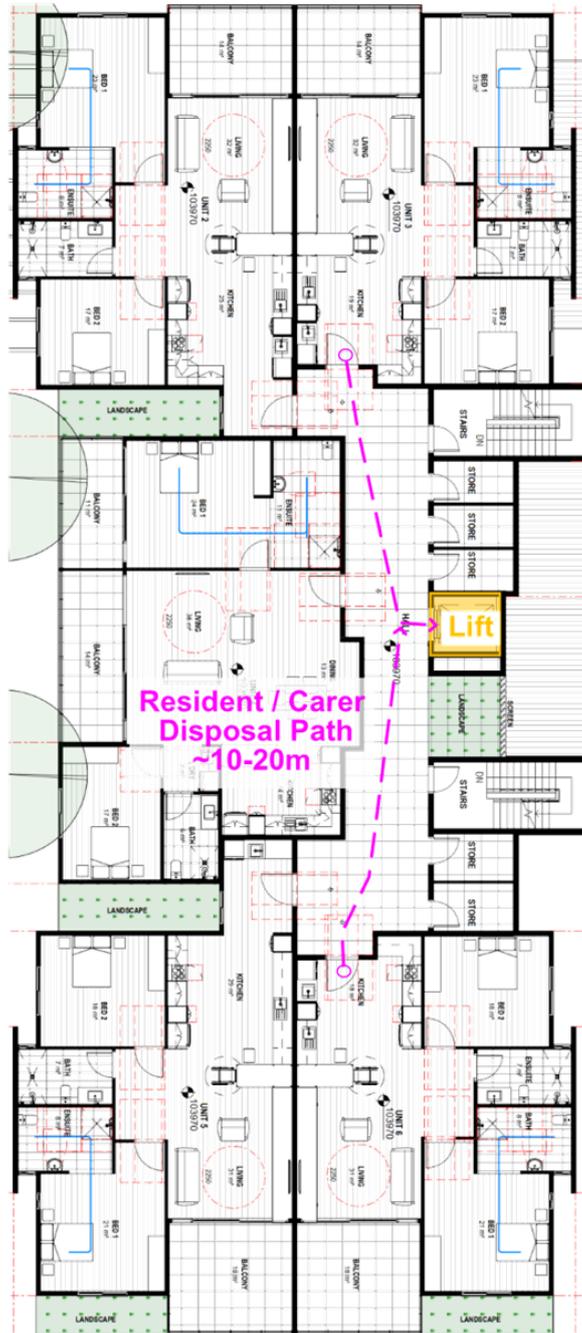


Figure 6-3: Resident local disposal paths on Levels 1 – 2

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6.3 Bin Presentation

Bins will be moved close to the collection location prior to the scheduled weekly collection time. A staff carer or other delegate would be responsible for moving the bins out of the disposal room and to the bin presentation area adjacent the car park entrance. Enough space is available to present all 3 bins simultaneously while keeping bins out of the car park aisle. The transfer distance is around 25m and essentially flat.

6.4 Collection

- A private waste contractor would collect general waste skip bins, recycling skip bins, and organics skip bins on a weekly basis.
- The contractor waste truck would stop on Bray Lane adjacent the car park entrance.
- The contractor would collect bins from the bin presentation area, less than 20m from the truck.
- Collections are expected to take approximately 5 minutes per service.

6.5 Hard waste

- Hard waste collections will be infrequent, and at-call as required. Typically, once a year.
- Hard waste collections would be arranged by the site operator using a private waste collection contractor.
- Hard waste could either be collected directly from the communal space / apartment or presented to a laydown area in the carpark (e.g. in a visitor car park flagged off temporarily for waste presentation).

6.6 Maintenance Services

Waste would be generated by some maintenance services or activities in the building and commercial tenancies at the site (e.g. lighting, repair work, cleaning of commercial toilets, etc.). These maintenance-generated waste materials would be handled and disposed of by the contractor undertaking these services. Dedicated on-site storage for these waste materials is therefore not needed.

6.7 External

Residents or carers would be able to dispose of smaller waste items, such as E-waste, printer cartridges, batteries and lighting, to publicly available external drop off points (e.g. supermarkets, Office works, telco retail stores, etc.), which accept these materials.

The Building User Manual(s) for residents and commercial tenants at the Development will include advice on external drop-off points for these waste items, which may include reference to Council advice available at their Web site.

6.8 Bin cleaning (& On-site Bin Wash Area)

A dedicated on-site bin cleaning area would be provided the Bin Disposal Room – see Figure 6-2 (page 8).

- This bin wash area would require grading to a sewer drain with basket screen to remove gross solids, tiles or epoxy coating to water-proof adjacent walls and flooring,

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standard cold-water supply faucet and commercial-grade electrical power supply (if pressure washer system is to be used).

- Bin washing activity would be managed by the Building/Facilities Manager.
- Bin washing would be timed to occur immediately after bins are emptied.

Alternatively, bin cleaning at the Development could be outsourced to an external contractor (e.g. <http://binforce.com.au/>).

- These external contractors generally have self-contained bin washing systems on back of ute or truck that enable them to clean bins on site – e.g. Figure 6-4 below.
- Some service providers will remove bins from site, replacing them with an empty spare, clean the bins, then return them to site.



Figure 6-4 On-site bin wash system for rear-lift trucks on back of ute. Source: <http://binforce.com.au/>

6.9 Transfer pathways

There are several transfer pathways for the waste systems at the Development. The following is provided as a guide for sizing and designing these transfer pathways.

- *Transfer pathways –*
 - *User disposal – prefer less than 50m each way and free of steps, no grades greater than 1:15, and cater for mobility impaired users.*
 - *Local disposal points to central storage – enough width to accommodate relevant bins or waste loads being transferred, free of steps, no grades greater than 1:12*
 - *Collection – less than 30m with no steps or grades greater than 1:10*
- *Corridor widths –*
 - *240L MGBs or smaller bins / loads – min. 1,000 mm (1,200mm preferred)*
 - *660L skip bins – min. 1,200mm (1,400mm preferred)*
 - *1,100L skip skips and/or other waste loads – min. 1,500mm (1,600mm preferred)*
- *Doors –*
 - *Local disposal access – 800mm*
 - *Transfer pathways– Appropriate to the size of bin to be transported, e.g.*
 - *240L MGB (or smaller) – min. 800mm*
 - *660L skip – min. 900mm (1,200mm preferred)*
 - *1,100L skip – min 1,400mm (1,600mm preferred)*
- *Floors – Hard surfaces where bins and skips are to be carted*

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Based on current plans, these requirements for transfer pathways in the Development appear to be generally satisfied. All relevant transfer pathways should be reviewed and confirmed at detailed design stage to ensure they are appropriate.

6.10 Management & Communication

6.10.1 Responsibilities

Table 6-1 summarises the responsibilities of different parties / stakeholders for proposed waste management and operational activities at the Development. In summary, the Building / Facilities Manager would be responsible for managing the waste system, but residents and carers would play an important role in managing their local disposal activities. Council (at its discretion) and the private waste contractor may provide support with resident engagement and education to help drive good waste management outcomes.

Table 6-1 Management & operational responsibilities for the waste systems at the Development

Waste System	Activity	Responsible party
<i>SDA Apartments</i>	<i>Local disposal & external disposal</i>	Residents and Carers, staff
	<i>Waste storage areas, hygiene, odour management & bin cleaning</i>	Building Manager & their property management staff
	<i>Collection services – Standard Waste, Recycling, Organics, Cardboard, and Hard Waste</i>	Private Contractor
	<i>Management</i>	Building Manager
	<i>Education, Training & Engagement (Residents)</i>	Building Manager

6.10.2 Implementation & Communication

To successfully implement this WMP, the following should be put in place.

- **Mandated responsibilities for apartment residents and carers** – Obligations for residents to properly access, operate and use the waste systems provided should be written into any tenancy residency agreement and/or incorporated into the Community/Strata plan lodged with the Lands Titles Office.
- **Resident / Carer Induction** – Should include first-day guidance on how to correctly use the waste systems.
- **Building User Manual** – Multi-lingual advice and instructions on waste management and using the waste systems should be included in the Building User Manual(s) developed for residents, including contact information for further information, questions and issues.
- **Emergency Response &/or Property Management Plan(s)** – Should include response measures (or contingencies) for:
 - *Collection services suspended or not available;*
 - *Incorrect use by residents of the waste systems; and*
 - *Illegal dumping on-site.*

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- *Poor waste management outcomes (including cleanliness, odour and/or low diversion).*

6.11 Other Waste System Design or Management Issues

The following would be considered and/or implemented for waste systems at the Development. More details for some of these items can be resolved at detailed design stage with the waste contractor and/or Council.

- 1) **Bins** – These would comply with Australian Standard for Mobile Waste Containers (AS 4213). Bins may be supplied by the Private Collection Contractor.
- 2) **Signage** –
 - Appropriate signage in all Local Disposal and Waste Storage Areas should be used to ensure correct disposal of waste and recycling.
 - This signage should conform to the signage requirements of Council and/or the State Guideline (Zero Waste SA, 2014).
 - The Waste Contractor may provide templates for signs.
- 3) **Vermin, hygiene & odour management (inc. ventilation)**
 - **Inspection & Cleaning** –
 - An inspection and cleaning regime would be developed and implemented by the Building / Facilities Manager for waste systems at the Development, including ensuring that surfaces and floors around disposal areas, transfer pathways and waste storage areas are kept clean and hygienic and free of loose waste and recycling materials.
 - *Where putrescible general waste or food waste is being stored, Local Disposal and Waste Storage areas should be graded to a sewer drain with tiling or epoxy coating to floors and adjacent walls to waterproof the area and for cleaning.*
 - **Odour Control** –
 - The bin disposal room should be mechanically ventilated to remove odour, with exhaust complying to relevant building codes.
 - Food waste bins in Waste Storage areas should have lids closed after use.
- 4) **Access & security** –
 - The bin disposal room should be secure and only accessible by key or fob or access code.
 - *This key or fob or access codes would be provided to residents, carers, property management staff and/or waste contractor(s) collecting from these areas.*
 - *CCTV is recommended to monitor waste disposal practices in all Waste Storage Areas.*

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7 PLANNING & DESIGN CODE OBJECTIVES

The applicable General Development Policies relating to Waste are provided in the following table. The third column states how these policies have been addressed in the proposed design.

Design in Urban Areas		
<p>PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.</p>	<p>DTS/DPF 1.5 None are applicable</p>	<p>Response: Bins are to be stored within an enclosed room within the building envelope. Stored bins will not be visible to residents or from the public domain.</p>
<p>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.</p>	<p>DTS/DPF 11.1 None are applicable</p>	<p>Response: Collection systems are provided for source-separated landfill, recycling, and food waste. A bin wash area/system is to be included in the bin disposal room.</p>
<p>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</p>	<p>DTS/DPF 11.2 None are applicable</p>	<p>Response: Bins are to be stored in an enclosed room within the building envelope. Stored bins will not be visible to residents or from the public domain.</p>
<p>PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.</p>	<p>DTS/DPF 11.3 None are applicable</p>	<p>Response: The enclosed bin disposal room will be mechanically ventilated with exhaust complying with relevant building codes.</p>
<p>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.</p>	<p>DTS/DPF 11.4 None are applicable</p>	<p>Response: Bins are to be collected by the waste contractor stopping in Bray Lane. Each bin will be collected weekly, and trucks will normally be stopped for 3 to 5 minutes to collect the bin.</p>
<p>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</p>	<p>DTS/DPF 11.5 None are applicable</p>	<p>Response: Space is allowed for sorting and collection of a variety of wastes. Food waste can be separated into a dedicated bin for collection and composting offsite.</p>

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<p>PO 40.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, screened, from view</p>	<p>DTS/DPF 40.4 None are applicable</p>	<p>Response: Space is allowed for sorting and collection of a general waste, mixed recycling, and food waste. Bins will be stored within an enclosed room located next to the lift.</p>
<p>PO 40.5 Waste and recyclable material storage areas are located away from dwellings</p>	<p>DTS/DPF 40.5 None are applicable</p>	<p>Response: Bins will be stored within an enclosed room.</p>
<p>PO 40.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time</p>	<p>DTS/DPF 40.6 None are applicable</p>	<p>Response: Bins are to be collected by the waste contractor stopping in Bray Lane. Each bin will be collected weekly, and trucks will normally be stopped for 3 to 5 minutes to collect the bin.</p>
<p>PO 43.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are: a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off b) paved with an impervious material to facilitate wastewater collection c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area d) are designed to drain wastewater to either: a. a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or b. a holding tank and its subsequent removal off-site on a regular basis</p>	<p>DTS/DPF 43.1 None are applicable</p>	<p>Response: Bin wash is to be provided within the bin disposal room, with washdown graded to a suitable basket screen prior to sewer disposal. The bin wash is within an enclosed room, so stormwater cannot enter the sewer via the bin wash drain.</p>

Details of Representations

Application Summary

Application ID	24025773
Proposal	Construction of Three Storey Residential Flat High-Density Building for Supported Accommodation consisting of 10 Specialist disability accommodation (SDA) apartments, 1 Onsite Overnight Assistance (OOA) apartment and ground floor supporting office with associated common areas, landscaping, advertisements, acoustic fencing, retaining walls and carparking
Location	66 MAIN TCE BLAKEVIEW SA 5114

Representations

Representor 1 - Isaac Tud

Name	Isaac Tud
Address	34 Swinden Crescent BLAKEVIEW SA, 5114 Australia
Submission Date	25/11/2025 07:43 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

Reasons

As someone who has worked in the disability sector for 13 years I have the following concerns; 1) there is insufficient parking for staff and visitors. Depending on complexity, some clients require 2 support workers to provide the required care and supports. If there are 20 support workers based at this site, the current number of car parks are inadequate. There is already a lack of parking in the area due to the Revo gym next door which is over capacity. 2) most SDA clients such as those in wheel chairs cannot use stairs and would be required to use the lift which is small and wouldn't fit an ambulance stretcher in a medical emergency. Good luck evacuating this building in an emergency. 3) there is already newly built SDA accommodation on Main Terrace behind the KFC completed in 2025. These properties are still awaiting tenants, so why build more? 4) The NDIS is making eligibility to access SDA funding harder, there isn't a massive pipeline of new participants entering the market. 5) this location in the Blakes Crossing town centre should be reserved for a development that benefits the existing wider residential community rather than be occupied by a building that only exists to house a small minority group who don't already live in the estate.

Attached Documents

Representations

Representor 2 - Zachary Evans

Name	Zachary Evans
Address	21 Finnis Street BLAKEVIEW SA, 5114 Australia
Submission Date	25/11/2025 08:07 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

Reasons

As a resident whose garage backs onto Bray Lane, the traffic from the Revo gym has already created issues for homeowners. During certain times of the day, cars park (sometimes illegally) down Bray Lane, making it difficult for residents to access their garages. I have already had to call the council regarding this. Currently, the empty lot is used by some gym-goers to park their cars. By adding Supported Accommodation on this lot, you are not only increasing the traffic on Bray Lane from those units, but also making those other cars that park there for the gym to crowd the surrounding area, no doubt back onto Bray Lane, as already happens, causing further headaches for residents. Bray Lane is not a proper road and adding more living spaces coming off of it is asking for further traffic problems.

Attached Documents

Representations**Representor 3** - Adrian Rossi Adrian Rossi

Name	Adrian Rossi Adrian Rossi
Address	19 Boucaut Avenue BLAKEVIEW SA, 5114 Australia
Submission Date	25/11/2025 09:27 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

Reasons

This development is on Main street next to a daycare centre and gym. Traffic congestion is already an issue and this will increase traffic and make access to the businesses on this street very difficult at peak times. The street only has businesses so putting a 3 storey building does not fit with the commercial use of this street which sits at the centre of our village. Also 3 storeys will tower over the rest of the houses behind main street. Please reject this proposal and consider only commercial businesses for main street.

Attached Documents

Representations

Representor 4 - Celeste Jedani

Name	Celeste Jedani
Address	13 kirkstile street BLAKEVIEW SA, 5114 Australia
Submission Date	26/11/2025 12:08 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
Reasons	I strongly believe this location would be better suited to retail or commercial use rather than additional supportive residential housing. Our community would benefit far more from services, shops, and businesses that activate the area, support local employment, and maintain the purpose of a true town centre.

Attached Documents

Representations

Representor 5 - kate Mott

Name	kate Mott
Address	6, castle court BLAKEVIEW SA, 5114 Australia
Submission Date	26/11/2025 10:17 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 oppose the development

Reasons

Blakes crossing is not the place for this type of accommodation. The area is already over congested with the 2 gyms, 2 childcare centres and a school that is expanding. This building will tower over all the others in the area looking down on the childcare centre while the children play on the roof garden, and it will look right into the windows of the apartments across the road. When the gym is full around 4pm till 7pm car parking is already at a premium. At 3pm you have Blakes Crossing school, Craigmore High, Blakeview Primary and Trinity College students all descend on the Blakes Crossing shopping center and it is mayhem with so many people and extremely limited parking. This building is not for this area, I hope you listen to the residents unlike when Maccas and KFC were built. My children have already been chased and attacked by a drug-induced person around the shopping centre we don't need more of this, the violence is bad enough.

Attached Documents

Representations

Representor 6 - Kayla Thompson

Name	Kayla Thompson
Address	21 Lewis Drive BLAKEVIEW SA, 5114 Australia
Submission Date	27/11/2025 11:00 AM
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

Reasons

I would like to raise serious concerns about the proposed Specialist Disability Accommodation being built so close to the school, childcare centre, and family facilities within our estate. Given the high volume of children and families moving through this area every day, I feel that this location is not appropriate for a facility designed for residents with complex and intensive support needs. This particular part of the estate is intended to function as a family oriented precinct, and its proximity to educational and recreational spaces should be carefully considered in development decisions. In addition, our community already hosts several Disability Support and affordable housing properties, and with the estate becoming increasingly congested, the impact of additional high support accommodation needs to be properly assessed. Traffic around school pick-up and drop-off is already extremely challenging, and further strain on local roads and parking will affect safety and daily functioning for families. Many residents chose this area because of the lifestyle, the schools, and the character of the neighbourhood. With some of the highest council rates in the state, we had hoped to see more family friendly facilities; restaurants, dining options, and community spaces rather than more high density or specialist developments. The ongoing shift in the estate's layout and planning direction raises concerns about long term property values, liveability, and whether the original vision for the community is being maintained. I believe this particular block of land would be better reserved for family oriented use in line with the surrounding schools, shops, parks, and recreation spaces. I'm requesting that the location be reconsidered, and that the broader impact on families, infrastructure, and the overall vision of the estate be properly addressed.

Attached Documents

Representations**Representor 7** - Damir Plivac

Name	Damir Plivac
Address	42 Wurak Circuit BLAKEVIEW SA, 5114 Australia
Submission Date	27/11/2025 11:42 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

My concerns include, 24-hour activity next to an already 24-hour gym, increased congestion with parking and traffic in an already congested area directly across from shops, childcare and close to a school, potential noise and late-night disturbances, and change to the overall character and atmosphere of the neighbourhood. There are far more suitable locations for such a development with greater facilities such as Munno Para/West or closer to Elizabeth, instead of this already small estate within Blakeview.

Attached Documents

Representations**Representor 8** - Corrina Magro

Name	Corrina Magro
Address	39 FINNIS STREET BLAKEVIEW SA, 5114 Australia
Submission Date	27/11/2025 04:03 PM
Submission Source	Email
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 please see attached	

Attached Documents

Objection_letter-12925587.pdf

To: City of Playford – Planning Department
Subject: Formal Objection – Proposed 24-Hour Supported Accommodation Development
Address: 39 Finnis Street, Blakeview
Phone: 0433 625 878

Dear Planning Manager,

I am writing to lodge a formal and firm objection to the proposed three-storey supported accommodation development planned for the site directly behind my property.

I reside at 39 Finnis Street, Blakeview, in a two-storey home that directly borders the development site. After reviewing the proposal, I hold serious concerns about the significant impacts this development will have on the safety, functionality, and amenity of our area.

1. Excessive Building Height & Visual Impact

The proposed three-storey structure is not consistent with the surrounding residential streets, which are predominantly single-storey dwellings or low-rise structures. A building of this scale will overlook my property, severely impacting privacy and sunlight, and creating an intrusive visual presence.

2. 24-Hour Activity and Noise Concerns

The proposal indicates 24-hour operation, similar to the large 24-hour gym already located nearby. Constant arrivals, staff changes, service vehicles, and late-night activity will result in ongoing noise disturbances incompatible with a residential neighbourhood.

3. Traffic, Parking and Road Safety

My home is positioned near a busy road system, with:

- A school directly opposite the street, and
 - A childcare centre located immediately next to the development site.
- Introducing a high-traffic, 24-hour facility will significantly increase vehicle congestion, raise risks during school peak times, and place additional pressure on already-strained street parking. This creates a serious safety risk for the large number of young children who walk through this area daily.

4. Cumulative Impact of Surrounding Commercial Sites

The precinct already includes a 24-hour gym and other commercial or high-traffic sites. Adding another major facility—especially one operating around the clock—will push the area beyond what the infrastructure can safely support.

5. Construction Impacts on Surrounding Residential Homes

Given the scale of the build, prolonged construction will result in excessive noise, dust and debris, vibration impacts on existing nearby homes, and reduced access and congestion for an extended period.

Request for Immediate Contact & Review of Proposal

Given the severity of these issues, I request that this development not proceed in its current form under any circumstances.

I also request a call back from the planning manager to discuss my concerns further. I can be contacted at:

Phone: 0433 625 878
Address: 39 Finnis Street, Blakeview

I expect confirmation that this objection has been formally recorded.

Thank you for your attention. I look forward to a prompt response.

Kind regards,
Corrina Magro
39 Finnis Street
Blakeview SA
0433 625 878

Representations

Representor 9 - Scott Davis

Name	Scott Davis
Address	7 OLIVIA COURT BLAKEVIEW SA, 5114 Australia
Submission Date	05/12/2025 09:49 AM
Submission Source	Email
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

I am a ratepayer living with a disability in Blakeview. While I don't require supported accommodation, I think the availability of such facilities in local communities is valuable. I do not wish to be heard in person or nominate a speaker. I support the development. It is not unreasonably high for the area (the roof will be below the nearby school buildings). It is unlikely to generate as much traffic as commercial development of that land would create. It is not significantly taller than other nearby buildings. The driveway is not on Main Terrace where it would potentially disrupt passing traffic, it's on Bray Lane which already has garage entrances and no building frontages. It provides more than one off-street parking space per unit for residents or support workers, and it's quite possible that the supported residents don't drive anyway, and there is a bus stop directly out the front. It's quite likely that ten residential units generate far less traffic than retail or professional offices in that space would generate.

Attached Documents

Rep-ScottDavis-12995515.pdf

Repli-ScottDavis-12995516.pdf

Rebecca Pengilly

From: PlanningAlerts <contact@planningalerts.org.au>
Sent: Tuesday, 25 November 2025 12:35 AM
To: Duty Planner
Subject: Comment on application 24025773

Categories: email sent, Bec

⚠ **EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

For the attention of the General Manager / Planning Manager / Planning Department

Application: 24025773
Address: 66 Main Tce Blakeview SA 5114
Description: Construction of Three Storey Residential Flat High-Density Building for Supported Accommodation consisting of 10 Specialist disability accommodation (SDA) apartments, 1 Onsite Overnight Assistance (OOA) apartment and ground floor supporting office with associated common areas, landscaping, advertisements, acoustic fencing, retaining walls and carparking
Name of commenter: Scott Davis
Address of commenter: 7 Olivia Court, Blakeview SA
Email of commenter: sbdavis@internode.on.net

Comment

I support this development. It is not significantly taller than other nearby buildings. The driveway is not on Main Terrace where it would potentially disrupt passing traffic, it's on Bray Lane which already has garage entrances and no building frontages. It provides more than one off-street parking space per unit for residents or support workers, and it's quite possible that the supported residents don't drive anyway, and there is a bus stop directly out the front.

It's quite likely that ten residential units generate far less traffic than retail or professional offices in that space would generate.

This comment was submitted via PlanningAlerts, a free service run by the charity [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)

Important Privacy Notice - Please Read

The email address and street address are provided to South Australia Planning Portal only so you can contact, identify and verify Scott Davis, in response to 24025773, and not for any other purpose.

You, South Australia Planning Portal do NOT have permission to publish, nor share with anyone outside South Australia Planning Portal the email address and street address without express written permission from Scott Davis.

We specifically confirm that any consent given in any form (including pursuant to your privacy policy) to disclose personal information to third parties is withdrawn.



Rebecca Pengilly

From: Scott Davis <sbdavis@internode.on.net>
Sent: Thursday, 4 December 2025 10:36 AM
To: Rebecca Pengilly
Subject: Re: Public Notification - 24025773 - 66 Main Terrace BLAKEVIEW SA 5114

Follow Up Flag: Follow up
Flag Status: Flagged

⚠ **EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

Hi Rebecca.

I am a ratepayer living with a disability in Blakeview. While I don't require supported accommodation, I think the availability of such facilities in local communities is valuable.

I **do not** wish to be heard in person or nominate a speaker.

I **support** the development. It is not unreasonably high for the area (the roof will be below the nearby school buildings). It is unlikely to generate as much traffic as commercial development of that land would create.

Regards,

Scott Davis

On 27/11/2025 3:22 pm, Rebecca Pengilly wrote:

Good afternoon

Thank you for your recent correspondence via the Planning Alerts portal in relation to development application **24025773 – 66 Main Terrace Blakeview SA 5114**

I will arrange to have your concerns/comments entered into the PlanSA portal for the purpose of Public Notification. Can you please respond to the following questions so that I may complete the process:

1. Do you wish to be heard when the matter goes before the Council Assessment Panel?
2. If so, would you like to nominate a speaker?
3. Please confirm the following:
 1. I support the development
 2. I support the development with some concerns
 3. I do not support the development

Should you have any questions please feel free to contact us on 8256 0331

Best regards

Rebecca



Rebecca Pengilly
Development Services Officer
City of Playford

P. (08) 8256 0242 • E. RPengilly@playford.sa.gov.au
12 Bishopstone Road, Davoren Park, SA 5113

playford.sa.gov.au

playford.sa.gov.au/stayconnected →

We acknowledge that we work on Kaurna Country and pay our respects to the Kaurna people and their ongoing spiritual connection to country.

Representations

Representor 10 - Rajvir Saini

Name	Rajvir Saini
Address	39 ST GEORGES WAY BLAKEVIEW SA, 5114 Australia
Submission Date	05/12/2025 10:19 AM
Submission Source	Email
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

Hello, I am a resident of this area, and Main Terrace is my regular route for daily travel. This proposed development will create significant disruption, especially considering the nearby school, gym, shops, and childcare centre. The traffic is already extremely heavy in the mornings and evening and adding a large building with continuous visitation will only increase the congestion. Please also consider the safety of the children attending the local school and childcare centre. Their wellbeing should be a priority when assessing this development. While I fully support inclusive housing, the location raises questions about increased traffic, safety, and overall community impact. A development of this scale should be carefully evaluated to ensure it does not compromise the wellbeing of local families, especially young children. Additionally, having more local shops in this area would be a great benefit, as it would positively contribute to the existing shopping hub. Thank you.

Attached Documents

Rep-RajvirSaini-12996107.pdf

Rebecca Pengilly

From: Rajvir S <rajvir_ssaini@yahoo.com>
Sent: Tuesday, 25 November 2025 9:58 PM
To: Duty Planner
Subject: Development :24025773, main tce ,Blakeview
Categories: email sent, Bec

⚠ **EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

Hello,

I am a resident of this area, and Main Terrace is my regular route for daily travel. This proposed development will create significant disruption, especially considering the nearby school, gym, shops, and childcare centre. The traffic is already extremely heavy in the mornings and evening and adding a large building with continuous visitation will only increase the congestion.

Please also consider the safety of the children attending the local school and childcare centre. Their wellbeing should be a priority when assessing this development.

While I fully support inclusive housing, the location raises questions about increased traffic, safety, and overall community impact. A development of this scale should be carefully evaluated to ensure it does not compromise the wellbeing of local families, especially young children.

Additionally, having more local shops in this area would be a great benefit, as it would positively contribute to the existing shopping hub.

Thank you.

Representations

Representor 11 - Pritpal Singh

Name	Pritpal Singh
Address	39 ST GEORGES WAY BLAKEVIEW SA, 5114 Australia
Submission Date	05/12/2025 10:27 AM
Submission Source	Email
Late Submission	Yes
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

Hello, I am a resident of this area, and Main Terrace is my regular route for daily travel. This proposed development will create significant disruption, especially considering the nearby school, gym, shops, and childcare centre. The traffic is already extremely heavy in the mornings and evening and adding a large building with continuous visitation will only increase the congestion. Please also consider the safety of the children attending the local school and childcare centre. Their wellbeing should be a priority when assessing this development. While I fully support inclusive housing, the location raises questions about increased traffic, safety, and overall community impact. A development of this scale should be carefully evaluated to ensure it does not compromise the wellbeing of local families, especially young children. Additionally, having more local shops in this area would be a great benefit, as it would positively contribute to the existing shopping hub. Thank you

Attached Documents

Rep-PritpalSingh-12996240.pdf

Rebecca Pengilly

From: Pritpalsingh <prtipalsingh21@gmail.com>
Sent: Tuesday, 25 November 2025 10:00 PM
To: Duty Planner
Subject: Development :24025773, main tce ,Blakeview
Categories: email sent, Bec

⚠ **EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

Hello,

I am a resident of this area, and Main Terrace is my regular route for daily travel. This proposed development will create significant disruption, especially considering the nearby school, gym, shops, and childcare centre. The traffic is already extremely heavy in the mornings and evening and adding a large building with continuous visitation will only increase the congestion.

Please also consider the safety of the children attending the local school and childcare centre. Their wellbeing should be a priority when assessing this development.

While I fully support inclusive housing, the location raises questions about increased traffic, safety, and overall community impact. A development of this scale should be carefully evaluated to ensure it does not compromise the wellbeing of local families, especially young children.

Additionally, having more local shops in this area would be a great benefit, as it would positively contribute to the existing shopping hub.

Thank you

Representations

Representor 12 - Margaret Troubridge

Name	Margaret Troubridge
Address	34 SAVERIO BOULEVARD ANGLE VALE SA, 5117 Australia
Submission Date	05/12/2025 10:34 AM
Submission Source	Email
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

I do not support the Development at 66 Main Terrace Blakeview. I went over to Blakeview and inspected the Block. This Development is not suitable for the area. Traffic and parking is already an issue in the area. The Main and Village Terrace corner is a busy intersection and not designed well. The new development will look hideous cramped between the Child Care Centre and Revo Gym. I definitely would never support 3 stories of any development on Main Terrace. This will cause more parking issues in surrounding streets already experiencing parking issues.

Attached Documents

Rep-MargaretTroubridge-12996402.pdf
Repli-MargaretTroubridge-12996403.pdf

Rebecca Pengilly

From: Margaret Troubridge <mjrjbs8@gmail.com>
Sent: Friday, 28 November 2025 1:41 PM
To: Development Service Officer (DSO)
Subject: Re: Public Notification - 24025773 - 66 Main Terrace BLAKEVIEW SA 5114

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi Rebecca

I do not support the Development at 66 Main Terrace Blakeview.

I went over to Blakeview and inspected the Block.
This Development is not suitable for the area.
Traffic and parking is already an issue in the area.
The Main and Village Terrace corner is a busy intersection and not designed well.
The new development will look hideous cramped between the Child Care Centre and Revo Gym.
I definitely would never support 3 stories of any development on Main Terrace.

Kind Regards

Margaret Troubridge

34 Saverio Blvd
Angle Vale 5117
0432 071 497



On Mon, Nov 24, 2025 at 8:42 AM Development Service Officer (DSO)
<DevelopmentServiceOfficer@playford.sa.gov.au> wrote:

Good morning

Thank you for your recent correspondence via the Planning Alerts portal in relation to development application 24025773 – 66 Main Terrace Blakeview SA 5114

I will arrange to have your concerns/comments entered into the PlanSA portal for the purpose of Public Notification. Can you please respond to the following questions so that I may complete the process:

- Do you wish to be heard when the matter goes before the Council Assessment Panel?
- If so, would you like to nominate a speaker?
- Please confirm the following:
 - I support the development
 - I support the development with some concerns
 - I do not support the development

Should you have any questions please feel free to contact us on 8256 0331

Best regards

Rebecca



Development Service Officer (DSO)

+61 88256 0331

DevelopmentServiceOfficer@playford.sa.gov.au

10 Playford Blvd, Elizabeth, SA 5112

playford.sa.gov.au

playford.sa.gov.au/stayconnected →

We acknowledge that we work on Kaurna Country and pay our respects to the Kaurna people and their ongoing spiritual connection to country.

Rebecca Pengilly

From: PlanningAlerts <contact@planningalerts.org.au>
Sent: Sunday, 23 November 2025 10:04 PM
To: Duty Planner
Subject: Comment on application 24025773

Categories: email sent, waiting on reply from email, Bec

⚠ **EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

For the attention of the General Manager / Planning Manager / Planning Department

Application: 24025773
Address: 66 Main Tce Blakeview SA 5114
Description: Construction of Three Storey Residential Flat High-Density Building for Supported Accommodation consisting of 10 Specialist disability accommodation (SDA) apartments, 1 Onsite Overnight Assistance (OOA) apartment and ground floor supporting office with associated common areas, landscaping, advertisements, acoustic fencing, retaining walls and carparking
Name of commenter: Margaret Troubridge
Address of commenter: 43 Finnis St, Blakeview SA
Email of commenter: mjrjbn8@gmail.com

Comment

This will cause more parking issues in surrounding streets already experiencing parking issues.

This comment was submitted via PlanningAlerts, a free service run by the charity [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)

Important Privacy Notice - Please Read

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We specifically confirm that any consent given in any form (including pursuant to your privacy policy) to disclose personal information to third parties is withdrawn.

Representations**Representor 13** - Amanda Jane Saunders

Name	Amanda Jane Saunders
Address	22 HIGHLAND CIRCUIT BLAKEVIEW SA, 5114 Australia
Submission Date	05/12/2025 10:38 AM
Submission Source	Email
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

I believe this will result in a lot more traffic in the area over narrow streets. It is in the same place as schools , day care and shops. The pick. Of the building also look like a office building rather than residences.

Attached Documents

Rep-AmandaSaunders-12996522.pdf

Rebecca Pengilly

From: PlanningAlerts <contact@planningalerts.org.au>
Sent: Sunday, 23 November 2025 9:44 AM
To: Duty Planner
Subject: Comment on application 24025773

Categories: email sent, waiting on reply from email, Bec

⚠ **EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

For the attention of the General Manager / Planning Manager / Planning Department

Application: 24025773
Address: 66 Main Tce Blakeview SA 5114
Description: Construction of Three Storey Residential Flat High-Density Building for Supported Accommodation consisting of 10 Specialist disability accommodation (SDA) apartments, 1 Onsite Overnight Assistance (OOA) apartment and ground floor supporting office with associated common areas, landscaping, advertisements, acoustic fencing, retaining walls and carparking
Name of commenter: Amanda rowe
Address of commenter: Blakeview
Email of commenter: amandaspost9@hotmail.com

Comment

I believe this will result in a lot more traffic in the area over narrow streets. It is in the same place as schools, day care and shops. The pick. Of the building also look like a office building rather than residences.

This comment was submitted via PlanningAlerts, a free service run by the charity [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)

Important Privacy Notice - Please Read

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You, South Australia Planning Portal do NOT have permission to publish, nor share with anyone outside South Australia Planning Portal the email address and street address without express written permission from Amanda rowe.

We specifically confirm that any consent given in any form (including pursuant to your privacy policy) to disclose personal information to third parties is withdrawn.



Representations

Representor 14 - redacted by request redacted by request

Name	redacted by request redacted by request
Address	redacted by request BLAKEVIEW SA, 5114 Australia
Submission Date	11/12/2025 01:51 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
<p>Reasons Please see attached document that outlines the specific reasons I believe that planning consent should be refused.</p>	

Attached Documents

66-Main-Terrace,-Blakeview-1566966.pdf
Representation124025773-13081741.pdf

To whom it may concern;

Our primary concern relates to the building height and interface with our rear back yard and windows to habitable rooms.

The plan does not include any form of obscured glazing to the southern windows or balcony. Occupants will have clearly visibility into our backyard & **bedroom & living room**. This is concerning that neither the architect nor planning consultant included this detail in the documentation and in fact ignored this consideration in the planning report (we are very concerned what other details may have also been missed).

Insufficient information has been provided to demonstrate that the proposal appropriately mitigates direct overlooking to our habitable rooms and private open space as specifically stated in PO 16.1 (Design in Urban Areas - GDP). We request appropriate obscure glazing or screening is included to the southern windows & balconies.

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 windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	DTS/DPF 16.1 None are applicable.

We are concerned with the overshadowing diagrams prepared by the applicant. They obviously show the overshadowing impact of the building, but do not show the location of the existing houses and our backyards defeating the purpose of this overshadowing plan. We request that the applicant provides proper overshadowing diagrams that includes the existing houses south of Bray Lane on the plan and must also consider the existing overshadowing impacts from our rear carports and fencing. Until this is provided we are not satisfied that the development satisfies PO 3.1 and 3.2 (Interface between Land Uses - GDP).

Overshadowing	
PO 3.1 Overshadowing of habitable room windows of adjacent residential land	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land

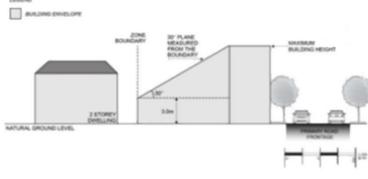
<p>uses in:</p> <ul style="list-style-type: none"> a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight. 	<p>uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.</p>
<p>PO 3.2</p> <p>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:</p> <ul style="list-style-type: none"> 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. 	<p>DTS/DPF 3.2</p> <p>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:</p> <ul style="list-style-type: none"> a. for ground level private open space, the smaller of the following: <ul style="list-style-type: none"> 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.

We are concerned with the building height which contributes to the overlooking and overshadowing impacts to our house. The applicant references 3 storey buildings in the area, however, the only 3 storey building is associated with the school to the east and is appropriately setback from the street in a suitable location with trees planted to assist with reducing its visual impact, as opposed to the proposal submitted which results in these overlooking and overshadowing impacts.

The building height on a site of this size is not suitable and will result in visual impact to our amenity when looking out from our habitable rooms & backyard to see this out of character building. From our rough calculations & drawings the proposal does not meet the provisions of DPF 2.3 of the Subzone and will clearly exceed this 30 degree plane, hence the concern of both overshadowing and visual impacts to our habitable rooms & backyard. Further to our submission we are not satisfied that the building has been appropriately designed to mitigate visual impact or overshadowing to our house, thus failing to meet PO 2.2 & 2.3 specifically assigned in the Subzone. These policies were created for a reason to mitigate impacts towards low-rise residential abutting an Activity Centre and clearly have not been considered in the design.

Therefore, although the Subzone does allow for 3 storeys, this site is clearly not appropriate and will have detrimental impact to our house and amenity.

<p>PO 2.2</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone</p>
--

<p>PO 2.3 Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 2.3 Buildings within Activity Centres on sites with a southern boundary adjoining an allotment used for residential purposes in 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> 
---	---

We query the rubbish collection method, I was of the understanding Council typically does not allow private rubbish collection on site? If anything should this be undertaken from the commercial side of the site (Main Terrace) rather than having a large private rubbish truck sitting outside our backyards as they collect the rubbish and potentially block us in our carports, it is already a tight fit in the laneway. If this is supported, we request appropriate hours of collection are conditioned.

Moving into the area we were of the understanding that the land north of our house is an Activity Centre that generally provides land for commercial and/or community businesses and services. We are not against the proposed land use, but question if it is really the most appropriate use for an Activity Centre (which appear to be limited from looking at the Concept Plans in the Code). We thought that these master planned communities are meant to be designed to encourage living locally as highlighted throughout the Greater Adelaide Region Plan. The inclusion of the supported accommodation does not provide services for the community to use and is essentially residential long-term accommodation. The Subzone includes PO 1.5 & 1.6 which clearly seek the intent for commercial & community uses but can allow for the residential uses when located at upper levels. The proposal does not contribute commercial uses fronting Main Terrace. Should this not be located outside of the Activity Centre in a more appropriate residential site?

<p>PO 1.5 Within Activity Centres, dwellings are developed only in conjunction with non-residential uses to support business, entertainment and recreational activities.</p>	<p>DTS/DPF 1.5 Within Activity Centres, dwellings are developed only in conjunction with non-residential uses and sited:</p> <ul style="list-style-type: none"> (a) at upper levels of buildings with non-residential uses located at ground level or (b) behind non-residential uses on the same allotment.
<p>PO 1.6 Activity Centres include a range of non-residential uses such as shops, offices, consulting rooms, educational facilities and community facilities of a scale to support the anticipated future growth of the surrounding neighbourhood.</p>	<p>DTS/DPF 1.6 None are applicable.</p>

I look forward to the response on these matters and wish to speak at the meeting to ensure these concerns are heard by Council, if you can please advise of the details so I can arrange attendance.

I have spoken to Playford Council/Planning Department (I spoke to Leif), who confirmed that my first name and address will be redacted for all documentation throughout submission due to the nature of my work.

Kind regards,

[REDACTED]

[REDACTED]

Owner [REDACTED] Blakeview.

Representations**Representor 15** - redacted by request redacted by request

Name	redacted by request redacted by request
Address	12 Bishopstone Road DAVOREN PARK SA, 5118 Australia
Submission Date	15/12/2025 09:50 AM
Submission Source	Email
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
Reasons please see attached	

Attached Documents

Representation-24025773-13076869.pdf

REPRESENTATION ON APPLICATION

Planning, Development and Infrastructure Act 2016

Applicant:	[REDACTED]
Development Number:	24025773 <i>[development application number]</i>
Nature of Development:	Three storey residential flat high density building for supported accommodation <i>[development description of performance assessed elements or aspects of outline consent application]</i>
Zone/Sub-zone/Overlay:	Unknown <i>[zone/sub-zone/overlay of subject land]</i>
Subject Land:	66 Main Terrace Blakeview SA 5114 / CT6304/681 <i>[street number, street name, suburb, postcode]</i> <i>[lot number, plan number, certificate of title number, volume & folio]</i>
Contact Officer:	Assessment panel / assessment manager at city of playford <i>[relevant authority name]</i>
Phone Number:	Click here to enter text. <i>[authority phone]</i>
Close Date:	Thurs 11 th December 2025 <i>[closing date for submissions]</i>

My name*: [REDACTED]	My phone number: Blank
My postal address*: 5008	My email: blank

* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development <input type="checkbox"/> I support the development with some concerns <input checked="" type="checkbox"/> I oppose the development
-----------------	---



Government of South Australia

Department for Housing
and Urban Development

The specific reasons I believe that consent should be granted/refused are:

Our primary concern relates to the building height and interface with our rear back yard and windows to habitable rooms.

The plan does not include any form of obscured glazing to the southern windows or balcony. Occupants will have clearly visibility into our backyard & bedroom & living room. This is concerning that neither the architect nor planning consultant included this detail in the documentation and in fact ignored this consideration in the planning report (we are very concerned what other details may have also been missed).

Insufficient information has been provided to demonstrate that the proposal appropriately mitigates direct overlooking to our habitable rooms and private open space as specifically stated in PO 16.1 (Design in Urban Areas - GDP). We request appropriate obscure glazing or screening is included to the southern windows & balconies.

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 windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	DTS/DPF 16.1 None are applicable.

We are concerned with the overshadowing diagrams prepared by the applicant. They obviously show the overshadowing impact of the building, but do not show the location of the existing houses and our backyards defeating the purpose of this overshadowing plan. We request that the applicant provides proper overshadowing diagrams that includes the existing houses south of Bray Lane on the plan and must also consider the existing overshadowing impacts from our rear carports and fencing. Until this is provided we are not satisfied that the development satisfies PO 3.1 and 3.2 (Interface between Land Uses - GDP).

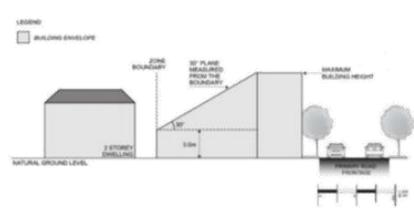
Overshadowing	
PO 3.1 Overshadowing of habitable room windows of adjacent residential land	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land

<p>uses in:</p> <p>a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<p>uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.</p>
<p>PO 3.2</p> <p>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:</p> <p>a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<p>DTS/DPF 3.2</p> <p>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:</p> <p>a. for ground level private open space, the smaller of the following:</p> <ul style="list-style-type: none"> 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) <p>b. for ground level communal open space, at least half of the existing ground level open space.</p>

We are concerned with the building height which contributes to the overlooking and overshadowing impacts to our house. The applicant references 3 storey buildings in the area, however, the only 3 storey building is associated with the School to the east and is appropriately setback from the street and in a suitable location with trees planted to assist with reducing its visual impact, as opposed to the proposal submitted which results in these overlooking and overshadowing impacts.

The building height on a site of this size is not suitable and will result in visual impact to our amenity when looking out from our habitable rooms & backyard to see this out of character building. From our rough calculations & drawings the proposal does not meet the provisions of DPF 2.3 of the Subzone and will clearly exceed this 30 degree plane, hence the concern of both overshadowing and visual impacts to our habitable rooms & backyard. Further to our submission we are not satisfied that the building has been appropriately designed to mitigate visual impact or overshadowing to our house, thus failing to meet PO 2.2 & 2.3 specifically assigned in the Subzone. These policies were created for a reason to mitigate impacts towards low-rise residential abutting an Activity Centre and clearly have not been considered in the design.

Therefore, although the Subzone does allow for 3 storeys, this site is clearly not appropriate and will have detrimental impact to our house and amenity.

<p>PO 2.2</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone</p>	
<p>PO 2.3</p> <p>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 2.3</p> <p>Buildings within Activity Centres on sites with a southern boundary adjoining an allotment used for residential purposes in 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> 

We query the rubbish collection method, I was of the understanding Council typically does not allow private rubbish collection on site? If anything should this be undertaken from the commercial side of the site (Main Terrace) rather than having a large private rubbish truck sitting outside our backyards for 5 minutes as they collect the rubbish and potentially block us in our carports, it is already a tight fit in the laneway. If this is supported, we request appropriate hours of collection are conditioned. Moving into the area we were of the understanding that the land north of our house is an Activity Centre that generally provides land for commercial and/or community businesses and services. We are not against the proposed land use, but question if it is really the most appropriate use for an Activity Centre (which appear to be limited from looking at the Concept Plans in the Code). We thought that these master planned communities are meant to be designed to encourage living locally as highlighted throughout the Greater Adelaide Region Plan. The inclusion of the supported accommodation does not provide services for the community to use and is essentially residential long-term accommodation. The Subzone includes PO 1.5 & 1.6 which clearly seek the intent for commercial & community uses but can allow for the residential uses when located at upper levels. The proposal does not contribute commercial uses fronting Main Terrace. Should this not be located outside of the Activity Centre in a more appropriate residential site?

<p>PO 1.5</p> <p>Within Activity Centres, dwellings are developed only in conjunction with non-residential uses to support business, entertainment and recreational activities.</p>	<p>DTS/DPF 1.5</p> <p>Within Activity Centres, dwellings are developed only in conjunction with non-residential uses and sited:</p> <p>(a) at upper levels of buildings with non-residential uses located at ground level</p> <p>or</p> <p>(b) behind non-residential uses on the same allotment.</p>
<p>PO 1.6</p> <p>Activity Centres include a range of non-residential uses such as shops, offices, consulting rooms, educational facilities and community facilities of a scale to support the anticipated future growth of the surrounding neighbourhood.</p>	<p>DTS/DPF 1.6</p> <p>None are applicable.</p>

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why consent should be granted or refused; and
- comment only on the performance-based elements (or aspects) of the proposal, which does not include the:
 - I wish for the above concerns I have listed out to be addressed regarding the building height and the rubbish collection method. *[list any accepted or deemed-to-satisfy elements of the development].*

I:	<input checked="" type="checkbox"/> wish to be heard in support of my submission* <input type="checkbox"/> do not wish to be heard in support of my submission
By:	<input checked="" type="checkbox"/> appearing personally

being represented by the following person: [Click here to enter text.](#)

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: [REDACTED]

Date: 11/12/2025

Return Address: [REDACTED] *[relevant authority postal address]* or

Email: [Click here to enter text.](#) *[relevant authority email address]* or

Complete online submission: plan.sa.gov.au/have_your_say/notified_developments

Ref: 25ADL-0432

16 January 2026

Mahmoud Hasaneen
City of Playford
12 Bishopstone Road
Davoren Park SA 5113

Submitted via PlanSA portal

Dear Mahmoud

Response to Representations – Application ID 24025773 – 66 Main Terrace, Blakeview

Introduction

URPS continues to act for Ashley Richards & Associates in relation to the proposed development at 66 Main Terrace, Blakeview. I acknowledge the representations received during the public notification period and provide the following response.

Summary of Representations

Fifteen representations were received during public notification. A summary of the representor's positions is provided below:

- One supports the development.
- 14 oppose the development.

Three of the 15 representors want to be heard in support of their representation.

One of the representations received was a late submission. Representations 14 and 15 are double ups.

Several non-planning related concerns were raised. These include:

- Property value.
- Land use already exists in area.
- Construction management.

We acknowledge the Kaurna People as the Traditional Custodians of the land on which we work and pay respect to Elders past, present and emerging.

https://urpsau.sharepoint.com/sites/SynergyProjects/Shared Documents/SA Synergy Projects/25ADL/25ADL-0432 - 4010 Main Terrace, Blakeview/Issued/260105_Representations/260109_c1_v1_draft response to reps.docx



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No response to these concerns is provided as they have no bearing on the planning assessment.

The concerns raised by the representors include:

- Land use.
- Building height.
- Overshadowing.
- Overlooking.
- Accessibility.
- Traffic and parking.
- Noise.
- Waste management.

Applicant's Response

Responses are grouped under the main themes raised for clarity.

Land Use

Concerns were raised over the proposed land use.

The Emerging Activity Centre Subzone seeks:

PO 1.1 *Activity centres within master-planned communities include a range of land uses to provide services at the local and neighbourhood level.*

DPF 1.1 *Development comprises one or more of the following where located in an Activity Centre:*

- (a) *Child care facility*
- (b) *Cinema*
- (c) *Community facility*
- (d) *Consulting room*
- (e) *Dwelling located above non-residential development*
- (f) *Educational facility*
- (g) *Emergency services facility*
- (h) *Hospital*
- (i) *Hotel*
- (j) *Indoor recreation facility*
- (k) *Library*



- (l) Office
- (m) Place of worship
- (n) Public transport terminal
- (o) Retail fuel outlet
- (p) Service trade premises
- (q) Shop
- (r) Tourist accommodation.

And in any other case, one or more of the following land uses:

...

- (n) Supported accommodation. (underline added)

The Master Planned Neighbourhood Zone seeks:

PO 1.1 Diverse housing choices and a wide range of complementary recreational, community services and other activities to support a growing community and create a pleasant place to live.

DPF 1.1 Development comprises one or more of the following

...

- (o) Supported accommodation. (underline added)

The proposed development is supported accommodation.

The site is in an Activity Centre as defined by the Code. This means the first part of DPF 1.1 of the Subzone applies. This does not list supported accommodation as an envisaged land use.

Residential development is envisaged in the Activity Centres in the form of dwellings above non-residential development (DPF 1.1). This means that residential can comfortably co-exist with non-residential in the Activity Centres.

DO1 of the Emerging Activity Centre Subzone states:

DO1 Activity centres, employment, and community services make neighbourhoods a healthy and convenient place to live.

This strategic intent has already been realised in this location. Land uses listed in DPF 1.1 that existing in this Activity Centre include:

- Child care facilities.
- Consulting rooms.
- Education facility.
- Indoor recreation facilities.
- Shops.



Given the primary land use intent of the Activity Centre has already been realised, given that residential land use is envisaged in Activity Centres, and given that supported accommodation is an envisaged land use in the Zone, I consider the proposed land use to be acceptable in this instance.

Building Height

Concerns were raised over the proposed building height.

The Emerging Activity Centre Subzone seeks:

PO 2.1 *A range of low-to-medium rise buildings within Activity Centres, with the highest intensity of built form sited away from residential development, and lower scale development at the interface with residential development.*

DPF 2.1 *Buildings within Activity Centres not exceeding the following maximum building heights:*

- (a) where the development is located on land adjacent to an allotment that will be used solely for residential purposes, 3 building levels or 12m*
- (b) in all other cases 6 building levels or 22m. (underline added)*

The Master Planned Neighbourhood Zone seeks:

PO 5.1 *Buildings establish a low-medium rise residential character with development above 3 building levels located close to activity centres, open space and/or public transport.*

DPF 5.1 *Buildings (excluding garages, carports and outbuildings) do not exceed the maximum building height nominated on a Building Envelope Plan, or where none exists:*

- (a) a maximum building height of 3 building levels or 12m*
- and*
- (b) a maximum wall height of 10m (except where a gable end). (underline added)*

The proposed building is 3 levels and 12.8m high.

The 800mm departure from the guidelines is minor as it only occurs in a small central section of the building (see below image). The building is mostly under 12m high.

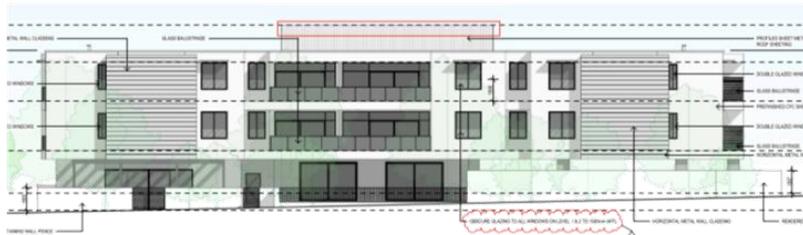


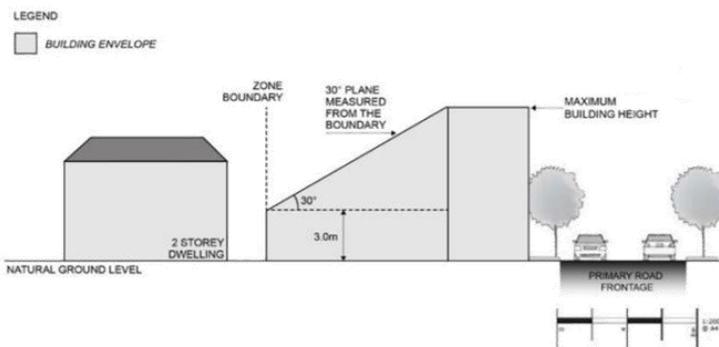
Figure 1: Section of building highlighted in red square which exceeds 12m threshold

Overshadowing

Concerns were raised regarding overshadowing, particularly to the dwellings to the south.

The Emerging Activity Centre Subzone contains the relevant overshadowing provisions:

- PO 2.3** *Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.*
- DPF 2.3** *Buildings within Activity Centres on sites with a southern boundary adjoining an allotment used for residential purposes in 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: (underline added)*



The dwellings to the south are separated from the proposed development by Barry Lane. The rear garages of these dwellings face Barry Lane. The private open space of these dwellings is beyond the garages and the dwellings beyond this. The proposed development doesn't adjoin residential development. This means DPF 2.3 has no part to play in the assessment.



PO 2.3 is satisfied in the following ways:

- The building has been designed with a rear setback of four metres.
- There is a separation of 11m from the boundaries of the dwellings from the proposed development.
- Any overshadowing will be to the rear garages of the dwellings only.

Overlooking

Concerns were raised over the potential for overlooking.

The Design in Urban Areas section of the Code contains the relevant provisions for overlooking from medium rise buildings. Medium rise is defined by the Code as buildings 3-6 levels high:

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 windows of habitable rooms***
- (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity. (underline added)***

The following amendments have been made to address the overlooking concerns and comply with the above provisions:

- South (rear) elevation:
 - 1700mm aluminium slat screen to balconies on levels 1 and 2.
 - Obscure glazing to all windows on level 1 and 2 to 1500mm.
- North (front) elevation:
 - Obscure glazing to all windows on level 1 and 2 to 1500mm. Excluding windows and doors to the balconies.
- East (side) elevation:
 - Obscure glazing to all windows on level 1 and 2 to 1500mm. Excluding windows and doors to the balconies.



- 1700mm aluminium slat screening to rear balcony wraparound.
- West (side) elevation:
 - Obscure glazing to all windows on level 1 and 2 to 1500mm. Excluding windows and doors to the balconies.
 - 1700mm aluminium slat screening to rear balcony wraparound.

Accessibility

Concerns were raised over the building's accessibility and whether it is fit for purpose.

The Design in Urban Areas section of the Code contains the following relevant accessibility provisions for supported accommodation:

PO 37.1 *Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.*

PO 37.2 *Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.*

PO 38.1 *Development is designed to support safe and convenient access and movement for residents by providing:*

(a) ground-level access or lifted access to all units

(b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places

(c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability

(d) kerb ramps at pedestrian crossing points.

PO 39.1 *Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors. (underline added)*

The above provisions are satisfied in the following ways:

- The site is relatively flat ensuring movement is not restricted by the topography (PO 37.1).
- Each unit is open and spacious catering to residents with disabilities or limited mobility (PO 37.2).
- Lift access is provided to the units above ground level. This facilitates accessibility in both horizontal and vertical circulation (PO 38.1 (a)).
- The ground floor layout facilitates access throughout the building without the need for steps (PO 38.1 (b)).



- Car parking is provided at grade and is of sufficient space to allow for wheelchair manoeuvrability (PO 38.1 (c)).
- Kerb ramps have been provided at crossing points (PO 38.1 (d)).
- The spatial arrangement enhances connectivity between private and shared spaces (PO 39.1).

The building is fit for purpose.

Traffic and Parking

Concerns were raised over the traffic and parking impacts.

Empirical Traffic Advisory (ETA) has previously prepared a Traffic and Parking Review which addresses these matters. In summary:

- The proposed development will generate a demand of seven on-site parking spaces. The proposed development provides a total of 13 on-site parking spaces.
- The car park layout meets the relevant Australian Standards for manoeuvrability.
- The proposed development will cause a minor increase in traffic to the surrounding road network. This is in the order of two to four vehicles per hour. Such an increase will not materially impact on the safety and efficiency of the road network.

Noise Impacts

Concerns were raised by the potential noise impact of late-night activity.

The Interface Between Land Uses section of the Code contains the relevant provisions for noise:

PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).
(underline added)

The proposed development will not result in any adverse noise impacts for the following reasons:

- Supported accommodation is a low-impact residential use.
- The nature of the accommodation is consistent with typical domestic living arrangements. Residents engage in everyday activities that do not generate excessive noise.
- Communal areas are located and treated to avoid noise spill into adjoining properties.



- 24/7 staff presence contributes to a calm and well-managed environment.
- The development does not include any high-intensity or commercial uses.
- Outdoor spaces are landscaped to soften sound and encourage passive recreation.
- The proposed development is not expected to generate traffic volumes that would contribute to excessive noise impacts. Car parking is provided at grade and is separated from sensitive interfaces.

Waste Management

Concerns were raised about the proposed waste collection method.

The Design in Urban Areas section of the Code contains the following provisions relevant to waste collection:

PO 1.5 *The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.*

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.*

PO 40.6 *Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time. (underline added)*

A Waste Management Plan supporting the development has been prepared by Colby Phillips. This was supplied in the lodgement package.

Each unit has a general waste, recycling and food organics bin. Once full, residents or carers take the bins to the ground floor bin disposal room. All units share the one set of skip bins located in the bin disposal room. The skip bin is moved by staff to the bin presentation area in the car park ready for collection. A private waste collector collects the bins on a weekly basis. The truck parks in Barry Lane and the contractor wheels the bins from the presentation area. Such collection takes five minutes.

The collection methodology has no adverse impact on the street network and is no different to current arrangements in the lane. This satisfies the above provisions.

Conclusion

Thank you for the opportunity to address the concerns of the representors.



I consider that the concerns from the representors have been adequately addressed. The application satisfies the provisions of the Planning & Design Code and warrants Planning Consent.

I will attend the Council Assessment Panel meeting to respond to the representors requesting to be heard and answer any questions of CAP members.

I can be contacted on 8333 7999 if you have any questions.

Yours sincerely

A handwritten signature in black ink, appearing to read "Sean Elliott", written in a cursive style.

Sean Elliott
Senior Consultant